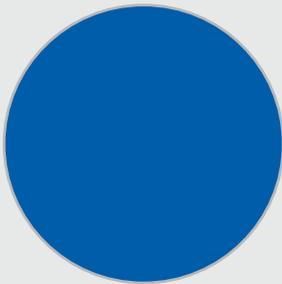
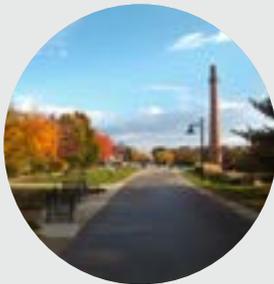
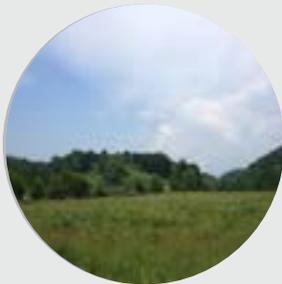
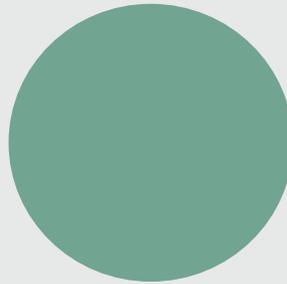
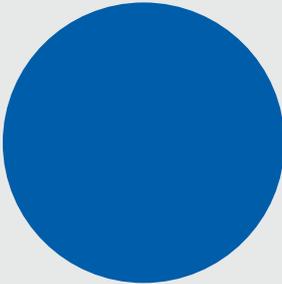


TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2022-2026



Policy Committee Adoption - September 10, 2021

Amendment & Modification Dates

- 10-8-21 (+ 20-24 TIP)
- 2-11-22 (+ 20-24 TIP)
- 3-11-22 (+ 20-24 TIP)
- 4-28-22 (+ 20-24 TIP) (Mod)
- 5-10-22 (+ 20-24 TIP) (Mod)



Disclaimer

Preparation of the *Bloomington-Monroe County FY 2022-2026 Transportation Improvement Program* (TIP) has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or the Indiana Department of Transportation.

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Acknowledgments

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

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Bloomington Board of Realtors
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BMCMPO Staff

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Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) for transportation projects using federal-aid funds. The TIP additionally serves as a subset of multimodal transportation system needs from the *BMCMPPO 2045 Metropolitan Transportation Plan*.

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

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

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

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Indiana University Campus Bus
- Monroe County
- City of Bloomington
- Indiana Department of Transportation (Note: All INDOT projects listed in the BMCMPPO FY 2022-2026 TIP match INDOT Draft Statewide Transportation Improvement Program (STIP) listings).

The Statewide Transportation Improvement Program (STIP) identifies the funding and timing of the state's transportation projects by fiscal year. The current STIP identifies more than \$4.5 billion for programmed projects. The STIP encompasses regionally significant projects prepared in cooperation with local government entities throughout Indiana, including Transportation Planning Regions (TPRs), Metropolitan Planning Organizations (MPOs), and Regional Planning

Organizations (RPOs). The STIP identifies the funding and the scheduling of transportation projects and programs by state fiscal year (July 1 through June 30) and includes all state and local transportation projects funded with federal highway and/or federal transit funding along with 100% state funded transportation projects (including highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the national parks).

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

Bloomington/Monroe County Metropolitan Planning Organization

Adopted Metropolitan Planning Area (MPA) & Urban Area Boundary (UAB) 2012

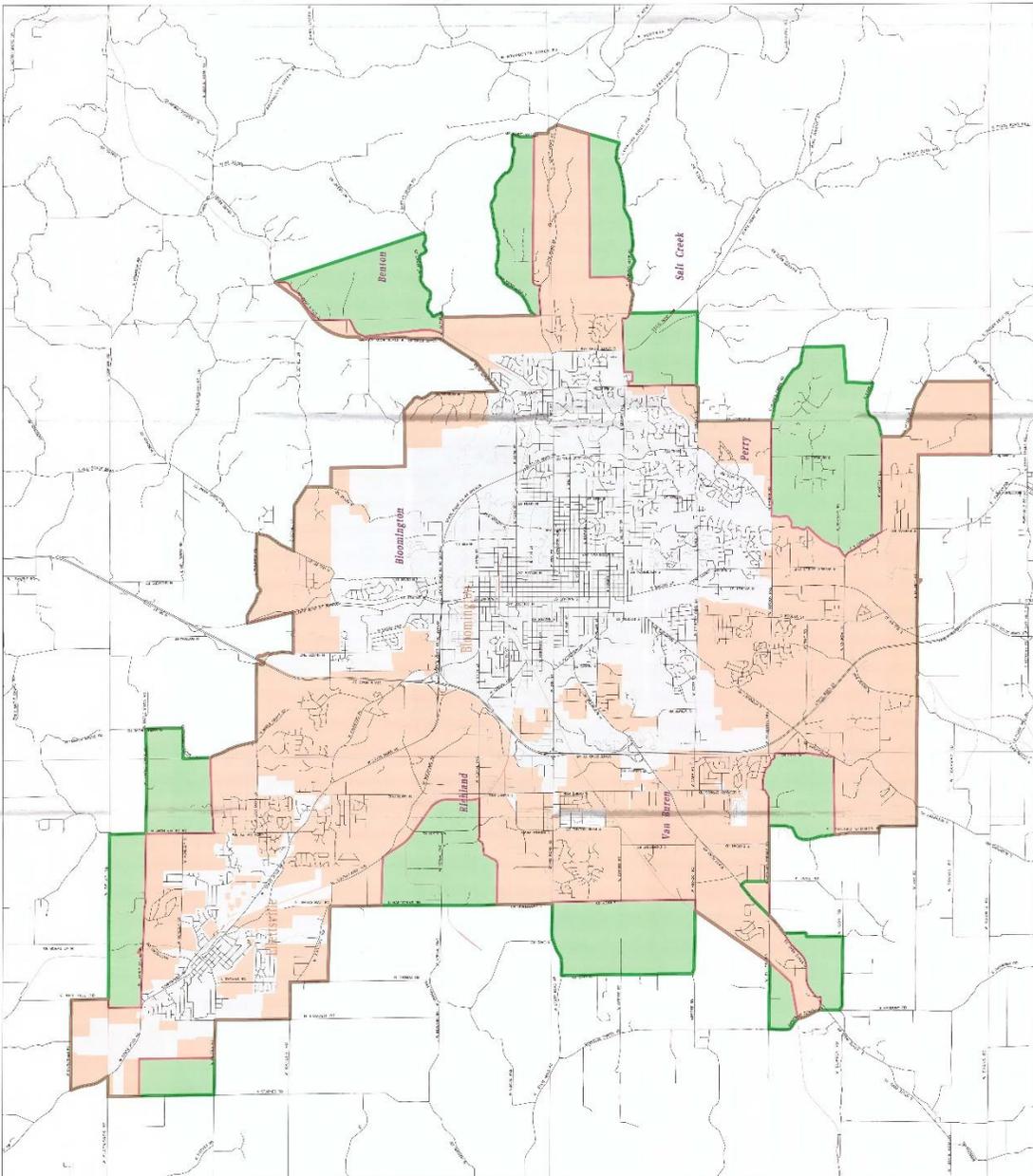
- Legend
- Metropolitan Planning Area
 - Urban Area Boundary
 - Incorporated Areas

| Urban Area Boundary Approvals | |
|-------------------------------|--|
| APPROVED BY: | City of Bloomington |
| APPROVED DATE: | 10/03/2012 |
| APPROVED BY: | Monroe County Board of Commissioners |
| APPROVED DATE: | 10/03/2012 |
| APPROVED BY: | Indiana State Board of Transportation |
| APPROVED DATE: | 10/03/2012 |
| APPROVED BY: | Indiana State Department of Transportation |
| APPROVED DATE: | 10/03/2012 |
| APPROVED BY: | Indiana State Department of Transportation |
| APPROVED DATE: | 10/03/2012 |

October 3, 2012



THIS MAP IS THE PROPERTY OF THE CITY OF BLOOMINGTON AND MONROE COUNTY. IT IS TO BE USED ONLY FOR THE PURPOSES FOR WHICH IT WAS CREATED. THE CITY OF BLOOMINGTON AND MONROE COUNTY ARE NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. THE CITY OF BLOOMINGTON AND MONROE COUNTY ARE NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS MAP. THE CITY OF BLOOMINGTON AND MONROE COUNTY ARE NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS MAP.



City of Bloomington, Indiana
Planning Department



Bloomington Geographic Information System

File: Data_GIS_4_008 Title: 7

Transportation Improvement Programming

The FY 2022-2026 TIP achieved fiscal constraint for FY 2022-2025 by individual years and include only those projects for which funding has been identified using current or reasonably available revenue sources. All FY 2026 projects are illustrative. An “Illustrative Project” means an additional transportation project that may (but is not required to) be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available pursuant to 23 CFR 450. 104 Definitions. If an illustrative project is included in the TIP, no Federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming Metropolitan Transportation (MTP) Plan and TIP. This would be accomplished through the TIP Amendment process to Pursuant to 23 CFR 450.330 (e) TIP action by the FHWA and the FTA.

The BMCMPPO in cooperation with the State of Indiana and area transit operators develop the TIP financial plan by providing the BMCMPPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of Federal and State funding available to the BMCMPPO in order to enable the BMCMPPO to conduct adequate financial planning.

The BMCMPPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must jointly determine that new, or amended, TIP documents conform to the State’s Air Quality Plan’s purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency’s (EPA) conformity regulation. The Bloomington-Monroe County MPO is exempt from the air quality requirements because it is in an air quality attainment area.

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

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

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

2. Capital projects programmed for construction that will be ready for contract letting in the immediate future
3. Projects involving traffic operation or system management improvements
4. Projects programmed for right-of-way acquisition
5. Projects programmed for preliminary engineering and/or advanced studies

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

The BMCMPPO evaluates Transportation Improvement Program amendments pursuant to the procedures outlined in the Public Participation Plan. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification).

Amendment Process

Transportation Improvement Program amendments are subject to the BMCMPPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP shall have compatibility with that of the STIP. Until this TIP, and project amendments herein, is approved by the FHWA, FTA, and INDOT, and until all project amendments are subsequently listed in an approved corresponding STIP, all project amendments and administrative modifications to the FY 2022-2026 TIP will automatically be included in the current FY 2020-2024 TIP along with their coinciding project funding sources and amounts; however, a TIP application for both TIPs must be submitted to MPO staff for processing.

Transportation Improvement Program Projects

Background

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

Project Cost Estimation

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

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

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

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

Federal Funding Sources

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

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

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

- *Surface Transportation Program (STPB)* funds projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge/tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals. The BMCMPPO receives Group II STBG fund allocations based on the 2010 Census urbanized area population. INDOT has allocated unspent Group III (areas less than 50,000 population) allocations to the urban area Monroe County in recent years for the construction of facilities impacted with I-69 construction.
- *Highway Safety Improvement Program (HSIP)* funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-State-owned public roads.
- *National Highway Performance Program (NHPP)* funds construction of new facilities on the National Highway System. These funds ensure that investments in Federal-aid funds in highway construction support progress toward the achievement of performance targets (also known as “measures”) established in a State’s asset management plan for the National Highway System.
- *Section 164 Penalty (164 Penalty)* funds HSIP projects with the goal of achieving a significant reduction in repeat intoxicated driver offender traffic fatalities and serious injuries on all public roads including non-State-owned public roads. Section 164 Penalty Funds originate from federal legislation/regulations applicable to any State that does not enact and enforce conforming repeat intoxicated driver laws. Indiana is one such State.
- *Section 130 RR Safety* funds train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.)
- *Bridge Programs (BR)* funds bridge safety, inspection and improvement projects on state and local jurisdictional levels.
- *Transportation Alternatives Program (TAP or TA)* funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School.
- *Federal Transit Administration (FTA)* operating and capital assistance funds for eligible public transportation agencies throughout the urban area.

- *Indiana Public Mass Transit Fund (PMTF)* funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.
- *Indiana Trails Program (ITP)* funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The State of Indiana, through a cooperative agreement between the Indiana Department of Transportation (INDOT) and the Indiana Department of Natural Resources (IDNR), converted this program into a wholly state funded “Indiana Recreational Trails Program” in calendar year 2020. Eligible entities for program project funding must submit applications through the Indiana Department of Natural Resources, State Parks Section. The FY 2022-2026 TIP reflects this administrative program change.

Table 1 - Federal Transportation Funding Programs

| Primary Federal, State, Local Funding Source Descriptions | | |
|--|---------------|--|
| Funding Program* | Abbreviation | Brief Description** |
| Surface Transportation Block Grant | STPBG | Funds projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge/tunnel project on functionally classified public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals. |
| Highway Safety Improvement Program | HSIP | Projects capable of achieving significant reductions in traffic fatalities and serious injuries on all public roads and non-State-owned roads. |
| National Highway Performance Program | NHPP | Facility investments on the Interstate or National Highway System (NHS) directed to support progress toward the achievement of performance targets established in a State's asset management plan for the National Highway System. |
| Section 164 Penalty | 164 Penalty | Funds originating from legislation/regulations applicable to any State that does not enact and enforce conforming repeat intoxicated driver laws. |
| Section 130 RR Safety | 130 RR Safety | Train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.). |
| Bridge Programs | Local Bridge | Projects involving bridge safety, inspection, reconstruction or replacement projects. |
| Transportation Alternatives | TA | Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails. |
| Federal Transit Administration | FTA | <ul style="list-style-type: none"> • Section 5307 operating assistance through formula allocations. • Section 5310 funds Enhanced Mobility of Seniors and Individuals with Disabilities. • Section 5311 funds rural transportation. • Section 5339 funds buses and bus facilities. |
| Indiana Public Mass Transit Fund | PMTF | A special fund created by the State of Indiana under state statute (I.C. 8-23-3-8) to promote and develop transportation within Indiana. Fund allocations rely on a performance-based formula. |
| Indiana Trails Program | ITP | Projects that fund the development of trails, including land acquisition and basic amenities. Both motorized and non-motorized programs qualify for grant assistance. |
| *Note: Not all funding programs for transit related projects in this TIP are displayed in this table. | | |
| **Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration (https://fhwa.dot.gov/) and Federal Transit Administration (FTA). | | |

Red Flag Investigations

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

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

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

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

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

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

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

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

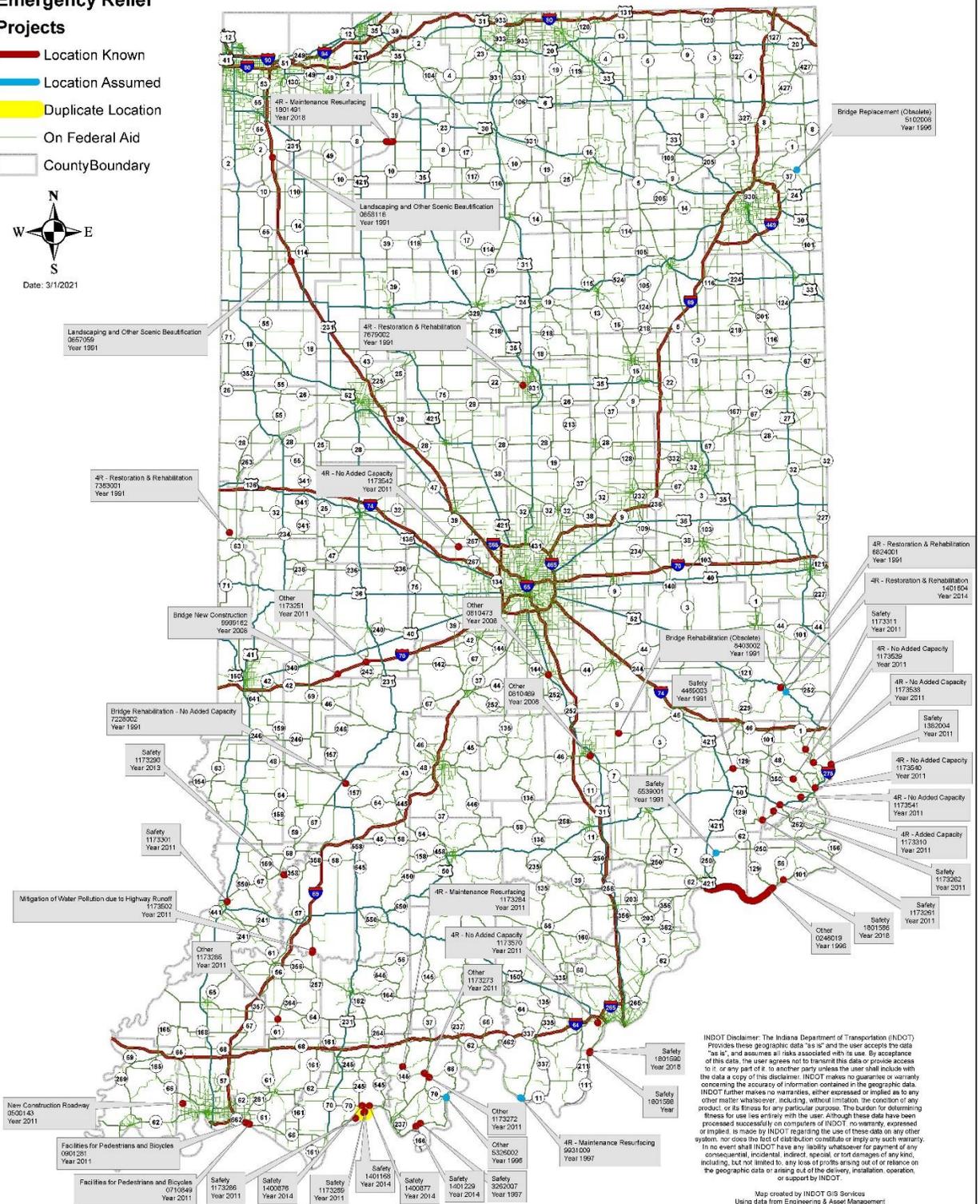
If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, INDOT will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. For example, if a bridge keeps washing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

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

The BMCMPPO Urban area does not currently have any projects programmed with federal Emergency Relief funds.

