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mpo

POLICY COMMITTEE

September 9, 2016
1:30 – 3:00 p.m.
Council Chambers (#115)

I. Call to Order

II. Approval of the Minutes
   a. August 12, 2016

III. Communications from the Chair

IV. Reports from Officers and/or Committees
   a. Citizens Advisory Committee
   b. Technical Advisory Committee

V. Reports from the MPO Staff
   a. MPO Staff Introduction

VI. Old Business

VII. New Business
   a. TIP Amendments*
      (1) Allen & Walnut RRFB (Bloomington)
      (2) 4th & Rogers Pedestrian Safety Improvements (Bloomington)
      (3) Winslow Multiuse Path (Bloomington)
      (4) Henderson Multiuse Path (Bloomington)
      (5) 3rd & Woodscrest Signal Upgrade (Bloomington)
      (6) 2nd/Bloomfield Multimodal Safety Improvements (Bloomington)
      (7) Fullerton Pike Phase 1 (Monroe County)

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

IX. Upcoming Meetings
   a. Technical Advisory Committee – September 28, 2016 at 10:00 a.m. (McCloskey Room) **(**New date)**
   b. Citizens Advisory Committee – September 28, 2016 at 6:30 p.m. (McCloskey Room) **(**New date)**
   c. Policy Committee – October 14, 2016 at 1:30 p.m. (Council Chambers)

Adjournment

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

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BLOOMINGTON • MONROE COUNTY

POLICY COMMITTEE
August 12, 2016
1:30 – 3:00 p.m.
Council Chambers (#115)

Attendance:

Policy Committee: Adam Wason, Richard Martin, Jack Baker, Ryan Cobine, Paul Satterly, Michelle Allen, Tony McClellan, Sarah Ryterband, Andy Ruff, John Hamilton, Adam Thies, Kevin Tolloty, and Iris Kiesling

Staff: Josh Desmond, Emily Avers

Others: Robert Grosham, Sean Pole, Antonio Johnson, Christie Purnell, Steve Crider, Eric Wahlstrom, John DePaemelaere, Gary Vandegraff, Stephanie McFarland, Jim Stark, Sandra Flum, and Anne Bono.

I. Call to Order: Introductions were made.

II. Approval of the Minutes
June 3, 2016: **Richard Martin moved for approval. Adam Wason seconded. Iris Kiesling abstained from the vote. Motion passed through voice vote.

III. Communications from the Chair:
Jack Baker said there will be a change in the agenda. Under Item 5D, I69 Section 5 update, I have agreed to move that forward to this point. We will begin our discussion there. I want to welcome some Mayors from Mitchell, Bedford, and Martinsville.

**Martin moved to approve the change in the agenda. Kiesling seconded. Motion passed through unanimous voice vote.

Josh Desmond said we have some folks from INDOT and the Section 5 project to give a brief presentation and then have a discussion with the committee. I will let them come to the podium and introduce themselves.

Sandra Flum represents INDOT. Josh provided us with some questions and he is now distributing our answers to those questions. The four primary questions that prompted us to provide a project update were around the ownership of the Development Partners and the intricacies of the legal transactions that have been happening. Gary Vandegriff with the I69 Development Partners is here to walk through that.

Gary Vandegriff is the Project Manager for I69 Development Partners. We are the concession holder for Section 5 of I69. If you'll look at the handout that was just handed out, one of the questions posed to us was the anticipated open to traffic date for several of our road sections. The items that are listed as summer of 2017 should read June of 2017. The expected completion for Section 5 as a whole is June of 2017. The other question is about the ownership of our company. If you look at the chart in your handout, you'll see that when this project was submitted and our company was selected that Groupo Isolux Corsan Concessions and Public Sector Investment Board were the two primary investors. As of the 29th of April of this year, you'll see that's different there is Groupo Isolux Corsan was completely bought out and we are solely owned by the Public Sector Pension Investment Board out of Canada. The contractual relationship between the design firm that left was with our Design Builder contractor. Their contract was not directly with us as the concessionaire, it was with the Design Builder, so I am not at liberty to comment on that separation. What I can tell you is they have been replaced by DLZ from here in Indiana. All of the key personnel and functions that were being carried out by the firm that left the project are being handled by DLZ.