Emergency Relief Projects

- Location Known
- Location Assumed
- Duplicate Location
- On Federal Aid
- County Boundary



INDOT Disclaimer: The Indiana Department of Transportation (INDOT) provides these geographic data "as is" and the user accepts the data "as is", and assumes all risks associated with its use. By acceptance of this data, the user agrees not to transmit this data or provide access to it, or any part of it, to another party unless the user shall include with the data a copy of this disclaimer. INDOT makes no guarantee or warranty concerning the accuracy of information contained in the geographic data. INDOT further makes no warranties, either expressed or implied as to any other matter whatsoever, including, without limitation, the condition of any product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. Although these data have been processed successfully on computers of INDOT, no warranty, expressed or implied, is made by INDOT regarding the use of these data on any other system, nor does the fact of distribution constitute or imply any such warranty. In no event shall INDOT have any liability whatsoever for payment of any consequential, incidental, indirect, special, or tort damages of any kind, including, but not limited to, any loss of profits arising out of or reliance on the geographic data or arising out of the delivery, installation, operation, or support by INDOT.

Map created by INDOT GIS Services
Using data from Engineering & Asset Management

Transportation Improvement Program Funding

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

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

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

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

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

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

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

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

HSIP applicable projects. *Coronavirus Response and Relief Supplemental Appropriations Act, 2021 funding based on 2010 Census that must have expenditure by September 20, 2023.

**Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)
LPA Funding Requests & Funding Type by Fiscal Year (Note: FY2026* is Illustrative)
9/10/2021**

| STPBG FUNDING | | | | | |
|--|----------------|----------------|----------------|----------------|-----------------------------------|
| LPA | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 (Illustrative) |
| Bloomington | \$2,138,309 | \$2,992,243 | \$242,110 | \$2,992,243 | \$2,992,243 |
| Monroe County | \$421,934 | \$0 | \$2,750,133 | \$0 | \$0 |
| Bloomington Transit | \$432,000 | \$0 | \$0 | \$0 | \$500,000 |
| Total STPBG Funding Requested | \$2,992,243 | \$2,992,243 | \$2,992,243 | \$2,992,243 | \$3,492,243 |
| Total Available | \$2,992,243 | \$2,992,243 | \$2,992,243 | \$2,992,243 | \$2,992,243 |
| Difference + (-) | \$0 | \$0 | \$0 | \$0 | \$ (500,000) |
| TAP FUNDING | | | | | |
| LPA | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 (Illustrative) |
| Bloomington | \$169,513 | \$169,513 | \$0 | \$169,513 | \$169,513 |
| Monroe County | \$0 | \$0 | \$155,801 | \$0 | \$0 |
| Total TAP Funding Requested | \$169,513 | \$169,513 | \$155,801 | \$169,513 | \$169,513 |
| Total Available | \$169,513 | \$169,513 | \$169,513 | \$169,513 | \$169,513 |
| Difference + (-) | \$0 | \$0 | \$13,712 | \$0 | \$0 |
| HSIP FUNDING | | | | | |
| LPA | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 (Illustrative) |
| Bloomington | \$430,795 | \$430,795 | \$342,611 | \$430,795 | \$430,795 |
| Monroe County | \$0 | \$0 | \$88,184 | \$0 | \$2,025,000 |
| Total HSIP Funding Requested | \$430,795 | \$430,795 | \$430,795 | \$430,795 | \$2,455,795 |
| Total Available | \$430,795 | \$430,795 | \$430,795 | \$430,795 | \$430,795 |
| Difference + (-) | \$0 | \$0 | \$0 | \$0 | \$ (2,025,000) |
| SECTION 164 FUNDING | | | | | |
| LPA | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 (Illustrative) |
| Bloomington | \$110,460 | \$110,460 | \$110,460 | \$110,460 | \$110,460 |
| Monroe County | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total CARES Funding Requested | \$110,460 | \$110,460 | \$110,460 | \$110,460 | \$110,460 |
| Total Available | \$110,460 | \$110,460 | \$110,460 | \$110,460 | \$110,460 |
| Difference + (-) | \$0 | \$0 | \$0 | \$0 | \$0 |
| STPBG GROUP III PROGRAM (CARES FUNDING REPLACEMENT) | | | | | |
| LPA | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 (Illustrative) |
| Bloomington | \$0 | \$340,051 | \$0 | \$0 | \$0 |
| Monroe County | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total CARES Funding Requested | \$0 | \$340,051 | \$0 | \$0 | \$0 |
| Total Available | \$0 | \$340,051 | \$0 | \$0 | \$0 |
| Difference + (-) | \$0 | \$0 | \$0 | \$0 | \$0 |

| FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAM FUNDS | | | | | |
|--|-------------|-------------|-------------|-------------|---------------------------|
| LPA | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 (Illustrative) |
| Bloomington Transit | | | | | |
| Section 5307 | \$2,580,585 | \$2,635,077 | \$2,690,773 | \$2,747,704 | \$2,805,898 |
| Section 5310 | \$258,445 | \$143,982 | \$284,726 | \$155,731 | \$307,960 |
| Section 5339 | \$2,896,000 | \$4,326,400 | \$0 | \$1,871,774 | \$473,322 |
| Rural Transit | | | | | |
| Section 5311 | \$875,524 | \$910,545 | \$946,967 | \$984,845 | \$1,024,239 |
| Section 5339 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total FTA Funding Requested | \$6,610,554 | \$8,016,004 | \$3,922,466 | \$5,760,054 | \$4,611,419 |
| Total Available | \$6,610,554 | \$8,016,004 | \$3,922,466 | \$5,760,054 | \$4,611,419 |
| Difference + (-) | \$0 | \$0 | \$0 | \$0 | \$0 |

The following FY 2022-2026 TIP summary tables funding tables summarize the projected revenues and expenditures for Fiscal Years 2022 through 2026 for the BMCMPPO urban area. The summary tables for the State of Indiana’s programmed funds or projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPPO. The programmed expenditures tables demonstrate a fully constrained list of proposed expenditures for Fiscal Years 2022 through 2025. Fiscal Year 2026 shall remain “illustrative” and therefore not subject to federal fiscal constraint requirements.

The following tables summarize funding sources for Monroe County, the City of Bloomington, Bloomington Transit, Rural Transit and INDOT projects by programmed fiscal year.

| Monroe County FY 2022-2026 TIP Summary Table | | | | | | |
|--|-------------|--------------|--------------|-------------|-------------|--------------|
| Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | TOTAL* |
| STPBG | \$421,934 | | \$2,750,133 | | | \$3,172,067 |
| Group II Program | | | | | | \$0 |
| Group III Program | | \$7,088,000 | | | | \$7,088,000 |
| TAP | | | \$155,801 | | | \$155,801 |
| TAP (TE) | \$1,770,400 | | | | | \$1,770,400 |
| HSIP | | | \$88,184 | | \$2,025,000 | \$2,113,184 |
| Local Bridge | \$377,061 | \$9,725 | \$224,783 | \$1,667,715 | | \$2,279,284 |
| RTP | | | | | | \$0 |
| Section 130 RR Safety | \$270,000 | | | | | \$270,000 |
| Section 164 | | | | | | \$0 |
| STPBG Group III Program (CARES) | | | | | | \$0 |
| Total Federal | \$2,839,395 | \$7,097,725 | \$3,218,901 | \$1,667,715 | \$2,025,000 | \$16,848,736 |
| Total Local | \$278,066 | \$4,754,086 | \$14,673,680 | \$691,929 | \$225,000 | \$30,525,405 |
| TOTAL | \$3,117,461 | \$11,851,811 | \$17,892,581 | \$2,359,644 | \$2,250,000 | \$47,374,141 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| City of Bloomington FY 2022-2026 TIP Summary Table | | | | | | |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | TOTAL* |
| STPB | \$2,138,309 | \$2,992,243 | \$242,110 | \$2,992,243 | \$2,992,243 | \$11,357,148 |
| Group II Program | | | | | | \$0 |
| Group III Program | | | | | | \$0 |
| TAP | \$169,513 | \$169,513 | | \$169,513 | \$169,513 | \$678,052 |
| TAP (TE) | | | | | | \$0 |
| HSIP | \$430,795 | \$430,795 | \$382,500 | \$430,795 | \$430,795 | \$2,105,680 |
| Bridge | | | | | | \$0 |
| RTP | | | | | | \$0 |
| Section 164 | \$110,460 | \$110,460 | \$110,460 | \$110,460 | \$110,460 | \$552,300 |
| STPBG Group III Program (CARES) | | \$340,051 | | | | \$340,051 |
| Total Federal | \$2,849,077 | \$4,043,062 | \$735,070 | \$3,703,011 | \$3,703,011 | \$15,033,231 |
| Total Local | \$1,445,423 | \$3,529,921 | \$1,004,930 | \$925,989 | \$3,340,989 | \$10,247,252 |
| TOTAL | \$4,294,500 | \$7,572,983 | \$1,740,000 | \$4,629,000 | \$7,044,000 | \$25,280,483 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Rural Transit FY 2022-2026 TIP Summary Table | | | | | | | |
|--|------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Rural Transit Project | Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | Total* |
| Operational Assistance | FTA Section 5311 | \$875,524 | \$910,545 | \$946,967 | \$984,845 | \$1,024,239 | \$4,742,120 |
| Operational Assistance | FTA Section 5339 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Operational Assistance | Local Match & Indiana PMTF | \$312,096 | \$324,579 | \$337,563 | \$351,065 | \$365,108 | \$1,690,411 |
| Operational Assistance | Local System Fares & In-Kind | \$563,428 | \$585,965 | \$609,403 | \$633,780 | \$659,131 | \$3,051,707 |
| Total | Total | \$ 1,751,048 | \$ 1,821,089 | \$ 1,893,933 | \$ 1,969,690 | \$ 2,048,478 | \$ 9,484,238 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Bloomington Transit FY 2022-2026 TIP Summary Table | | | | | | | |
|---|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Bloomington Transit Project | Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | Total* |
| Operational Assistance | FTA Section 5307 | \$2,436,585 | \$2,485,317 | \$2,535,023 | \$2,585,724 | \$2,637,438 | \$12,680,087 |
| Purchase/Rebuild Major Vehicle Components | FTA Section 5307 | \$144,000 | \$149,760 | \$155,750 | \$161,980 | \$168,460 | \$779,950 |
| Sub-Total FTA Section 5307 | | \$2,580,585 | \$2,635,077 | \$2,690,773 | \$2,747,704 | \$2,805,898 | \$13,460,037 |
| Purchase BT Access Vehicles | FTA Section 5310 | \$138,445 | \$143,982 | \$149,742 | \$155,731 | \$161,962 | \$749,862 |
| Bus Stop Accessibility Improvements | FTA Section 5310 | \$120,000 | \$0 | \$134,984 | \$0 | \$145,998 | \$400,982 |
| Sub-Total FTA Section 5310 | | \$258,445 | \$143,982 | \$284,726 | \$155,731 | \$307,960 | \$1,150,844 |
| Purchase 35-foot Replacement Electric Buses | FTA Section 5339 | \$2,896,000 | \$2,595,840 | \$0 | \$1,871,774 | \$473,322 | \$7,836,936 |
| Fixed Route Service Expansion Electric Vehicles, Charging Stations & Installation | FTA Section 5339 | \$0 | \$1,730,560 | \$0 | \$0 | \$0 | \$1,730,560 |
| Sub-Total FTA Section 5339 | | \$2,896,000 | \$4,326,400 | \$0 | \$1,871,774 | \$473,322 | \$9,567,496 |
| Total FTA Section Funding | | \$5,735,030 | \$7,105,459 | \$2,975,499 | \$4,775,209 | \$3,587,180 | \$24,178,377 |
| Non-Federal Funding Sources | Indiana PMTF | \$2,729,092 | \$2,783,674 | \$2,839,347 | \$2,896,134 | \$2,954,057 | \$14,202,304 |
| | STPBG | \$432,000 | \$0 | \$0 | \$0 | \$500,000 | \$932,000 |
| | Local System Fares | \$1,710,383 | \$1,744,591 | \$1,779,483 | \$1,815,072 | \$1,851,374 | \$8,900,903 |
| | Local Match | \$3,265,417 | \$3,582,088 | \$2,583,167 | \$3,072,477 | \$2,932,743 | \$15,435,892 |
| Sub-Total Non-Federal Funding | | \$8,136,892 | \$8,110,353 | \$7,201,997 | \$7,783,683 | \$8,238,174 | \$39,471,099 |
| Total FTA Funding & Non-Federal Funds | | \$13,871,922 | \$15,215,812 | \$10,177,496 | \$12,558,892 | \$11,825,354 | \$63,649,476 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Indiana Department of Transportation FY 2022-2026 Summary Table | | | | | | |
|---|--------------------|--------------------|---------------------|------------------|---------------------|----------------------|
| Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | Total* |
| NHPP | \$3,018,020 | \$359,000 | \$7,085,510 | \$160,599 | \$7,006,200 | \$ 17,629,330 |
| HSIP | \$6,430 | | | | | \$ 6,430 |
| STPBG | \$320,000 | \$2,173,913 | \$1,168,255 | | \$2,361,200 | \$ 6,023,368 |
| Total Federal | \$3,344,450 | \$2,532,913 | \$8,253,766 | \$160,599 | \$9,367,400 | \$ 23,659,128 |
| Total State | \$604,750 | \$619,478 | \$2,361,799 | \$40,150 | \$1,618,000 | \$ 5,244,177 |
| Total | \$3,949,200 | \$3,152,391 | \$10,615,565 | \$200,749 | \$10,985,400 | \$ 28,903,305 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

FY 2022-2026 Project List

MONROE COUNTY

| Bicentennial Pathway Project, Phase 1 [0902215] | | | | | |
|---|-------------|----------------|--------------------|------------------|--------------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
| CE | 2022 | TAP (TE) | \$231,200 | \$57,800 | \$289,000 |
| CN | 2022 | TAP (TE) | \$1,539,200 | \$384,800 | \$1,924,000 |
| Totals | | | \$1,770,400 | \$442,600 | \$2,213,000 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

| Sunrise Greeting Court Extension [1702957] | | | | | |
|--|-------------|-------------------------|--------------------|--------------------|--------------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
| RW | 2022 | Local | | \$1,400,000 | \$1,400,000 |
| CE | 2023 | STPBG Group III Program | \$814,350 | \$275,380 | \$1,089,730 |
| CN | 2023 | STPBG Group III Program | \$5,134,550 | \$2,230,320 | \$7,364,870 |
| Totals | | | \$5,948,900 | \$3,905,700 | \$9,854,600 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

| Sunrise Greeting Court Extension - Bridge [1900406] | | | | | |
|---|-------------|-------------------------|--------------------|--------------------|--------------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
| PE | 2022 | Local | | \$10,000 | \$10,000 |
| CE | 2023 | STPBG Group III Program | \$73,650 | \$270,705 | \$344,355 |
| CN | 2023 | STPBG Group III Program | \$1,065,450 | \$1,480,250 | \$2,545,700 |
| Totals | | | \$1,139,100 | \$1,760,955 | \$2,900,055 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

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

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

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

Fullerton Pike, Phase III Bridge [2001721] (Kinned with 1802977)

| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
|---------------|-------------|----------------|-----------------|-------------|--------|
| | | BR | | | |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

Karst Farm Greenway - Connector Trail [1900405]

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

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

Pedestrian Trail Crossing Improvements [1900403]

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

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

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

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

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

Bridge Safety Inspection and Inventory [2100084]

| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
|---------------|-------------|----------------|------------------|-----------------|------------------|
| PE | 2022 | Local BR | \$117,348 | \$29,337 | \$146,685 |
| PE | 2023 | Local BR | \$12,726 | \$3,181 | \$15,907 |
| PE | 2024 | Local BR | \$109,872 | \$27,468 | \$137,340 |
| PE | 2025 | Local BR | \$9,046 | \$2,262 | \$11,308 |
| Totals | | | \$248,992 | \$62,248 | \$311,240 |

*Executed Contract Total

Old SR 37 South at Dillman Road [TBD]

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

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

Loesch Road at Indiana RR, Monroe County - INRD DOT #341563T [2000786]

| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
|---------------|-------------|-----------------------|------------------|-----------------|------------------|
| CN - RR | 2022 | Section 130 RR Safety | \$270,000 | \$30,000 | \$300,000 |
| Totals | | | \$270,000 | \$30,000 | \$300,000 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

FY 2022-2026 Project List

CITY OF BLOOMINGTON

| West 2nd Street Moderization and Safety Improvements [2200012] | | | | | |
|--|-------------|---------------------------------|-----------------|-------------|-------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
| PE | 2022 | Local | | \$500,000 | \$500,000 |
| RW | 2024 | Local | | \$100,000 | \$100,000 |
| CE | 2025 | STP | \$338,756 | \$86,244 | \$425,000 |
| CN | 2025 | STP | \$2,653,487 | \$777,000 | \$3,600,000 |
| | | TAP | \$169,513 | | |
| Totals | | | \$3,161,756 | \$1,463,244 | \$4,625,000 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | |
| | | | | | |
| B-Line Trail Extension [1700735] | | | | | |
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
| CE | 2023 | Local | | \$225,000 | \$225,000 |
| CN | 2023 | STP | \$242,110 | \$1,217,839 | \$1,800,000 |
| | | STPBG Group III Program (CARES) | \$340,051 | | |
| Totals | | | \$582,161 | \$1,442,839 | \$2,025,000 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | |
| | | | | | |
| Crosswalk Safety Improvements Project (FY22) [1700976] | | | | | |
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
| CE | 2022 | Local | | \$52,500 | \$52,500 |
| CN | 2022 | HSIP | \$240,795 | \$98,745 | \$339,540 |
| | | Section 164 | \$110,460 | | \$110,460 |
| Totals | | | \$351,255 | \$151,245 | \$502,500 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | |

| Crosswalk Safety Improvements Project (FY25) [2200014] | | | | | |
|--|--------------------|-----------------------|------------------------|--------------------|------------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
| PE | 2023 | Section 164 | \$70,571 | \$29,429 | \$100,000 |
| CE | 2025 | HSIP | \$66,255 | \$7,745 | \$74,000 |
| CN | 2025 | HSIP | \$364,540 | \$55,000 | \$419,540 |
| CN | 2025 | Section 164 | \$110,460 | | \$110,460 |
| Totals | | | \$611,826 | \$92,174 | \$704,000 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | |
| Downtown Curb Ramps Phase 3 [1900403] | | | | | |
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
| CE | 2023 | HSIP | \$61,393 | \$6,822 | \$68,215 |
| CN | 2023 | HSIP | \$369,402 | \$45,477 | \$414,879 |
| | | Section 164 | \$39,889 | | \$39,889 |
| Totals | | | \$470,684 | \$52,299 | \$522,983 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | |
| Downtown Curb Ramps Phase 4 [2200021] | | | | | |
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
| PE | 2024 | Section 164 | \$110,460 | \$4,540 | \$115,000 |
| CE | 2026 | HSIP | \$66,255 | \$7,745 | \$74,000 |
| CN | 2026 | HSIP | \$364,540 | \$55,000 | \$419,540 |
| CN | | Section 164 | \$110,460 | | \$110,460 |
| Totals | | | \$651,715 | \$67,285 | \$719,000 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | |
| Guardrail Improvement Project [1900404] | | | | | |
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* |
| CE | 2022 | Local | | \$30,000 | \$30,000 |
| CN | 2022 | HSIP | \$190,000 | \$25,000 | \$215,000 |
| Totals | | | \$190,000 | \$55,000 | \$245,000 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | |

| High Street Intersection Modernizations and Multiuse Path [2200020] | | | | | | |
|--|-------------|----------------|--------------------|--------------------|--------------------|--|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* | |
| PE | 2023 | Local | | \$800,000 | \$800,000 | |
| RW | 2024 | STP | \$242,110 | \$857,890 | \$1,100,000 | |
| CE | 2026 | Local | | \$640,000 | \$640,000 | |
| CN | 2026 | STP | \$2,992,243 | \$2,638,244 | \$5,800,000 | |
| CN | 2026 | TAP | \$169,513 | | | |
| Totals | | | \$3,403,866 | \$4,936,134 | \$8,340,000 | |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | | |
| Signal Timing Project [1900400] | | | | | | |
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* | |
| PE | 2024 | HSIP | \$382,500 | \$42,500 | \$425,000 | |
| Totals | | | \$382,500 | \$42,500 | \$425,000 | |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | | |
| 17th Street Multimodal Improvements [1900402] | | | | | | |
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* | |
| CE | 2022 | STP | \$243,520 | \$60,880 | \$304,400 | |
| CN | 2022 | STP | \$1,894,789 | \$976,837 | \$2,871,626 | |
| | | TAP | \$169,513 | \$42,378 | \$211,891 | |
| Totals | | | \$2,307,822 | \$1,080,095 | \$3,387,917 | |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | | |
| West 1st Street Moderization and Safety Improvements [1900399] | | | | | | |
| Project Phase | Fiscal Year | Federal Source | Federal Funding | Local Match | Total* | |
| RW | 2022 | Local | | \$90,000 | \$ 90,000 | |
| CE | 2023 | Local | | \$475,000 | \$ 475,000 | |
| CN | 2023 | STP | \$2,750,133 | \$730,354 | \$ 3,650,000 | |
| | | TAP | \$169,513 | | | |
| Totals | | | \$2,919,646 | \$1,295,354 | \$4,215,000 | |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | | |

Project List FY 2022-2026

RURAL TRANSIT

| Rural Transit Operation Assistance [BLO-22-010 (1802840), BLO-23-010 (1802841), BLO-24-010 (1802842), BLO-25-010 (1802843), BLO-26-010 (1802844)] | | | | | | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|
| Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | Total* |
| 5311 | \$875,524 | \$910,545 | \$946,967 | \$984,845 | \$1,024,239 | \$4,742,120 |
| Local Match & PMTF | \$312,096 | \$324,579 | \$337,563 | \$351,065 | \$365,108 | \$1,690,411 |
| Local Fares & In-Kind | \$563,428 | \$585,965 | \$609,403 | \$633,780 | \$659,131 | \$3,051,707 |
| Totals | \$1,751,048 | \$1,821,089 | \$1,893,933 | \$1,969,690 | \$2,048,478 | \$9,484,238 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)) | | | | | | |

Project List FY 2022-2026

BLOOMINGTON TRANSIT

| Operational Assistance-Fixed Route & Paratransit Service [BLO-22-001 (1700763), BLO-23-001 (1700764), BLO-24-001 (1700765), BLO-25-001 (1700766), BLO-26-001 (1700767)] | | | | | | |
|---|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|
| Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| 5307 | \$2,436,585 | \$2,485,317 | \$2,535,023 | \$2,585,724 | \$2,637,438 | \$12,680,087 |
| PMTF | \$2,729,092 | \$2,783,674 | \$2,839,347 | \$2,896,134 | \$2,954,057 | \$14,202,304 |
| Fares | \$1,710,383 | \$1,744,591 | \$1,779,483 | \$1,815,072 | \$1,851,374 | \$8,900,903 |
| Local | \$2,332,806 | \$2,427,052 | \$2,475,593 | \$2,525,105 | \$2,575,607 | \$12,336,163 |
| Totals | \$9,208,866 | \$9,440,634 | \$9,629,446 | \$9,822,035 | \$10,018,476 | \$48,119,457 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative. | | | | | | |
| Purchase & Rebuild of Major Vehicle Components [BLO-22-002 (1700763), BLO-23-002 (1700764), BLO-24-002 (1700765), BLO-25-002 (1700766), BLO-26-002 (1700767)] | | | | | | |
| Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| 5307 | \$144,000 | \$149,760 | \$155,750 | \$161,980 | \$168,460 | \$779,950 |
| Local | \$36,000 | \$37,440 | \$38,938 | \$40,495 | \$42,115 | \$194,988 |
| Totals | \$180,000 | \$187,200 | \$194,688 | \$202,475 | \$210,575 | \$974,938 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative. | | | | | | |
| Purchase BT Access Vehicle Replacement [BLO-22-003 (1700763), BLO-23-003 (1700764), BLO-24-003 (1700765), BLO-25-003 (1700766), BLO-26-003 (1700767)] | | | | | | |
| Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| 5310 | | \$184,800 | \$149,742 | \$155,731 | \$161,962 | \$652,235 |
| 5339 | \$184,800 | | | | | \$184,800 |
| Local | \$46,200 | \$46,200 | \$37,436 | \$38,933 | \$40,490 | \$209,259 |
| Totals | \$231,000 | \$231,000 | \$187,178 | \$194,664 | \$202,452 | \$1,046,294 |
| *Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative. | | | | | | |

35-foot Replacement Battery Electric/Hybrid Buses [BLO-22-004 (1700763), BLO-23-004 (1700764), BLO-24-004 (1700765), BLO-25-004 (1700766), BLO-26-004 (1700767)]

| Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
|----------------|--------------------|--------------------|------------|--------------------|--------------------|---------------------|
| 5339 | \$3,501,777 | \$2,595,840 | \$0 | \$1,371,774 | \$473,322 | \$7,942,713 |
| STPB | \$432,000 | \$0 | \$0 | \$0 | \$500,000 | \$932,000 |
| Local | \$983,444 | \$0 | \$0 | \$467,944 | \$243,331 | \$1,694,719 |
| Totals | \$4,917,221 | \$2,595,840 | \$0 | \$1,839,718 | \$1,216,653 | \$10,569,432 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

Bus Stop Accessibility Improvements [BLO-22-005 (1700763), BLO-24-005 (1700765), BLO-26-005 (1700767)]

| Funding Source | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
|----------------|------------------|------------|------------------|------------|------------------|------------------|
| 5310 | \$250,000 | \$0 | \$250,000 | \$0 | \$145,998 | \$645,998 |
| Local | \$0 | \$0 | \$31,200 | \$0 | \$31,200 | \$62,400 |
| Totals | \$250,000 | \$0 | \$281,200 | \$0 | \$177,198 | \$708,398 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

Fixed Route Service Expansion Electric Vehicles, Charging Stations & Installation [BLO-23-006 (N/A)]

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

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

Project List FY 2022-2026

INDIANA DEPARTMENT OF TRANSPORTATION

| SR 45-46, 0.20 Miles E of I-69 (Arlington Road) to 0.93 Miles E of I-69 (Kinser Pike) [1700198] | | | | | |
|---|-------------|----------------|-----------------|-------------|-------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| CN | 2024 | NHPP | \$4,720,000 | \$1,180,000 | \$5,900,000 |
| Totals | | | \$4,720,000 | \$1,180,000 | \$5,900,000 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| SR 45 at the Intersection of Pete Ellis Drive [1800199] | | | | | |
|---|-------------|----------------|-----------------|-------------|-------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| RW | 2022 | STPBG | \$320,000 | \$80,000 | \$400,000 |
| CN | 2023 | STPBG | \$1,833,913 | \$458,478 | \$2,292,391 |
| Totals | | | \$2,153,913 | \$538,478 | \$2,692,391 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| SR 37 at Intersection with Dillman Road [1800371] | | | | | |
|---|-------------|----------------|-----------------|-------------|-------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| CN | 2024 | NHPP | \$1,209,431 | \$302,358 | \$1,511,789 |
| Totals | | | \$1,209,431 | \$302,358 | \$1,511,789 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| SR 37 - 3.65 Miles South of SR 45 over Abandoned Railroad Northbound Lane [1801171] | | | | | |
|---|-------------|----------------|-----------------|-------------|-----------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| CN | 2024 | NHPP | \$329,854 | \$82,464 | \$412,318 |
| Totals | | | \$329,854 | \$82,464 | \$412,318 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| SR 46 Bridge Superstructure Replacement at 06.04 Miles W of SR 37 @ Jacks Defeat Creek (WBL) [1900098] | | | | | |
|--|-------------|----------------|-----------------|-------------|-------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| PE | 2024 | NHPP | \$60,000 | \$15,000 | \$75,000 |
| RW | 2022 | NHPP | \$44,000 | \$11,000 | \$55,000 |
| CN | 2024 | NHPP | \$1,967,656 | \$491,914 | \$2,459,570 |
| Totals | | | \$2,071,656 | \$517,914 | \$2,589,570 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Bridge Thin Deck Overlay at 0.75 miles W of SR 37, EBL over Center Fork Stout Creek [1900710] | | | | | |
|--|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| CN | 2022 | NHPP | \$978,020 | \$244,050 | \$1,222,070 |
| Totals | | | \$978,020 | \$244,050 | \$1,222,070 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| SR 37 Bridge over BR Indian Creek, 3.62 mile S SR 37 [2000365] | | | | | |
|---|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| CN | 2024 | STPBG | \$1,160,255 | \$290,064 | \$1,450,319 |
| Totals | | | \$1,160,255 | \$290,064 | \$1,450,319 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| ADA Sidewalk Ramp Construction [2001522] | | | | | |
|---|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| CN | 2022 | NHPP | \$172,000 | \$43,000 | \$215,000 |
| Totals | | | \$172,000 | \$43,000 | \$215,000 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

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

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Twenty-three (23) Bridge Thin Deck Overlays on I-69 in Seymour District [2100726 (lead), 2100590, 2100591, 2100592, 2100593, 2100594, 2100595, 2100596, 2100597, 2100598, 2100599, 2100600, 2100628, 2100629, 2100658, 2100659, 2100660, 2100661, 2100662, 2100663, 2100664, 2100682, 2100684] | | | | | |
|---|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| PE | 2022 | NHPP | \$1,656,000 | \$184,000 | \$1,840,000 |
| CN | 2026 | NHPP | \$5,207,400 | \$578,000 | \$5,785,400 |
| Totals | | | \$6,863,400 | \$762,000 | \$7,625,400 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Bridge Deck Overlay on SR 46 at N. Hartstrait Rd over branch Jacks Defeat Creek, 0.02 miles S of SR 46 [2100752] | | | | | |
|---|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| PE | 2023 | NHPP | \$140,000 | \$35,000 | \$175,000 |
| CN | 2026 | NHPP | \$862,400 | \$215,600 | \$1,078,000 |
| Totals | | | \$1,002,400 | \$250,600 | \$1,253,000 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Small Structure Replacement on SR 48 over Unnamed Ditch, 2.34 Miles E of SR 43 [2100808] | | | | | |
|---|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| PE | 2023 | STPBG | \$140,000 | \$35,000 | \$175,000 |
| RW | 2024 | STPBG | \$8,000 | \$2,000 | \$10,000 |
| CN | 2026 | STPBG | \$241,200 | \$60,300 | \$301,500 |
| Totals | | | \$389,200 | \$97,300 | \$486,500 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Small Structure Pipe Lining on SR 37 over UNT Clear Creek, 1.45 Miles S of I-69 [2100766] | | | | | |
|--|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| PE | 2023 | NHPP | \$120,000 | \$30,000 | \$150,000 |
| RW | 2024 | NHPP | \$8,000 | \$2,000 | \$10,000 |
| CN | 2026 | NHPP | \$434,800 | \$108,700 | \$543,500 |
| Totals | | | \$562,800 | \$140,700 | \$703,500 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Bridge Deck Overlay on SR 46 over Stephens Creek, 3.00 Miles E of SR 446 [2100688] | | | | | |
|---|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| PE | 2022 | NHPP | \$104,000 | \$26,000 | \$130,000 |
| CN | 2026 | NHPP | \$501,600 | \$125,400 | \$627,000 |
| Totals | | | \$605,600 | \$151,400 | \$757,000 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Statewide Highway/Railroad Grade Crossing Safety Action Plan [2100287] | | | | | |
|---|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| PE | 2022 | HSIP | \$6,430 | \$700 | \$7,130 |
| Totals | | | \$6,430 | \$700 | \$7,130 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Kinser Pike Bridge over I-69 NB/SB, 2.47 Miles N of SR 46 [2101024] | | | | | |
|--|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| CN | 2023 | NHPP | \$99,000 | \$11,000 | \$110,000 |
| Totals | | | \$99,000 | \$11,000 | \$110,000 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| Added Travel Lane on SR 45 from SR45-46 Bypass to Pete Ellis Drive [1800086] | | | | | |
|---|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| RW | 2023 | STPBG | \$200,000 | \$50,000 | \$250,000 |
| CN | 2026 | STPBG | \$2,120,000 | \$530,000 | \$2,650,000 |
| Totals | | | \$2,320,000 | \$580,000 | \$2,900,000 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| ADA Sidewalk Ramp Construction on SR 46 (3rd Street) and College Mall Road [2001522] | | | | | |
|---|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| CN | 2022 | NHPP | \$ 256,919 | \$ 64,230 | \$ 321,149 |
| Totals | | | \$ 256,919 | \$ 64,230 | \$ 321,149 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

| ADA Sidewalk Ramp Construction on SR 46 in Bartholomew County & Monroe County [2100055] | | | | | |
|--|--------------------|-----------------------|------------------------|--------------------|---------------|
| Project Phase | Fiscal Year | Federal Source | Federal Funding | State Match | Total* |
| CN | 2023 | STP | \$ 332,800 | \$ 83,200 | \$ 416,000 |
| Totals | | | \$ 332,800 | \$ 83,200 | \$ 416,000 |

*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2)). FY2026 is illustrative.