Martin said there is one other change on this chart you showed us. The Isolux Infrastructure Netherlands BV is no longer engaged? It's now called Roadus Transportation? Is that a different company or a new name for the old company?

Vandegriff said it is a new company.

Martin said so Groupo Isolux and the Isolux Infrastructure are both out of the picture now. Roads Transportation is the new company sitting between the Public Service Pension in Canada and your ICC Infrastructure SL?

Vandegriff said that's correct.

Flum said I think that addresses the four primary questions that were initially brought to us. If there are other questions from the Policy Committee, we would be happy to try to answer those.

Hamilton said will you give us an update on the timing and the status? There are concerns about the progress to date and it would be helpful to have you tell us where we are.

Flum said the completion date is currently set at the end of June of 2017. It was originally planned for October of 2016, so yes, it has slipped. Any questions about completion I will defer to Gary to talk about. The developer is responsible for the contract.

Hamilton said help us understand the timing and some of the issues that are still pending. There have been concerns raised about the ability to complete. What is your judgement of where we are? The rating agencies have looked at this and have raised specific concerns. I would appreciate if you would let us know your judgement about it.

Vandegriff said the developer believes at this time that our Design Build contractor has the capability of completing the job per the targeted schedule. They have taken some steps to do that and we feel they have the capability of completing as the scheduled target time says.

Hamilton said the rating agency expressed concern about the percentage complete and the percentage invested. They were very concerned about the pace of investment compared to the pace needed to achieve completion. Could you help us understand the total contract amount for Section 5 and the completion and expenditures to date?

Vandegriff said in our conversation with the rating agencies, we talk them through where the project is. Quite a bit of the expenditure that has already taken place is related to the design fees. A straight comparison of what you see on the road and where we are right now on an expenditure curve may not be an accurate assessment. We believe the Design Build contractor has the capability to make the schedule they have submitted to us.

Hamilton said the expenditure curve should reflect all that. Last week Fitz said the contractor is substantially behind the anticipated expenditure curve for 2016. How much behind are they?

Vandegriff said right now they're about $30 million behind.

Hamilton said $30 million out of what? What is total expenditure expected in 2016?

Vandegriff said I didn't prepare to answer that kind of question.

Martin said it is quite clear the pace has slowed from when it started. As we have heard there have been problems with the contractors getting paid, that would lead me to believe there's a cash flow problem on the part of the people who are managing this project and paying for the work. I would expect to see more crews doing more things in more places at this point in time if you're going to meet a June 2017 date for completion. It's just not possible. That's clear to everyone who looks at this critically. We want to know how do we get things back on schedule so that it gets done in June of 2017? How do we get the crews in the field doing the work to meet the commitment the State made to the citizens?

Vandegriff said as I repeated, we believe our Design Builder contractor has the capability to meet this schedule. We believe there's room in the schedule for them to make adjustments and gain on where they are behind at this point. We are managing our contract with our Design Builder contractor through the rights we have in that contract to push that scheduled completion.

Martin said there's a clear distinction between capability and capacity. I'm concerned about their capacity to get the job done in time.

Vandegriff said the excavating contractor, the bridge building contractor and the paving contractor doing the work are the top contractors in their areas in the state of Indiana. We believe the Design Builder in working with their subs has the capability of delivering the project.

Martin said time will tell.

Ryterband said one of the questions was about Section 5 compliance with INDOT specifications and the answer was INDOT is overseeing the quality of both the design and construction and has no concerns with the quality being provided. INDOT was also overseeing the quality of the design and construction of Section 4 and we know there are significant problems with Section 4. What does that response really mean?

Flum said the response means INDOT is using its standard specifications. INDOT has reviewed the designs to make sure they have been created using the standard specifications and is reviewing the construction quality being done in the field. We are providing oversight and making sure the construction standards that are expected are being met, the contract is being met and the specifications are being met.

Ryterband said I understand your section is Section 5 and not Section 4, but is that to say INDOT was not doing exactly the same thing for Section 4?

Flum said I'm not saying INDOT did not oversee Section 4. I would refer you to Section 4 for an update for those kinds of questions.

Ryterband said we know last engineering firm was aware of our karst topography and the issues that occurred in Section 4. What is the sensitivity of a new engineering firm coming in and how that will impact our karst and our karst features and the impact down the road?