Appendices



Appendix A:

Financial Forecast

Introduction

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

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

- *eSafety and Security* – represent the highest multimodal transportation system priority by protecting people, system users, and infrastructure investments
- *Facility maintenance and Preservation* – protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services
- *Capacity Expansion* – adds to the functional capacity of the multimodal transportation system through the addition of travel lanes, new transit facilities, sidewalks, and new bicycle/pedestrian multi-use pathways.
- *New Facilities* – represent major new capital investments including new roadways, bridges and interchanges where such facilities do not currently exist.

Federal Resource Programs

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

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

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

- **National Highway Performance Program (NHPP):** This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.
- **Surface Transportation Block Grant Program (STBG):** This program provides flexible funding for use by states and localities to preserve and improve the conditions and performance on any federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects.
- **Highway Safety Improvement Program (HSIP):** Within the Surface Transportation Block Grant Program, the Highway Safety Improvement Program serves as a core federal-aid program with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area does not exceed established air quality levels. CMAQ funds are therefore not available to the BMCMPPO.

- **Metropolitan Planning Program (PL):** Under the FAST Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. The FAST Act continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.
- **National Highway Freight Program (NHFP):** This program provides States with highway-focused formula funding for use on freight-related projects, and a new program (FASTLANE) which provides discretionary grants for nationally-significant freight and highway projects.

Federal Funding Projections

Surface Transportation Block Grant (STBG)

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

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

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

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

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

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

Highway Safety Improvement Program (HSIP)

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

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

Transportation Alternatives (TA) Program

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

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

State of Indiana Investments

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

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

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

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

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

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

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

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

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

Fiscal Years 2021 through 2030 = \$30,937,342

Fiscal Years 2031 through 2045 = \$59,561,067

Total = \$90,498,409

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

Fiscal Years 2021 through 2030 = \$29,500,694

Fiscal Years 2031 through 2045 = \$56,795,209

Total = \$86,295,903

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

Fiscal Years 2021 through 2030 = \$8,360,275
Fiscal Years 2031 through 2045 = \$16,095,336
Total = \$24,455,611

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

Fiscal Years 2021 through 2030 = \$3,427,400
Fiscal Years 2031 through 2045 = \$6,598,485
Total = \$10,025,885

Local Resources

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

Motor Vehicle Highway Account (MVHA) & Wheel Tax

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

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

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

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

Local Road and Street (LRS) Funds

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

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

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

Fiscal Years 2021 through 2030 = \$21,718,454
Fiscal Years 2031 through 2045 = \$41,812,716
Total = \$63,531,170

Cumulative Bridge Funds

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

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

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

Major Bridge Fund

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

Cumulative Capital Development Funds

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

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

Fiscal Years 2021 through 2030 = \$49,018,809

Fiscal Years 2031 through 2045 = \$76,084,055

Total = \$125,102,864

Tax Increment Financing (TIF) Funds

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

Alternative Transportation Funds

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

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

Fiscal Years 2021 through 2030 = \$8,378,638
Fiscal Years 2031 through 2045 = \$16,130,689
Total = \$24,509,327

Public Transportation Locally Derived Income

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

General Obligation Bonds

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

Conclusion

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

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

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

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

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

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

Strong national economic growth will likely occur for the balance of CY 2021 and through successive near-term years of the BMCMPPO transportation improvement program. Several elemental factors include (1) recently enacted federal administrative fiscal policies to boost output; (2) anticipated effects of social distancing on economic activity in 2021 will be smaller as vaccinations rates rise, reflecting (hopefully) a rapid return to pre-pandemic economic activity, and (3) aggregate consumer spending will likely come from additional household savings that accumulated during the pandemic. Inflationary prices will likely increase as output returns to normal, reflecting a positive outlook for economic growth. Finally, additional economic growth is highly probable with a federal-level adoption of a massive infrastructure legislation package replacing the current FAST Act for multimodal transportation needs and to initially address climate change assessments.

Appendix B:

Transportation Planning Requirements

Introduction

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

Federal Transportation Planning Factors

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

The FY 2022-2026 TIP based on the BMCMPPO 2045 Metropolitan Transportation Plan supports and builds upon the locally adopted 2012 Monroe County Comprehensive Plan, the 2018 City of Bloomington Comprehensive Plan, the 2018 Monroe County Transportation Alternatives Plan, and the 2019 City of Bloomington Transportation Plan in supporting the local economic development goals of partner communities. [The 2045 MTP](#) and the FY 2022-2026 TIP [Transform2045](#) promote a safe and efficient multimodal compact urban form transportation network with high levels of travel time reliability and on-time delivery/service maintenance by strengthened network circulation. The 2045 MTP and the FY 2022-2026 TIP address and incorporate connectivity and the ease of movement by persons and freight goods in and through the metropolitan area by making multimodal investments thereby ensuring the availability of multiple sustainable travel options and bringing a comprehensive balance to the transportation system.

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

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

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

- The FY 2022-2026 TIP and the 2045 MTP advocate system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multimodal user conflicts could occur.
- The FY 2022-2026 TIP and the 2045 MTP support increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.
- The projects contained in the FY 2022-2026 TIP reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.
- The BMCMPPO *Complete Streets Policy* requires local planning agencies (LPAs) to consider the needs of all users within a corridor when designing a project investment. New projects programmed within the FY 2022-2026 TIP undergo Complete Streets Policy evaluations.
- As a new safety policy, the 2045 MTP [recommends](#) ~~urges~~ the adoption of a [BMCMPPO-specific](#) “Vision Zero” guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies.

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

The [2045 MTP Transform2045](#) enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit and non-motorist routes of ingress and egress plus flexibility in planning evacuation routes in emergency situations. The Monroe County Emergency Management Administration (EMA) is the lead county agency for security issues and BMCMPPO shall serve in a supporting role providing assistance as needed.

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

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

The [2045 MTP](#) and the FY 2022-2026 TIP create and [Transform2045](#) strengthen accessibility on two distinct levels. One focuses on improving the continuity of the road

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

The FY 2022-2026 TIP is consistent with the [2045 MTP](#) through [Transform2045](#) increased bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted *Complete Streets Policy*. Transit users, bicyclists, and pedestrians achieve greater safety with the availability of well-maintained sidewalks, curb ramps meeting current ADA standards, side-paths, multi-use pathways, and trails.

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

The FY 2022-2026 TIP and the [2045 MTP](#) [Transform2045](#) clearly support these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. Local land use decisions within the BMCMPPO urban area have the greatest impact on transportation system performance. It is therefore paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

The FY2022-2026 TIP [Transform2045](#) focuses on system preservation over expansion as well as an emphasis on investment in non-motorized transportation facilities that shall support environmental protection and enhancement.

Finally, the FY 2022-2026 TIP [Transform2045](#) strongly supports additional public transit systems services aimed at reducing single-occupant vehicle usage on the roadway network, and vehicle carbon emissions which contribute to climate change.

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

The FY 2022-2026 TIP [Transform2045](#) sets forth a program projects that support the integration and connectivity goals of the transportation system. Roadway network improvements focus on enhancing the existing system while simultaneously providing key new connections. Investments across all surface transportation modes will expand travel options for community residents.

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

Promote efficient system management and operation

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

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

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

Emphasize the preservation of the existing transportation system.

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

All newly proposed FY 2022-2026 TIP [Transform 2045](#) roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within [the](#) FY 2022-2026 TIP [Transform 2045](#) follow changes in land use thereby necessitating modernization investments for roadway safety, updated design standards, and the accommodation of multimodal transit, bicycle and pedestrian users.

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

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

Enhance travel and tourism.

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

- *Arts and Cultural Opportunities* within and outside of the Indiana Arts Commission's recognized Bloomington Entertainment and Arts District (BEAD). BEAD includes the "what to do" element of art galleries, museums, cultural centers, historic landmarks, and regional trails. The "what to eat" element of BEAD incorporates American and International cuisine restaurants, food trucks and carts, coffee & sweet shops, bars & pubs, breweries, and wineries and distilleries. BEAD's "where to stay" element includes hotels and motels, inns and Bed & Breakfasts, cabins and guesthouses, apartments and suites.
- *Outdoor Recreation Opportunities* given the presence of the Hoosier National Forest, the Charles C. Deam Wilderness Area, the Morgan-Monroe State forest, the Paynetown State Recreational Area, Lake Monroe, Lake Lemon, Griffy Lake Reservoir, nature preserves, hiking/biking trails, extensive county and community parks, recreational facilities, and alternative transportation multimodal pathway systems offering a full range of alternative active or passive recreational choices for all residents and visitors.
- *Major "Big Ten Conference" Sporting Events and Cycling Events* throughout the Indiana University academic calendar, including the women's and men's Little 500 Bike Races on the Indiana University Campus and the Bloomington Bicycle Club's Hilly Hundred Bike Ride.
- Regional and local retail shopping locations, and

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

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

Appendix C:

Performance-Based Transportation Planning Targets

Introduction

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

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

The following discussion notes each of these key areas.

Performance Measures

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

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

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

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

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

Safety Target Performance Measures

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

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

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

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) initially agreed in January 2020 to support the 2020 safety targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration.

The Indiana Department of Transportation’s projected 2020-2021 safety maximum targets based on five-year rolling averages received by the BMCMPPO on August 31, 2021 are:

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

- Projected 2021 Number of Fatalities = 817.3
- Projected 2021 Number of Serious Injuries = 3,311.4
- Projected 2021 Fatality Rate (fatalities per 100 million miles traveled) = 1.006
- Projected 2021 Serious Injury Rate (injuries per 100 million miles traveled) = 4.088
- Projected 2021 Total Number of Non-Motorist Fatalities and Serious Injuries = 393.6

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) will support INDOT’s maximum safety targets by incorporating planning activities, programs, and projects in the *2045 Metropolitan Transportation Plan* and the *FY 2022-2026 Transportation Improvement Program*. The BMCMPPO Policy Committee approved this action at a regularly scheduled meeting on September 10, 2021.

**FY 2022-2026 Transportation Improvement Program
INDOT - BMCMPPO Safety Performance Targets**

| Safety Performance Measure | 2018 Target | 2019 Target | INDOT 2020 Target | BMCMPPO 2020 Target | INDOT 2021 Target | BMCMPPO 2021 Target |
|---|-------------|-------------|-------------------|---------------------|-------------------|---------------------|
| Number of Fatalities | 814.90 | 889.6 | 907.7 | 907.7 | 817.3 | 817.3 |
| Number of Serious Injuries | 3479.80 | 3501.9 | 3467.40 | 3467.4 | 3311.4 | 3311.4 |
| Fatality rate | 1.036 | 1.087 | 1.097 | 1.097 | 1.006 | 1.006 |
| Serious Injury Rate | 4.347 | 4.234 | 4.178 | 4.178 | 4.088 | 4.088 |
| Total Number of Non-Motorized Fatalities & Serious Injuries | 417.0 | 393.6 | 405.9 | 405.9 | 393.6 | 393.6 |

Source: INDOT Technical Planning Section and BMCMPPO, 08-31-21BMCMPPO, 09-01-21.

Pavement Condition Target Performance Measures

The BMCMPPO will support the Pavement Condition targets established by the Indiana Department of Transportation for reporting to the Federal Highway Administration by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. The pavement targets based on a certified Transportation Asset Management Plan include:

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

Bridge Performance Measures

The BMCMPPO will support the NHS Bridge Condition targets established by the Indiana Department of Transportation for reporting to the Federal Highway Administration by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. The pavement targets based on a certified Transportation Asset Management Plan include:

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

System Performance

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

NHS Truck Travel Time Reliability Targets

The BMCMPPO will support the NHS Truck Travel Time Reliability targets established by the Indiana Department of Transportation for reporting to the Federal Highway Administration by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. These targets include:

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

Interstate Freight Reliability Targets

The BMCMPO will support the Interstate Freight Reliability targets established by the Indiana Department of Transportation for reporting to the Federal Highway Administration by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the Transportation Improvement Program. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. These targets include:

- Interstate Freight Reliability

On-Road Mobile Source Emission Target Performance Measures

The BMCMPO will support the On-Road Mobile Source Emission Target Performance Measures established by the Indiana Department of Transportation for reporting to the Federal Highway Administration by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the Transportation Improvement Program. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. These targets based on kilograms per day include:

- CMAQ project reduction volatile organic compounds (VOC)
- CMAQ project reduction carbon monoxide (CO)
- CMAQ project reduction oxides of nitrogen (NOx)
- CMAQ project reduction particulate matter less than 10 microns (PM₁₀)
- CMAQ project reduction particulate matter less than 2.5 microns (PM_{2.5})
- 2021 Particulate Matter (PM_{2.5}) less than 2.5 microns reduction of 30 kilograms per day

**FY 2022-2026 Transportation Improvement Program
INDOT - BMCMPO Performance Measure Targets**

| Pavement Performance | Measured Units | Baseline | 2-Year Condition/ Performance | INDOT 2-Year | INDOT 4-Year | INDOT 4-Year Adjustment | BCMCPO 2019 | BCMCPO 2020 | BCMCPO 4-Year Adjustment |
|---|----------------------------|-----------------|--------------------------------------|---------------------|---------------------|--------------------------------|--------------------|--------------------|---------------------------------|
| Percentage of Pavements of the Interstate System in Good Condition | | | 56.5% | | 84.2% | 50% | 84.24% | 84.24% | 50% |
| Percentage of Pavements of the Interstate System in Poor Condition | | | 0.5% | | 0.8% | | 0.80% | 0.80% | |
| Percentage of Pavements on Non-Interstate NHS in Good Condition | | 63.3% | 64.9% | 78.7% | 78.7% | 40% | 78.71% | 78.71% | 40% |
| Interstate NHS in Poor Condition (Full Distress + IRI) | | 5.3% | 44.8% | 3.1% | 3.1% | | 3.10% | 3.10% | |
| NHS Bridge Performance | Measured Units | Baseline | 2-Year Condition/ Performance | INDOT 2-Year | INDOT 4-Year | INDOT 4-Year Adjustment | BCMCPO 2019 | BCMCPO 2020 | BCMCPO 4-Year Adjustment |
| Percentage of NHS Bridges Classified as in Good Condition | | 50.0% | 48.0% | 48.3% | 48.3% | 47.20% | 48.32% | 48.32% | 47.20% |
| Percentage of NHS Bridges Classified as in Poor Condition | | 2.3% | 2.6% | 2.6% | 2.6% | 3.10% | 2.63% | 2.63% | 3.10% |
| Level of Travel Time Reliability | Measured Units | Baseline | 2-Year Condition/ Performance | INDOT 2-Year | INDOT 4-Year | INDOT 4-Year Adjustment | BCMCPO 2019 | BCMCPO 2020 | BCMCPO 4-Year Adjustment |
| #1: Level of Travel Time Reliability (LOTR) for Interstates Statewide | % of Person Miles Reliable | 93.8% | 93.7% | 90.5% | 92.8% | | 90.50% | 92.80% | 92.8% |
| #2: LOTR for Non-Interstate NHS Statewide | % of Person Miles Reliable | 91.9% | 97.0% | | 89.8% | | | 89.80% | 89.8% |
| #3: Truck Travel Time Reliability (TTTR) for Interstates Statewide | TTTR Index | 1.23 | 1.25 | 1.27 | 1.24 | 1.3 | 1.27 | 1.24 | 1.3 |
| #4 Peak Hour Excessive Delay (PHED) for NHS - Indianapolis Urbanized Area | of PHED per capita | 10.13 | | | 5.73 | | | | |
| for NHS - Entire Illinois Indiana-Chicago Urbanized Area | of PHED per capita | 14.8 | | | 15.5 | | | | |
| #5: Non-Single Occupancy Vehicle (SOV) - Travel Indianapolis Urbanized Area | % of non-SOV Travel | 16.3% | | 16.3% | 16.3% | | | | |
| - Entire Illinois-Indiana-Chicago Urbanized Area | % of non-SOV Travel | 30.6% | | 31.6% | 32.1% | | | | |
| On-Road Mobile Source Emissions | Measured Units | Baseline | 2-Year Condition/ Performance | INDOT 2-Year | INDOT 4-Year | INDOT 4-Year Adjustment | BCMCPO 2019 | BCMCPO 2020 | BCMCPO 4-Year Adjustment |
| #6: CMAQ Project Emissions Reduction - Statewide for VOC | Emissions Reduction (kg) | 2,641.02 | | 1,600.0 | 2,600.0 | | 1,600.0 | 2,600.0 | |
| #6: CMAQ Project Emissions Reduction - Statewide CO | Emissions Reduction (kg) | 13,939.45 | 2,245.090 | 200.0 | 400.0 | | 200.0 | 400.0 | |
| #6: CMAQ Project Emissions Reduction - Statewide for NOx | Emissions Reduction (kg) | 4,576.37 | 2,737.320 | 1,600.0 | 2,200.0 | | 1,600.0 | 2,200.0 | |
| #6: CMAQ Project Emissions Reduction - Statewide for PM10 | Emissions Reduction (kg) | 4.07 | 168.042 | 0.30 | 0.50 | | 0.30 | 0.50 | |
| #6: CMAQ Project Emissions Reduction - Statewide for PM2.5 | Emissions Reduction (kg) | 179.17 | | 20.0 | 30.0 | | 20.0 | 30.0 | |
| Source: INDOT Technical Planning Section and BMCMPO, 09-01-21. | | | | | | | | | |

Transit Performance Measures

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

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

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

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

Conclusion

The Bloomington and Monroe County Metropolitan Planning Area anticipates INDOT's issuance of newly updated performance-based planning targets on a continuous basis throughout the balance of FY 2022 and into future fiscal years given current federal reporting requirements and anticipated future legislation under a new Surface Transportation Act currently (09-01-21) pending Congressional approval. The BMCMPPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the BMCMPPO Technical Advisory Committee and the Citizens Advisory Committee.

Appendix D:

Environmental Justice

Introduction

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

Federal Statutes

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

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

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

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

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

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

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

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

Methodology & Results

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

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

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

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

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

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

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

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

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

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

Environmental Justice Conclusions

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

Environmental Justice – Future Reassessments

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

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

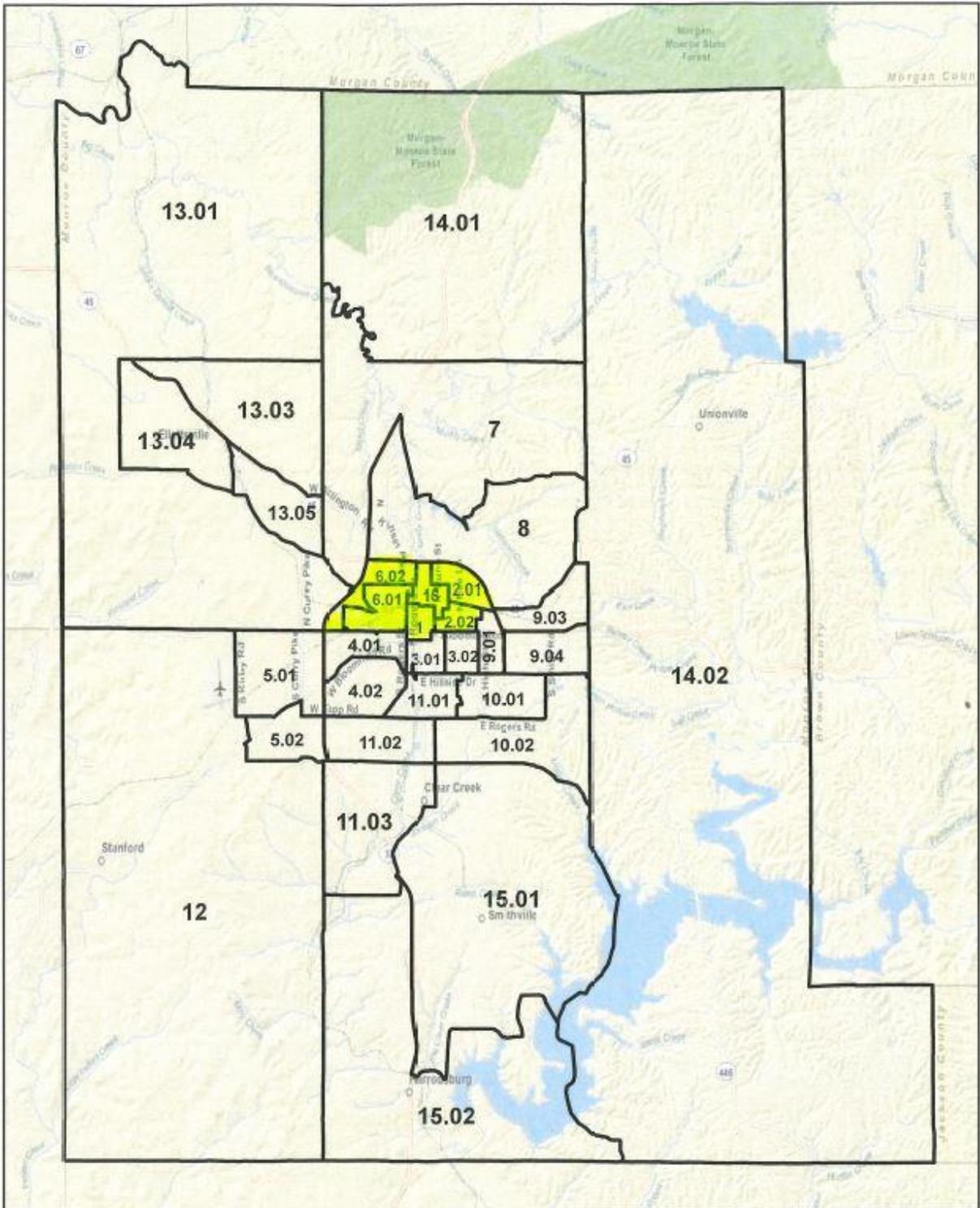
Table 1 - Monroe County Census Tracts - Environmental Justice Population Estimates*

| 2013-2017 Census Tract | Estimated Population | Estimated White Only** | Estimated Non-White | Estimated % Minority | Est. Population Below Poverty Level | Est. % Population Below Poverty Level |
|---------------------------|-------------------------|---------------------------|------------------------|-------------------------|--|--|
| 1 | 5,248 | 4,651 | 597 | 11.4% | 3,942 | 75.1% |
| 2.01 | 323 | 53 | 270 | 83.6% | 243 | 75.2% |
| 2.02 | 60 | 45 | 15 | 25.0% | 36 | 60.0% |
| 3.01 | 3,930 | 3,332 | 598 | 15.2% | 1,292 | 32.9% |
| 3.02 | 2,871 | 2,733 | 138 | 4.8% | 946 | 33.0% |
| 4.01 | 4,171 | 3,329 | 842 | 20.2% | 1,111 | 26.6% |
| 4.02 | 4,697 | 3,744 | 953 | 20.3% | 877 | 18.7% |
| 5.01 | 4,370 | 3,903 | 467 | 10.7% | 699 | 16.0% |
| 5.02 | 3,450 | 2,781 | 669 | 19.4% | 456 | 13.2% |
| 6.01 | 3,956 | 2,822 | 1,134 | 28.7% | 2,024 | 51.2% |
| 6.02 | 3,428 | 2,748 | 680 | 19.8% | 1,842 | 53.7% |
| 7.00 | 3,021 | 2,792 | 229 | 7.6% | 316 | 10.5% |
| 8.00 | 5,713 | 4,818 | 895 | 15.7% | 1,223 | 21.4% |
| 9.01 | 3,262 | 2,393 | 869 | 26.6% | 1,357 | 41.6% |
| 9.03 | 5,198 | 4,145 | 1,053 | 20.3% | 1,622 | 31.2% |
| 9.04 | 5,434 | 3,214 | 2,220 | 40.9% | 2,256 | 41.5% |
| 10.01 | 5,604 | 4,601 | 1,003 | 17.9% | 564 | 10.1% |
| 10.02 | 6,032 | 4,814 | 1,218 | 20.2% | 721 | 12.0% |
| 11.01 | 5,775 | 4,276 | 1,499 | 26.0% | 2,147 | 37.2% |
| 11.02 | 4,422 | 3,322 | 1,100 | 24.9% | 610 | 13.8% |
| 11.03 | 2,955 | 2,762 | 193 | 6.5% | 328 | 11.1% |
| 12.00 | 5,994 | 5,702 | 292 | 4.9% | 314 | 5.2% |
| 13.01 | 5,780 | 5,376 | 404 | 7.0% | 407 | 7.0% |
| 13.03 | 5,931 | 5,677 | 254 | 4.3% | 303 | 5.1% |
| 13.04 | 4,278 | 4,036 | 242 | 5.7% | 653 | 19.9% |
| 13.05 | 2,122 | 2,029 | 93 | 4.4% | 198 | 9.3% |
| 14.01 | 2,082 | 2,018 | 64 | 3.1% | 115 | 5.5% |
| 14.02 | 5,749 | 5,566 | 183 | 3.2% | 564 | 9.8% |
| 15.01 | 5,593 | 5,237 | 356 | 6.4% | 492 | 8.8% |
| 15.02 | 2,910 | 2,818 | 92 | 3.2% | 326 | 11.2% |
| 16 | 4,953 | 4,336 | 617 | 12.5% | 3,790 | 76.5% |
| TOTAL | 129,312 | 110,073 | 19,239 | 14.9% | 31,974 | 24.7% |

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

**White alone, not Hispanic or Latino

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



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

Appendix E:

Air Quality and Climate Change Assessments

Overview

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

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

The State of Indiana's Ambient Air Quality Monitoring Network includes the operation of one (1) air quality monitoring site within the Bloomington-Monroe County Metropolitan Planning Area. This monitoring site, located at Binford Elementary School (Figures E1 and E2) and active since April 1, 2009

(https://www.in.gov/idem/airquality/files/monitoring_network_description.xls), continuously samples fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}) in hourly increments. The creation of this fine particulate matter primarily originates from industrial processes and fuel combustion.

As noted by the Indiana Department of Environmental Management (IDEM), "the annual standard for PM_{2.5} is 12.0 micrograms per cubic meter (µg/m³). Attainment is determined by evaluating the average of the annual arithmetic means over a three-year period. The three-year average of the weighted annual mean of PM_{2.5} concentrations from a single monitor must be less than or equal to 12.0 µg/m³. A monitor that measures 12.05 µg/m³ or higher identifies as nonattainment. The annual site design value is the average of the annual mean over three-years. An annual mean is the average of that year's four quarterly averages, unrounded. A quarterly mean is the average of all available data from the respective quarter. The annual site design value rounds to one decimal place. The United States Environmental Protection Agency (USEPA) revised the annual standard for fine particulate matter on December 14, 2012. This standard was effective March 18, 2013. Therefore, design values are not comparable to the new annual standard until the year ending 2013."

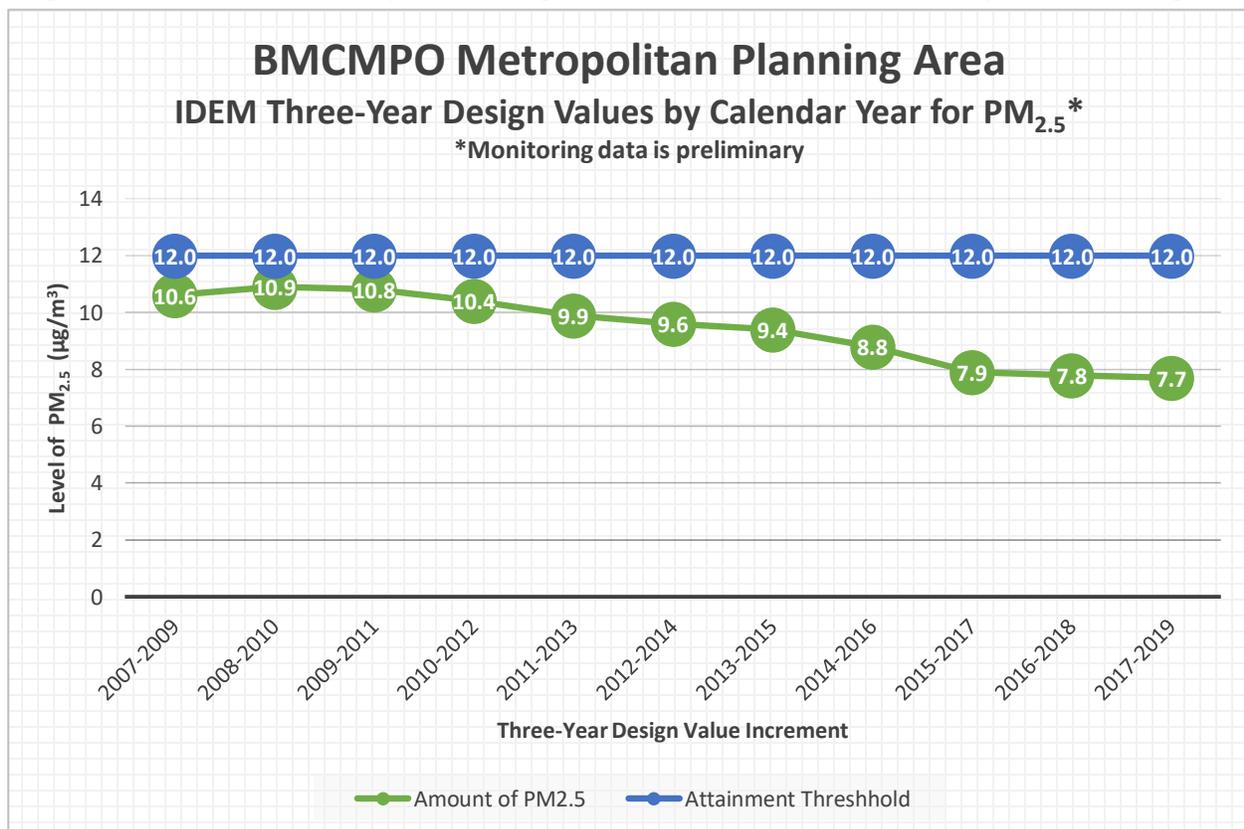
IDEM’s PM_{2.5} Annual Monitoring Data from April 2009 through July 31, 2019 for the Bloomington-Monroe County Binford Elementary School site shows a consistent PM_{2.5} decline within the urban area from 10.62 µg/m³ to 7.70 µg/m³. As previously noted, a monitor that measures 12.05 µg/m³ or higher achieves nonattainment status.

The 2017-2019 three-year design value for the Bloomington-Monroe County PM_{2.5} monitor is 18 µg/m³. Reference data are publically available at https://www.in.gov/idem/airquality/files/monitoring_quick_view_pm25.xls.

Air Quality Compliance

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

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



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

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

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

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

- System-wide volume-to-capacity ratios;
- Congested roadways;
- Vehicle miles of travel on congested roadways;
- Congested vehicle hours of travel; and

- Continued implementation of federal automobile fuel efficiency standards (i.e., corporate average fuel economy known as “CAFE”).

Forecast growth in population, employment, households, and real disposable income will bring about increased transportation demands within the BMCMPPO Metropolitan Planning Area during the forecast period extending to Year 2045 under current economic assumptions. The recommendations of the *2045 Metropolitan Transportation Plan* will, however, contribute to overall air quality improvement through a systematic application of transportation capacity preservation, minimal capacity expansion projects, and continued multimodal system growth of the public transportation, bicycle, and pedestrian systems.

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

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

The USEPA *Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, External Review* (https://www.epa.gov/sites/production/files/2019-09/documents/draft_policy_assessment_for_pm_naaqs_09-05-2019.pdf) rigorously demonstrated that lowering particulate matter (PM) standards could save upward of 67,000 lives nationally. The USEPA nevertheless announced in April 2020 a proposal to retain, without changes, the National Ambient Air Quality Standards (NAAQS) for particulate matter (PM) including both fine particles (PM_{2.5}) and coarse particles (PM₁₀).

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

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

- Changes the definition of “major federal action,” which triggers NEPA review.

- Eliminates direct, indirect, and cumulative effects (e.g., Climate Change), and focusing the analysis on effects that are reasonably foreseeable and that have a reasonably close causal relationship to the proposed action. The terms “reasonably foreseeable” and “reasonably close” are not quantifiably defined with scientific rigor thereby leaving them open to non-scientific legal arguments and/or interpretations.
- Redefines the term “reasonable alternatives” so that they must demonstrate technical and economic feasibility, and meet the proposed action purpose and need.
- Repeals the specific requirement to consider cumulative effects normally used for climate change analysis thereby undercutting substantive scientifically documented climate change data published since the mid-1800s in the United States and within Indiana by Purdue University and Indiana University climate scientists.
- Newly emphasizes the “need for disclosure” in contrast to a traditional focus on public participation. Specifically, public comments must have high specificity, and comment submissions must occur during prescribed comment periods. Agencies need only respond to “*substantive*” comments. Comments or objections not submitted within prescribed definitions will be deemed “*forfeited as unexhausted.*” Agencies would have the *discretionary* need for public meetings or hearings, formally a critical element in the development of an Environmental Impact Statement (EIS). The CEQ proposed rule additionally *eliminates* a mandatory 30-day comment period on Final Environmental Impact Statements (FEISs).

Climate Change Scientific Assessments

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

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

- *“This assessment documents that significant changes in Indiana’s climate have been underway for over a century, with the largest changes occurring in the past few decades. The findings in this assessment highlight the projected future changes using two*

scenarios representing the rise of heat-trapping gases over the next century. These projections generally suggest that the trends that are already occurring will continue and the rates of these changes will accelerate. They indicate that Indiana’s climate will warm dramatically in the coming decades, particularly in summer. Both the number of hot days and the hottest temperatures of the year are projected to increase markedly. Indiana’s winters and springs are projected to become considerably wetter, and the frequency and intensity of extreme precipitation events are expected to increase, although more research is needed in this area to better determine the details.”

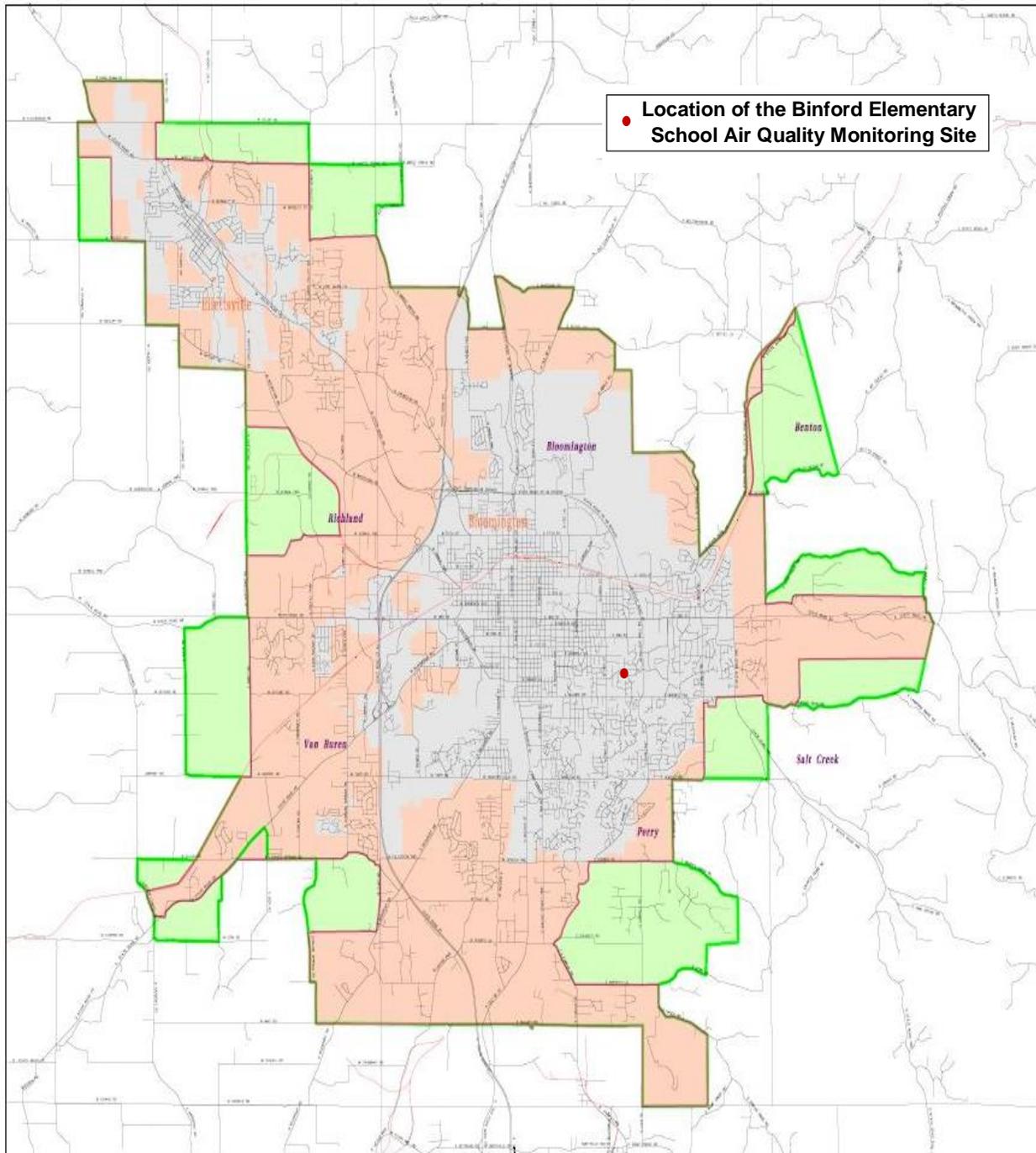
Climate change vulnerabilities for Monroe County documented through additional independent scientific research by the Indiana University Environmental Resilience Institute (<https://hri.eri.iu.edu/index.html> and (<https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead>) further identifies primary community metrics in a geographic information system (GIS) format identifying forecast events of extreme temperatures, the alteration of precipitation levels, climate impacts on land use, and sociological/demographic individualities.

Climate Change Scientific Assessment Conclusions

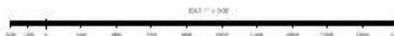
Irrefutable scientific data from the U.S. Environmental Protection Agency (USEPA), the Indiana Department of Environmental Management (IDEM), Purdue University, Indiana University, and countless national and international sources document climate change currently underway within the State of Indiana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

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

Figure E2: Location of the Binford Elementary School Air Quality Monitoring Site



City of Bloomington, Indiana
Planning Department



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Appendix F: BMCMPPO Complete Streets Policy

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

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

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

Table F-1: Recommended Place Measures and Metrics*

| PLACE MEASURE | APPLICATION SCALE | METRIC |
|--|-------------------|--|
| <p>PLACE Being aware of community context, including existing and plane land use and buildings can result in streets that are vital public spaces. Place-based focused measurements ensure a product that is compatible and enhances the community.</p> | | |
| Quality of bicycling environment | Project | <ul style="list-style-type: none"> • Width of bicycle facilities • Pavement condition of bicycling facility • Bicyclist level of comfort. Comfort is in accord with separation of traffic, volume and speed of cars • Right turn on red restrictions |
| Quality of pedestrian environment | Project | <ul style="list-style-type: none"> • Crossing distance and time • Presence of enhanced crosswalks • Wait time at intersection • Width of walking facility • Right turn on red restrictions • Planting of new or maintaining existing trees |
| Quality of transit environment | Project | <ul style="list-style-type: none"> • Transit Level of Service/Multimodal Level of Service (MMLOS) at segment and/or intersection • Quality of accommodations for passengers at stops • Presence of wayfinding and system information • Real-time arrival information • Off-board payment option |
| Resident participation | Project | <ul style="list-style-type: none"> • Number of responses gathered • Number of people at meetings |
| Quality of automobile trips | Project | <ul style="list-style-type: none"> • Travel lane pavement condition |
| <p>CRASH RISK Safe travel is a fundamental transportation goal. Safety measures should watch for elements associated with injurious crashes and those associated with perceptions of safety.</p> | | |
| Compliance with posted speed limit | Project | <ul style="list-style-type: none"> • Percentage of drivers exceeding the posted speed limit • Match between target speed, design speed, and 85th percentile |
| Crashes | Project | <ul style="list-style-type: none"> • Number of crashes by mode on project (before and after) • Crash severity by mode and location |
| Crashes | Network | <ul style="list-style-type: none"> • Total Number • Rate and location by mode |
| Fatalities | Project | <ul style="list-style-type: none"> • Number of fatalities by mode on project (before and after) |
| Fatalities | Network | <ul style="list-style-type: none"> • Number of fatalities suffered by all modes |

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

| PLACE MEASURE | APPLICATION SCALE | METRIC |
|---|-------------------|--|
| <p>EQUITY Transportation services impact some populations and neighborhoods more than others. In project selection and evaluation, the distribution of impacts and benefits should examine the needs for traditional disadvantaged populations.</p> | | |
| Auto trips | Project | <ul style="list-style-type: none"> Driving trips as portion of total trips along project |
| Auto trips | Network | <ul style="list-style-type: none"> Driving trips to primary and secondary schools Vehicle Miles Traveled (VMT) per capita Driving commutes to work as portion of total commutes to work |
| Bicycle trips | Project | <ul style="list-style-type: none"> Bicycling trips as portion of total trips along project |
| Bicycle trips | Network | <ul style="list-style-type: none"> Bicycling trips as portion of total trips Bicycling commutes to work as portion of total commutes to work |
| Transit trips | Network | <ul style="list-style-type: none"> Transit trips as portion of total trips Transit commutes to work as portion of total commutes to work |
| Walk trips | Project | <ul style="list-style-type: none"> Walk trips as portion of total trips along project |
| Walk trips | Network | <ul style="list-style-type: none"> Walk trips as portion of total trips in community Walk commutes to work as portion of total commutes to work |

Source: BMCMPPO, Complete Streets Policy, November 2019.

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

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

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

Source: BMCMPO, Complete Streets Policy, November 2019.

Table F-3

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

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

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

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

The following images illustrate the final FY 2022-2026 TIP Complete Streets Project Prioritization Scores for the Crosswalks Safety Improvement project, the Downtown Curb Ramps - Phase IV project, the High Street Intersection Modernization and Multiuse Path project, the Old SR 37 and Dillman Road Intersection Improvement, and the West 2nd Street Modernization & Safety Improvements project. The derivation of all resultant Complete Streets Project Prioritization Scores achieved final scored after multiple consultations with the associated Local Planning Agencies (LPA) technical civil engineering staffs in May and June of 2021.

Crosswalk Safety Improvement Project

| BMCMPO FY 2022 - 2026 TIP - Complete Streets Project Prioritization Criteria | | |
|--|--------------|-----------------|
| | Weighting | Yes = 1, No = 0 |
| System Preservation and Maintenance | | |
| Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps) | 15% | 1 |
| Project addresses a maintenance need (e.g. repaving, bridge repair) | | 1 |
| Project is located within existing right of way | | 1 |
| | Total | 0.45 |
| Safety | | |
| Project addresses a known high crash risk location | | |
| Project location is identified in the most recent MPO Crash Report's top 50 crash locations | 20% | 0 |
| Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations | | 0 |
| Project incorporates strategies that reduce crash risk | | |
| Geometrical improvement for motorized safety | 20% | 1 |
| Geometrical improvement for non-motorized safety | | 1 |
| Signalization improvement | | 0 |
| Signage/Wayfinding | | 1 |
| Project improves safe travel to nearby schools (within 1 mile) | | 1 |
| Other improvements with rationale as to how the project reduces crash risk | | 1 |
| | | Total |
| Multi-Modal Options | | |
| Project incorporates Multi-Modal solutions | | |
| Project located along existing transit service | 20% | 1 |
| Project located along existing pedestrian/bicycle facility | | 1 |
| Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes) | | 1 |
| Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority) | | 0 |
| Project includes sidewalk improvements | | 1 |
| Project includes bicycle facility improvements | | 0 |
| Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path) | | 0 |
| Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement) | 1 | |
| Project makes a connection to an existing active mode facility | 1 | |
| | Total | 1.2 |
| Congestion Management | | |
| Project incorporates congestion management strategies | | |
| Grade separation or dedicated travel space for individual modes | 10% | 0 |
| Improvements to access management | | 1 |
| Signalization improvement | | 0 |
| Improves parallel facility or contributes to alternative routing | | 0 |
| Provides capacity for non-motorized modes | | 1 |
| Adds transit capacity | | 0 |
| Other strategies | | 1 |
| | Total | 0.3 |
| Health and Equity | | |
| Project provides increased accessibility for people with a low income & minorities | 10% | 1 |
| Project corrects ADA non-compliance | | 1 |
| Project promotes physical activity | | 1 |
| Project reduces vehicle emissions | | 0 |
| Project will not have a negative impact for a natural resource | | 1 |
| Project will not have a negative impact for a socio-cultural resources | | 1 |
| | Total | 0.5 |
| Consistency with Adopted Plans | | |
| Project located along planned transit service | 10% | 1 |
| Project located along planned pedestrian/bicycle facility | | 1 |
| Local Master Thoroughfare Plan Priority | | 1 |
| Transit Plan Priority | | 0 |
| Bicycle/Pedestrian Plan Priority | | 1 |
| Project supports goals and principles of MPO Metropolitan Transportation Plan | | 1 |
| Project supports goals and principles of local land use plans | | 1 |
| Other applicable planning documents | | 1 |
| | Total | 0.7 |
| Context Sensitivity and Land Use | | |
| Project contributes to the sense of place and matches the surrounding land use | | |
| Project balances the need to move people with other desirable outcomes | 15% | 1 |
| Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation) | | 1 |
| Project is seen as adding lasting value to the community | | 1 |
| Project supports high quality growth and land use principles | | |
| Project improves accessibility and/or connectivity to existing land use development | 15% | 1 |
| Project location supports infill/redevelopment | | 1 |
| Project contributes to transportation network grid development/roadway network connectivity | | 1 |
| | Total | 0.9 |
| Overall Total | | 5.05 |

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

Downtown Curb Ramps - Phase IV

| BMCMP0 FY 2022-2026 TIP - Complete Streets Project Prioritization Criteria | | |
|--|-----------|-----------------|
| | Weighting | Yes = 1, No = 0 |
| System Preservation and Maintenance | | |
| Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps) | 15% | 1 |
| Project addresses a maintenance need (e.g. repaving, bridge repair) | | 1 |
| Project is located within existing right of way | | 1 |
| Total | | 0.45 |
| Safety | | |
| Project addresses a known high crash risk location | | |
| Project location is identified in the most recent MPO Crash Report's top 50 crash locations | 20% | 0 |
| Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations | | 0 |
| Project incorporates strategies that reduce crash risk | | |
| Geometrical Improvement for motorized safety | 20% | 1 |
| Geometrical Improvement for non-motorized safety | | 1 |
| Signalization Improvement | | 0 |
| Signage/Wayfinding | | 1 |
| Project improves safe travel to nearby schools (within 1 mile) | | 1 |
| Other improvements with rationale as to how the project reduces crash risk | | 1 |
| Total | | 1 |
| Multi-Modal Options | | |
| Project incorporates Multi-Modal solutions | | |
| Project located along existing transit service | 20% | 1 |
| Project located along existing pedestrian/bicycle facility | | 1 |
| Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes) | | 1 |
| Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority) | | 0 |
| Project includes sidewalk improvements | | 1 |
| Project includes bicycle facility improvements | | 0 |
| Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path) | 20% | 0 |
| Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement) | | 1 |
| Project makes a connection to an existing active mode facility | | 1 |
| Total | | 1.2 |
| Congestion Management | | |
| Project incorporates congestion management strategies | | |
| Grade separation or dedicated travel space for individual modes | 10% | 0 |
| Improvements to access management | | 1 |
| Signalization improvement | | 0 |
| Improves parallel facility or contributes to alternative routing | | 0 |
| Provides capacity for non-motorized modes | | 1 |
| Adds transit capacity | | 0 |
| Other strategies | 1 | |
| Total | | 0.3 |
| Health and Equity | | |
| Project provides increased accessibility for people with a low income & minorities | 10% | 1 |
| Project corrects ADA non-compliance | | 1 |
| Project promotes physical activity | | 1 |
| Project reduces vehicle emissions | | 0 |
| Project will not have a negative impact for a natural resource | | 1 |
| Project will not have a negative impact for a socio-cultural resources | | 1 |
| Total | | 0.5 |
| Consistency with Adopted Plans | | |
| Project located along planned transit service | 10% | 1 |
| Project located along planned pedestrian/bicycle facility | | 1 |
| Local Master Thoroughfare Plan Priority | | 1 |
| Transit Plan Priority | | 0 |
| Bicycle/Pedestrian Plan Priority | | 1 |
| Project supports goals and principles of MPO Metropolitan Transportation Plan | | 1 |
| Project supports goals and principles of local land use plans | 1 | |
| Other applicable planning documents | 1 | |
| Total | | 0.7 |
| Context Sensitivity and Land Use | | |
| Project contributes to the sense of place and matches the surrounding land use | | |
| Project balances the need to move people with other desirable outcomes | 15% | 1 |
| Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation) | | 1 |
| Project is seen as adding lasting value to the community | | 1 |
| Project supports high quality growth and land use principles | | |
| Project improves accessibility and/or connectivity to existing land use development | 15% | 1 |
| Project location supports infill/redevelopment | | 1 |
| Project contributes to transportation network grid development/roadway network connectivity | | 1 |
| Total | | 0.9 |
| Overall Total | | 5.05 |

Source: BMCMP0 Complete Streets Policy, November 2018.

Preliminary Project Scoring - 05-21-21

High Street Intersection Modernization and Multiuse Path

| BMCMPO FY 2022-2026 TIP - Complete Streets Project Prioritization Criteria | | | |
|--|-----------|-----------------|--|
| | Weighting | Yes = 1, No = 0 | |
| System Preservation and Maintenance | | | |
| Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps) | 15% | 1 | |
| Project addresses a maintenance need (e.g. repaving, bridge repair) | | 1 | |
| Project is located within existing right of way | | 1 | |
| Total | | 0.45 | |
| Safety | | | |
| Project addresses a known high crash risk location | | | |
| Project location is identified in the most recent MPO Crash Report's top 50 crash locations | 20% | 0 | |
| Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations | | 0 | |
| Project incorporates strategies that reduce crash risk | | | |
| Geometrical Improvement for motorized safety | 20% | 1 | |
| Geometrical Improvement for non-motorized safety | | 1 | |
| Signalization Improvement | | 1 | |
| Signage/Wayfinding | | 1 | |
| Project improves safe travel to nearby schools (within 1 mile) | | 1 | |
| Other improvements with rationale as to how the project reduces crash risk | | 1 | |
| Total | | 1.2 | |
| Multi-Modal Options | | | |
| Project incorporates Multi-Modal solutions | | | |
| Project located along existing transit service | 20% | 1 | |
| Project located along existing pedestrian/bicycle facility | | 1 | |
| Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes) | | 1 | |
| Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority) | | 1 | |
| Project includes sidewalk improvements | | 1 | |
| Project includes bicycle facility improvements | | 1 | |
| Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path) | | 1 | |
| Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement) | | 1 | |
| Project makes a connection to an existing active mode facility | 0 | | |
| Total | | 1.6 | |
| Congestion Management | | | |
| Project incorporates congestion management strategies | | | |
| Grade separation or dedicated travel space for individual modes | 10% | 1 | |
| Improvements to access management | | 1 | |
| Signalization improvement | | 1 | |
| Improves parallel facility or contributes to alternative routing | | 1 | |
| Provides capacity for non-motorized modes | | 1 | |
| Adds transit capacity | | 1 | |
| Other strategies | | 1 | |
| Total | | 0.7 | |
| Health and Equity | | | |
| Project provides increased accessibility for people with a low income & minorities | 10% | 1 | |
| Project corrects ADA non-compliance | | 1 | |
| Project promotes physical activity | | 1 | |
| Project reduces vehicle emissions | | 1 | |
| Project will not have a negative impact for a natural resource | | 1 | |
| Project will not have a negative impact for a socio-cultural resources | | 1 | |
| Total | | 0.6 | |
| Consistency with Adopted Plans | | | |
| Project located along planned transit service | 10% | 1 | |
| Project located along planned pedestrian/bicycle facility | | 1 | |
| Local Master Thoroughfare Plan Priority | | 1 | |
| Transit Plan Priority | | 1 | |
| Bicycle/Pedestrian Plan Priority | | 1 | |
| Project supports goals and principles of MPO Metropolitan Transportation Plan | | 1 | |
| Project supports goals and principles of local land use plans | | 1 | |
| Other applicable planning documents | | 1 | |
| Total | | 0.8 | |
| Context Sensitivity and Land Use | | | |
| Project contributes to the sense of place and matches the surrounding land use | | | |
| Project balances the need to move people with other desirable outcomes | 15% | 1 | |
| Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation) | | 1 | |
| Project is seen as adding lasting value to the community | | 1 | |
| Project supports high quality growth and land use principles | | | |
| Project improves accessibility and/or connectivity to existing land use development | 15% | 1 | |
| Project location supports infill/redevelopment | | 0 | |
| Project contributes to transportation network grid development/roadway network connectivity | | 1 | |
| Total | | 0.75 | |
| Overall Total | | 6.1 | |

Source: BMCMPO Complete Streets Policy, November 2018.

Preliminary Project Scoring - 05-21-21

Old SR 37 South at Dillman Road Intersection Improvement

| BMCMP0 FY 2022-2026 TIP - Complete Streets Project Prioritization Criteria | | |
|--|--------------|-----------------|
| | Weighting | Yes = 1, No = 0 |
| System Preservation and Maintenance | | |
| Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps) | 15% | 1 |
| Project addresses a maintenance need (e.g. repaving, bridge repair) | | 0 |
| Project is located within existing right of way | | 0 |
| | Total | 0.15 |
| Safety | | |
| Project addresses a known high crash risk location | | |
| Project location is identified in the most recent MPO Crash Report's top 50 crash locations | 20% | 1 |
| Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations | | 0 |
| Project incorporates strategies that reduce crash risk | | |
| Geometrical Improvement for motorized safety | 20% | 1 |
| Geometrical Improvement for non-motorized safety | | 1 |
| Signalization Improvement | | 1 |
| Signage/Wayfinding | | 1 |
| Project improves safe travel to nearby schools (within 1 mile) | | 0 |
| Other improvements with rationale as to how the project reduces crash risk | | 1 |
| | Total | 1.2 |
| Project incorporates Multi-Modal solutions | | |
| Project located along existing transit service | 20% | 0 |
| Project located along existing pedestrian/bicycle facility | | 0 |
| Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes) | | 0 |
| Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority) | | 0 |
| Project includes sidewalk improvements | | 1 |
| Project includes bicycle facility improvements | | 1 |
| Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path) | 20% | 0 |
| Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement) | | 1 |
| Project makes a connection to an existing active mode facility | | 0 |
| | Total | 0.6 |
| Congestion Management | | |
| Project incorporates congestion management strategies | | |
| Grade separation or dedicated travel space for individual modes | 10% | 0 |
| Improvements to access management | | 0 |
| Signalization improvement | | 1 |
| Improves parallel facility or contributes to alternative routing | | 0 |
| Provides capacity for non-motorized modes | | 1 |
| Adds transit capacity | | 0 |
| Other strategies | | 0 |
| | Total | 0.2 |
| Health and Equity | | |
| Project provides increased accessibility for people with a low income & minorities | 10% | 0 |
| Project corrects ADA non-compliance | | 0 |
| Project promotes physical activity | | 0 |
| Project reduces vehicle emissions | | 0 |
| Project will not have a negative impact for a natural resource | | 1 |
| Project will not have a negative impact for a socio-cultural resources | | 1 |
| | Total | 0.2 |
| Consistency with Adopted Plans | | |
| Project located along planned transit service | 10% | 0 |
| Project located along planned pedestrian/bicycle facility | | 0 |
| Local Master Thoroughfare Plan Priority | | 1 |
| Transit Plan Priority | | 0 |
| Bicycle/Pedestrian Plan Priority | | 0 |
| Project supports goals and principles of MPO Metropolitan Transportation Plan | | 1 |
| Project supports goals and principles of local land use plans | | 1 |
| Other applicable planning documents | 1 | |
| | Total | 0.4 |
| Context Sensitivity and Land Use | | |
| Project contributes to the sense of place and matches the surrounding land use | | |
| Project balances the need to move people with other desirable outcomes | 15% | 1 |
| Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation) | | 1 |
| Project is seen as adding lasting value to the community | | 1 |
| Project supports high quality growth and land use principles | | |
| Project improves accessibility and/or connectivity to existing land use development | 15% | 1 |
| Project location supports infill/redevelopment | | 0 |
| Project contributes to transportation network grid development/roadway network connectivity | | 0 |
| | Total | 0.6 |
| Overall Total | | 3.35 |

Source: BMCMP0 Complete Streets Policy, November 2018.

Preliminary Project Scoring - 04-02-21

West 2nd Street Modernization and Safety Improvements

| BMCMPPO FY 2022-2026 TIP - Complete Streets Project Prioritization Criteria | | |
|--|-----------|-----------------|
| | Weighting | Yes = 1, No = 0 |
| System Preservation and Maintenance | | |
| Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps) | 15% | 1 |
| Project addresses a maintenance need (e.g. repaving, bridge repair) | | 1 |
| Project is located within existing right of way | | 1 |
| | | Total |
| | | 0.45 |
| Safety | | |
| Project addresses a known high crash risk location | | |
| Project location is identified in the most recent MPO Crash Report's top 50 crash locations | 20% | 0 |
| Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations | | 0 |
| Project incorporates strategies that reduce crash risk | | |
| Geometrical improvement for motorized safety | 20% | 1 |
| Geometrical improvement for non-motorized safety | | 1 |
| Signalization improvement | | 1 |
| Signage/Wayfinding | | 1 |
| Project improves safe travel to nearby schools (within 1 mile) | | 1 |
| Other improvements with rationale as to how the project reduces crash risk | | 1 |
| | | Total |
| | | 1.2 |
| Multi-Modal Options | | |
| Project incorporates Multi-Modal solutions | | |
| Project located along existing transit service | 20% | 1 |
| Project located along existing pedestrian/bicycle facility | | 1 |
| Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes) | | 1 |
| Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority) | | 1 |
| Project includes sidewalk improvements | | 1 |
| Project includes bicycle facility improvements | | 1 |
| Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path) | 20% | 1 |
| Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement) | | 1 |
| Project makes a connection to an existing active mode facility | | 1 |
| | | Total |
| | | 1.8 |
| Congestion Management | | |
| Project incorporates congestion management strategies | | |
| Grade separation or dedicated travel space for individual modes | 10% | 1 |
| Improvements to access management | | 1 |
| Signalization improvement | | 1 |
| Improves parallel facility or contributes to alternative routing | | 1 |
| Provides capacity for non-motorized modes | | 1 |
| Adds transit capacity | | 0 |
| Other strategies | | 1 |
| | | Total |
| | | 0.6 |
| Health and Equity | | |
| Project provides increased accessibility for people with a low income & minorities | 10% | 1 |
| Project corrects ADA non-compliance | | 1 |
| Project promotes physical activity | | 1 |
| Project reduces vehicle emissions | | 1 |
| Project will not have a negative impact for a natural resource | | 1 |
| Project will not have a negative impact for a socio-cultural resources | | 1 |
| | | Total |
| | | 0.6 |
| Consistency with Adopted Plans | | |
| Project located along planned transit service | 10% | 1 |
| Project located along planned pedestrian/bicycle facility | | 1 |
| Local Master Thoroughfare Plan Priority | | 1 |
| Transit Plan Priority | | 1 |
| Bicycle/Pedestrian Plan Priority | | 1 |
| Project supports goals and principles of MPO Metropolitan Transportation Plan | | 1 |
| Project supports goals and principles of local land use plans | | 1 |
| Other applicable planning documents | | 1 |
| | | Total |
| | | 0.8 |
| Context Sensitivity and Land Use | | |
| Project contributes to the sense of place and matches the surrounding land use | | |
| Project balances the need to move people with other desirable outcomes | 15% | 1 |
| Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation) | | 1 |
| Project is seen as adding lasting value to the community | | 1 |
| Project supports high quality growth and land use principles | | |
| Project improves accessibility and/or connectivity to existing land use development | 15% | 1 |
| Project location supports infill/redevelopment | | 1 |
| Project contributes to transportation network grid development/roadway network connectivity | | 1 |
| | | Total |
| | | 0.9 |
| | | Total |
| | | 6.35 |

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

Appendix G:

Plan Development & Public Involvement Methodology

Introduction

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

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

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

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

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

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

- Letting Dates
 - Project Designation (DES#) Number Assignments
 - Construction Engineering (CE)
 - HSIP Project Priorities
 - Virtual Public Meeting Expectations
 - Application Requirements
 - TIP Project Request Form for existing and new projects
 - Transportation Alternatives Application
 - HSIP Low Cost/Systemic Project Application for INDOT Review/Approval
 - HIS Intersection Improvements
 - Application scoring consistent with the adopted BMCMPPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.
- **April 9, 2021 - Policy Committee Meeting**
 - FY 2022-2026 Call for Projects
 - FY 2022-2026 TIP Program Funding Levels
 - Additional Guidance
 - Letting Dates
 - DES# Requirement
 - Construction Engineering
 - HSIP Priorities
 - Public Meeting for public input/comment
 - Application Requirements
 - TIP Project Request Form
 - TA (Transportation Alternatives) Application
 - HSIP Low Cost/Systemic Project Application (INDOT)
 - Eligible HSIP Systemic Projects
 - HSIP Intersection Improvement
 - Application Scoring
 - Development Timetable and Approval Schedule
 - Funding Guidance
 - Additional Guidance
 - Application Requirements
 - Application scoring consistent with the adopted BMCMPPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.
- **April 28, 2021 - Technical Advisory Committee Meeting**
 - FY 2022-2026 Call for Projects
 - Development Timetable and Approval Schedule
 - Funding Guidance
 - Additional Guidance

- Application Requirements
- Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.
- **April 28, 2021 - Citizens Advisory Committee Meeting**
 - FY 2022-2026 Call for Projects
 - Development Timetable and Approval Schedule
 - Funding Guidance
 - Additional Guidance
 - Application Requirements
 - Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.
- **May 12, 2021- Policy Committee Meeting**
 - FY 2022-2026 Call for Projects
 - FY 2022-2026 TIP Program Funding Levels
 - Additional Guidance
 - Letting Dates
 - DES# Requirement
 - Construction Engineering
 - HSIP Priorities
 - Public Meeting for public input/comment
 - Application Requirements
 - TIP Project Request Form
 - TA (Transportation Alternatives) Application
 - HSIP Low Cost/Systemic Project Application (INDOT)
 - Eligible HSIP Systemic Projects
 - HSIP Intersection Improvement
 - Application Scoring
 - Development Timetable and Approval Schedule
 - New Local Project Applications Received
 - Purpose and Need
 - Project Elements
 - Supporting documentation
 - Preliminary Complete Streets scores consistent with the adopted BMCMPO Complete Streets Policy
 - Crosswalk Safety Improvements
 - Downtown Curb Ramps Phase IV
 - High Street Intersection Modernization and Multiuse Path
 - Old SR 37 at Dillman Road Intersection Safety
 - West 2nd Street Modernization & Safety Improvements

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

- Public Meeting for public input/comment
 - Application Requirements
 - TIP Project Request Form
 - TA (Transportation Alternatives) Application
 - HSIP Low Cost/Systemic Project Application (INDOT)
 - Eligible HSIP Systemic Projects
 - HSIP Intersection Improvement
 - Application Scoring
 - Development Timetable and Approval Schedule
 - Local Public Agency Project Applications Received
 - New Local Project Applications Received
 - Purpose and Need
 - Project Elements
 - Supporting documentation
 - Preliminary Complete Streets scores consistent with the adopted BMCMPPO Complete Streets Policy
 - Crosswalk Safety Improvements
 - Downtown Curb Ramps Phase IV
 - High Street Intersection Modernization and Multiuse Path
 - Old SR 37 at Dillman Road Intersection Safety
 - West 2nd Street Modernization & Safety Improvements
 - Draft FY 2022-2026 Transportation Improvement Program (Unconstrained)
 - Recommend advancement to the Policy Committee
- **June 23, 2021- Technical Advisory Committee Meeting**
 - FY 2022-2026 Call for Projects
 - FY 2022-2026 TIP Program Funding Levels
 - Additional Guidance
 - Letting Dates
 - DES# Requirement
 - Construction Engineering
 - HSIP Priorities
 - Public Meeting for public input/comment
 - Application Requirements
 - TIP Project Request Form
 - TA (Transportation Alternatives) Application
 - HSIP Low Cost/Systemic Project Application (INDOT)
 - Eligible HSIP Systemic Projects
 - HSIP Intersection Improvement
 - Complete Streets Application Scoring
 - Development Timetable and Approval Schedule
 - Local Public Agency Project Applications Received

- Draft FY 2022-2026 Transportation Improvement Program (FY 2022-2025 Constrained)
 - Recommend advancement to the Policy Committee
- **June 23, 2021- Citizens Advisory Committee Meeting**
 - FY 2022-2026 Call for Projects
 - FY 2022-2026 TIP Program Funding Levels
 - Additional Guidance
 - Letting Dates
 - DES# Requirement
 - Construction Engineering
 - HSIP Priorities
 - Public Meeting for public input/comment
 - Application Requirements
 - TIP Project Request Form
 - TA (Transportation Alternatives) Application
 - HSIP Low Cost/Systemic Project Application (INDOT)
 - Eligible HSIP Systemic Projects
 - HSIP Intersection Improvement
 - Complete Streets Application Scoring
 - Development Timetable and Approval Schedule
 - Local Public Agency Project Applications Received
 - Draft FY 2022-2026 Transportation Improvement Program (Unconstrained)
 - Recommend advancement to the Policy Committee
- **July 9, 2021 - Policy Committee Meeting**
 - FY 2022-2026 Call for Projects
 - Available Funding Levels
 - Development Timetable and Approval Schedule
 - Local Public Agency Project Applications Received
 - Draft FY 2022-2026 Transportation Improvement Program (Fiscally Constrained)
 - Funding the Transportation Improvement Program
 - Projected Revenues and Expenditures for Transit Projects
 - Projected Revenues and Expenditures for Local Projects
 - Projected Revenues and Expenditures for State Projects
 - Performance Based Planning and Performance Measures
 - Safety Target Performance Measures
 - Pavement Condition Target Performance Measures
 - NHS Bridge Condition Target Performance Measures
 - NHS Truck Travel Time Reliability Target Performance Measures
 - Interstate Freight Reliability Target Performance Measures
 - On-Road Mobile Source Emission Target Performance Measures
 - Transit Performance Measures

- Red Flag Investigations
 - Projects
 - Monroe County
 - City of Bloomington
 - Bloomington Transit
 - Rural Transit
 - Indiana Department of Transportation
 - Appendices
 - Transportation Planning Requirements
 - Performance-Based Transportation Planning Targets
 - Environmental Justice
 - Air Quality and Climate Change Assessments
 - BMCMPPO Complete Street Policy
 - Plan Development & Public Involvement Methodology
 - Glossary
 - Self-Certification
 - FY 2022-2026 TIP Approval Letter
 - Adoption Resolutions
- *July 9, 2021 - Issuance of a Media/Public Press Release & BMCMPPO website posting*
- *July 10-11, 2021 - Legal Advertisements in the Bloomington Herald-Times*
- *July 12, 2021 - Draft BMCMPPO FY2022-2026 TIP 30-Day Public Comment Period Begins*
- *July 19, 2021 - Draft FY 2022-2026 TIP Public Input Meeting*
 - Recorded and archived by Monroe County Public Library, Community Access Television Services (<https://www.catstv.net/about.php>)
 - Virtual Meeting via Zoom platform and hosted by BMCMPPO Staff (Ryan Clemens, Pat Martin)
 - Nine (9) resident participants of the urbanized area
 - Welcome and Introductions
 - Draft FY 2022-2026 TIP PowerPoint Presentation
 - Program Overview
 - Program Schedule
 - Authorized Program Funding Levels (Maximum Levels by Fiscal Year)
 - Project Guidance
 - Project Application Requirements
 - FY 2022-2026 TIP Projects - Bloomington Transit
 - FY 2022-2026 TIP Projects - Rural Transit
 - FY 2022-2026 TIP Projects - Monroe County
 - FY 2022-2026 TIP Projects - City of Bloomington
 - Participant Questions and Comments

- Written Public Period Reiteration and BMCMPPO staff contact information
- *August 9, 2021 - Submit Draft FY 2022-2026 TIP for formal review by INDOT, FHWA, FTA MPO planning representatives*
- *August 10, 2021 - Thirty-Day Public Comment Period for BMCMPPO Draft FY 2022-2026 TIP ends.*
 - BMCMPPO staff received only a single public comment on the Draft FY2022-2026 TIP. BMCMPPO staff advised INDOT Technical Planning & Programming Division MPO liaison of this fact.
- *August 13, 2021 - MS-Teams virtual meeting with INDOT Technical Planning Section*
 - Acknowledge receipt of BMCMPPO Draft FY 2022-2026 TIP for formal state and federal review. Notation that review comments are due back to the BMCMPPO in fourteen (14) working days.
 - Review the next steps for achieving the Governor's approval of the BMCMPPO Draft FY2022 - 2026 TIP.
- *August 25, 2021 - TAC/CAC Reviews of Final Draft FY 2022-2026 TIP*
 - Review of Legal Advertisements and thirty-day public comment period
 - Review Public Meeting Presentation
 - Summary of public comments received
 - Final Draft FY 2022-2026 TIP chapters and appendices
 - Review of FY 2022-2026 TIP allocated funding levels from INDOT (March 15, 2021)
 - Project Summary Request Tables
 - FY 2022-2026 TIP Projects
 - Monroe County
 - City of Bloomington
 - Rural Transit
 - Bloomington Transit
 - Indiana Department of Transportation
 - Final Submission/Approval Schedule
 - Requested Action: Policy Committee Recommendation of Approval on 09-10-21.
- *August 27, 2021 - INDOT (Technical Planning Section staff) MS-Teams conference meeting with FHWA (Indiana Division), FTA (Region V) and BMCMPPO staff discussing clarifications and questions about the August 9, 2021, draft document review submission. Committee.*

- *August 30, 2021* - Draft BMCMPPO FY 2022-2026 TIP review comments from FHWA (Indiana Division) and FTA (Region 5) through INDOT Technical Planning Section staff. All review comments addressed as a Final Draft for the BMCMPPO Policy Committee.
- *August 31, 2021* - Draft BMCMPPO FY 2022-2026 TIP review comments from INDOT Technical Planning Section. All review comments addressed as a Final Draft for the BMCMPPO Policy Committee.
- *September 10, 2021 - Policy Committee Meeting*
 - Review of Legal Advertisements and thirty-day public comment period
 - Summary of public comments received
 - Final Draft FY 2022-2026 TIP chapters and appendices
 - Review of FY 2022-2026 TIP allocated funding levels from INDOT (March 15, 2021)
 - Project Summary Request Tables
 - FY 2022-2026 TIP Projects
 - Monroe County
 - City of Bloomington
 - Rural Transit
 - Bloomington Transit
 - Indiana Department of Transportation
 - Final Submission/Approval Schedule
 - Requested Action: Policy Committee Recommendation of Approval on 09-10-21
 - Final FY 2022-2026 TIP Adoption with Policy Committee *Adoption Resolution FY 2022-02*.
- *September 16, 2021 - Submission of FY 2022-2026 TIP to INDOT, FHWA, FTA (week of)*
 - Formal Approval anticipated by no later than October 15, 2021.

Public Outreach Process

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

- Posting the Draft FY 2022-2026 TIP for public review and comment on the City of Bloomington website page (<https://bloomington.in.gov/mpo/transportation-improvement-program>)
- Posting of Draft 2022-2026 Transportation Improvement Program - Public Comment Form on the City of Bloomington website page under the Draft document link at (<https://bloomington.in.gov/mpo/transportation-improvement-program>) (<https://docs.google.com/forms/d/e/1FAIpQLSeuOqmfiQWL0INmIBcxIVY8zg5GGHov7y4ZP-Vo2t7nu6R3DA/viewform>).

- Legal Advertisements in the *Bloomington-Herald Times* on Saturday, July 11th and Sunday, July 12, 2021. Proof of legal advertisement made available upon request from the BMCMPPO staff.
- *Virtual Public Meeting from 7:00 p.m. - 8:30 p.m. on July 19, 2021.* Presentation materials included an overview of the FY 2022-2026 TIP purpose and need, an urban area boundary map, project types, funding constraints, and the draft program of projects for Monroe County, the City of Bloomington, Rural Transit, Bloomington Transit, and the Indiana Department of Transportation. Open discussion included all relevant topics.

Interagency Consultation/Coordination: Calendar Years 2020 and 2021

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

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

Appendix H: Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CE means construction engineering associated with project construction.

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

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

Climate Change means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change demonstrated by direct temperature measurements and by measurements of various effects of the warming. The *Indiana Climate Change Impacts Assessment* (<https://docs.lib.purdue.edu/climatetr/2/>) identifies rising average annual temperatures and rising average annual precipitation as the most significant climate change impacts in the state. The climate vulnerabilities for Monroe County include extreme heat and extreme precipitation leading to adverse impacts on the built environment and people (<https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead> and <https://hri.eri.iu.edu/doc/hri-readiness-assessment-20200124.pdf>). Learn more about climate change impacts in Bloomington at bloomington.in.gov/sustainability and the current Climate Action Plan at <https://bloomington.in.gov/sustainability/2020-climate-action-plan>.

CN means project construction or a capital acquisition such as new vehicles or transit buses.

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

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

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

COVID-19 or SARS-CoV-2 means the global novel Coronavirus infectious disease which originated in 2019 which is a severe acute respiratory syndrome primarily spread by close personal contact. January 2020 marked the first reported United States COVID-19 case with a subsequent evolution into a once-in-a-century national public health crisis with over 9.4 million documented cases and 655,000 deaths nationwide as of September 1, 2021. SARS-CoV-2 genetic variants have since emerged and circulated throughout world populations. Locally, Monroe County has more than 13,600 confirmed cases of COVID-19 resulting in 187 deaths attributed to the disease as of September 1, 2021. In many cases, survivors will experience long-term respiratory and health related symptoms (<https://coronavirus.jhu.edu/map.html>).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Illustrative Project means an additional transportation project that may (but not required to) have inclusion in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available Pursuant to CFR 450. 104 Definitions. If an illustrative project is included in the TIP, no Federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming Metropolitan Plan and TIP. The TIP Amendment process to Pursuant to CFR 450.330 (e) TIP action by the FHWA and the FTA makes this action possible.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Mass Transportation Fund (PMTF) means a special fund created by the State of Indiana under state statute (I.C. 8-23-3-8) to promote and develop transportation within Indiana. The allocation of funds to Indiana public transit systems relies on a performance-based formula.

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

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

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

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

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

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

SAFETEA-LU refers to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a

Legacy for Users. This is the five-year federal transportation program authorizing the annual funding for federal transportation programs and replaced TEA-21.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation Alternatives (TA) means a set-aside of Fast Act STBG funding for transportation alternatives encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The FAST Act sets aside an average of \$844 million per year for TA. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects.

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

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

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

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

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

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

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

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

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

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

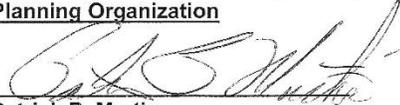
Appendix I: Self-Certification

FY 2022 TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

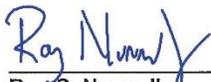
**Bloomington Monroe County Metropolitan
Planning Organization**


Patrick P. Martin

Senior Transportation Planner
Title

8/13/21
Date

Indiana Department of Transportation


Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title

8/13/2021
Date

Appendix J:

FY 2022-2026 TIP Approval Letter

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

Appendix K: BMCMPPO FY 2022-2026 TIP Adoption Resolution

Appendix K: BMCMPPO FY 2022-2026 TIP Adoption Resolution

ADOPTION RESOLUTION FY 2022-02

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

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

WHEREAS, in cooperation with the State, the BMCMPPO must develop and maintain, and has developed and maintained, a Transportation Improvement Program which illustrates how federal funds will be expended on transportation projects within the urbanized area over the next four fiscal years; and

WHEREAS, public comment on the proposed FY 2022-2026 TIP was sought and received during the public comment period from July 12, 2021 through August 10, 2021 with reviews by the Indiana Department of Transportation (INDOT), Federal Highway Administration, Indiana Division (FHWA), and Federal Transit Administration Region V (FTA); and

NOW, THEREFORE, BE IT RESOLVED:

- (1) That the Bloomington-Monroe County Metropolitan Planning Organization adopts the Fiscal Year 2022 - 2026 Transportation Improvement Program; and
- (2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee upon this 10th day of September 2021.



Lisa J. Ridge
Chair, Policy Committee
Bloomington-Monroe County
Metropolitan Planning Organization



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

BMCMPO Draft FY2022-2026 Transportation Improvement Program

Record Draft Document Comments **July 13, 2021 through August 31, 2021**

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) initiated a 30-day public comment period for the *Draft FY2020-2026 Transportation Improvement Program (FY2022-2026 TIP)* with [Legal Advertisements](#) on July 11 and July 12, 2020 published in the *Bloomington Herald-Times* (<https://www.heraldtimesonline.com/>).

Public Participation Notice

BMCMPO FY 2022-2026 Transportation Improvement Program

*In accordance with its Public Participation Plan, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) shall hold a thirty (30) day public review of the **Draft Fiscal Year 2022-2026 Transportation Improvement Program (TIP)**. Written comments on the Draft Program shall open on **July 12, 2021** and close at 5:00 p.m., on **August 10, 2021**. The BMCMPO Policy Committee shall vote on the FY 2022-2026 TIP at their scheduled meeting held on **September 10, 2021 at 1:30 p.m.***

A copy of the Draft FY 2022-2026 Transportation Improvement Program is available for public review in a printed paper format at:

- *City of Bloomington Planning and Transportation Department
401 N. Morton St. Ste. 130
Bloomington, IN 47404; or*
- *Online electronically and downloadable at:
<https://bloomington.in.gov/mpo/transportation-improvement-program>*

The BMCMPO will accept written comments during the public review period. Written comments can be submitted to:

*Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)
401 N. Morton St. Suite 130
PO Box 100
Bloomington, IN 47402*

Please contact MPO staff at martipa@bloomington.in.gov or clemensr@bloomington.in.gov for further information.

[The Bloomington-Monroe County Metropolitan Planning Organization \(BMCMPPO\) received](#) no urban area constituent [public comments for the Draft FY2022-2026 Transportation Improvement Program initially posted on the BMCMPPO Transportation Improvement Program web page](#) (<https://bloomington.in.gov/mpo/transportation-improvement-program>) on July 10, 2021.

The BMCMPPO staff additionally posted on July 10, 2021 a TIP Public Comment Form as a Google document on the [on the BMCMPPO Transportation Improvement Program web page](#) at https://docs.google.com/forms/d/e/1FAIpQLSeuOqmfIQWL0INmIBcxIVY8zg5GGHov7y4ZP-Vo2t7nu6R3DA/viewform?usp=sf_link.

[The following represents the total extent of comments received](#) for the Draft BMCMPPO FY2022-2026 Transportation Improvement Program from the Indiana Department of Transportation (INDOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) after the expiration of the formal 30-day public comment period that extended from July 13 through August 10, 2021.

| Individual/Organization | Comment | Response |
|---|---|---|
| 07-31-21: Rusty Shackelford | “I like the trail crossing project and the two crosswalk safety projects. Crossing the street here can be downright scary! \$2,750,000 for the Dillman intersection? Seriously. Let's do a dozen more of those crossing projects instead.” | The BMCMPPO staff documented this comment for the respective LPA's. |
| 08-30-21 Steven Minor - Federal Highway Administration, Indiana Division | <p>Page 15 - The total amount for 2022 and 2023 do not match the dollar amounts listed above. Is this the correct column? Should it be listed for FY2022s STBG Group III (CARES Act)?</p> <p>Page 17 - The total for 2023 does not appear to match the dollar amounts listed.</p> <p>Page 19 - Project descriptions included the Illinois Central Trail and the Curry/Woodyard/Smith Roundabouts projects (showing no dollar allocations).</p> <p>Page 54 - The font/chart on this page (Indiana Department of Transportation 2019-2021 Performance Measures Targets) is slightly blurred and it is hard to read.</p> | <p>The BMCMPPO staff corrected the typographical transposition errors for the totals of FY2022 and FY2023.</p> <p>The BMCMPPO staff re-verified the Summary Tables as correct.</p> <p>Both projects achieved successful federal-aid contract lettings under the FY2020-2024 TIP and therefore no longer referenced in the FY 2022-2025 TIP.</p> <p>The BMCMPPO staff increased the image size the <i>Indiana Department of Transportation 2019-2021 Performance Targets</i> Table for the final document.</p> |

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| <p>08-30-21 Angelica Salgado - Federal Transit Administration, Region V</p> <p>08-31-21 Jay Mitchell - INDOT Technical Planning Section</p> | <p>Page 60 - Some of the chart is blurred or may be hard to read for some people.</p> <p>I did not see a list of fiscally constraint projects, indicating source of funds, total project cost, local funds and project description for each fiscal year.</p> <p>Page 7, first paragraph Thank you for putting in this statement: "All FY 2026 projects are illustrative." I suggest that you go one step further and explain to the reader what "illustrative" means.</p> <p>Page 8, second paragraph: You can remove the air quality statement because it is not required for the approval of the BMCMPPO's TIP.</p> <p>Page 10, Public Mass Transit Funds. Please point out that these are State funds and not Federal funds.</p> <p>Page 16, the fiscal constraint listings: I did not see any Transit funding and programmed commitments listed here.</p> <p>Page 32, Congestion Mitigation and Air Quality Improvement Program (CMAQ): Please add a notation that informs the public that because the Bloomington metropolitan air quality does not exceed, CMAQ funding is currently not available to the BMCMPPO.</p> | <p>The BMCMPPO staff increased the image size of <i>Table 1 - Monroe County Census Tracts - Environmental Justice Population Estimates</i> for the final document.</p> <p>The BMCMPPO staff added a Transit funding summary table and programmed commitments table for Bloomington Transit and Rural Transit noting FY 2026 as illustrative.</p> <p>The BMCMPPO staff added an extensive legal text definition to Page 7, first paragraph, citing the 23 CFR 450.104 definition and 23 CFR 450.330 (e) for future TIP action by the FHWA and the FTA.</p> <p>The BMCMPPO staff removed the air quality statement from the final document.</p> <p>The BMCMPPO staff inserted the word "Indiana" before all references to the Indiana Public Mass Transportation Fund (PMTF).</p> <p>All listed public Bloomington Transit and Rural Transit projects for FY2022-2025 are fiscal constrained. The BMCMPPO added a notation that all FY2026 public transit projects are illustrative pursuant to CFR 450. 104 Definitions unless additional funds become available through the TIP Amendment process Pursuant to CFR 450.330 (e) TIP action by the FHWA and the FTA.</p> <p>The BMCMPPO staff modified the CMAQ wording noting these requested modifications.</p> |
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| | <p>Page 48, Safety Targets it reads, “Indiana’s MPOs collectively support INDOT’s Safety Targets”. This statement should be modified to read that most Indiana MPOs support INDOT’s Safety Targets. At least one MPO has elected to set its own Safety Targets.</p> <p>The narrative on targets starting on page 48 [of the Draft document] contains some minor errors that will need to be corrected. In some cases, BMCMPPO list targets that are not consistent with the State Targets. Since BMCMPPO supports the State targets, they need to be consistent. In some cases, this is a simple mistake where BMCMPPO forgot to include the INDOT 4-year adjusted targets and is still using the targets before they were adjusted. The attached tables shows where there are differences that will need to be corrected.</p> | <p>The beginning paragraph sentence now states, “Most Indiana MPOs support INDOT’s Safety Targets.”</p> <p>The BMCMPPO supports all State performance targets. The Draft FY2022-2026 TIP <i>Appendix C: Performance-Based Transportation Planning Targets</i> narrative came directly from the <i>BMCMPPO 2045 MTP</i> adopted in October 2020 and submitted to INDOT. The BMCMPPO staff therefore added/adjusted all newly noted Safety Performance Targets and State Performance Targets within Appendix C for consistency using tables directly provided by the INDOT Technical Planning Section staff. All BMCMPPO targets are identical one-to-one correspondence to all INDOT targets.</p> |
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