Flum said our contract has a requirement that the developer provide a key person who is an approved karst specialist. The person in the field office overseeing the karst work has not changed.

Hamilton said I appreciate you being here. Transparency in where we are is essential. It's not always fun or comfortable but we have thousands of people going back and forth on this road. There are concerns about the completion date since it's already changed once. There are hundreds if not thousands of workers active on the site. There were two notices of default given to the construction contractor last week. Ultimately this is your contract with them that is being performed. They were 60% below the scheduled amount of construction drawdown from April to June. That's what the bond agency is using to judge this is at great risk of not meeting the deadline. Do you agree with the assessment they were 60% behind?

Flum said I don't monitor the contract as far as their expenditures. That is the developer's responsibility to fund and make sure the contract is built. I really can't comment to Fitch's analysis that says they were 60% under their expenditure expectation.

Hamilton said what does the state monitor in terms of performance?

Flum said we're monitoring quality and that they are doing all of the requirements of the contract.

Hamilton said does that include timelines?

Flum said the schedule they have submitted to the state references the June 28, 2017 completion date.

Hamilton said do you monitor their completion percentages at all during that period?

Flum said we do not.

Hamilton said how do you know if they're on target?

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Flum said we continue to have conversations with the developer and we look at the contract and the items we can comment on through the contract, items we can manage through the contract, those are the ways we manage their completion.

Hamilton said the same report which said we were 60% behind during that period, which lead them to indicate the risk then said the actual drawdowns for the month of July under the revised schedule should be $18.4 million and the report says they're expected to be significantly under that. Do you know what those expenditures were in July? Can anyone tell us?

Flum said I don't have that information available to me.

Hamilton said the notices of default that were given last week wasn't from the state, but from the Design Builder?

Flum said that's from the developer. The State has a contract with the developer and the developer makes those contract choices with their subcontractors.

Hamilton said are there any standards in the contract between the State and I69 Development Partners about lane closures or length of lane closures?

Flum said there are all sorts of requirements about lane closures and penalties if those requirements are not met. For example, if you have a traffic queue beyond a half mile or if a queue has been present longer than an hour, we start monitoring and then there is a financial assessment that goes along with a queue.

Hamilton said have there been assessments made? Are those public?

Flum said they are not finalized yet. We are continuing to monitor and add to them.

Hamilton said does it wait until the project is done?

Flum said right now we're trying to separate between completed pieces.

Hamilton said there were periods it appeared we were ready for construction but there was no work being done. We now know there were payment issues. Are there any standards about closures related to construction activity where the road stays restricted even if there are payment issues? Is that dealt with at all?

Flum said it's dealt with at a Project Management level. Our request is if you aren't going to do construction in the area, please open the lane. Ultimately, the contract allows them to have a lane closed up to 5 miles and they suffer the consequences of the queues and the penalty that comes with that.

Hamilton said are they monetary penalties for a queue? What is the penalty if the standard's not met?

Flum said I think $5000 an hour. It's contractual and I would need to go back and make sure I've got that right.

Hamilton said do they get penalized whatever the reason is? For example, if there's an accident?

Flum said that's one of the reasons we discuss those on a regular basis. Clearing an accident appropriately is a requirement in their contract. They have to clear accidents in a certain period of time after police have left the site.

Hamilton said again, transparency is so important in this. I am very concerned we have a third party making a judgment the bonds are junk bond status and they're making an assessment it doesn't look like we're on track to achieve the June opening date and in fact suggests over the next 60 days there has to be a very substantial increase in activities to meet that. We're trying to figure out how likely that is and whether we'll be able to tell 60 days from now if this will happen. How do we judge whether this pick up in activities has happened?

Flum said the developer has issued a letter of default to its contract holder to get progress recovered within 60 days. Because we're overseeing our contract with the developer and holding them to responsible contract management I believe if it doesn't happen in the 60 days that there be further action taken. I just don't know what that further action is. That's a contractual matter they would have to make a decision about.

Hamilton said I want to get an update after that 60 day period to know where we are with this. It's important the many people who go back and forth on that road to know the schedule. I know things can happen with road projects but in the spring there was a substantial payment slow down which caused the first issue in April. We were assured that would be fixed and not repeated. It was remedied to some extent but we've had an additional payment problem come up recently. I want to make sure we have a chance as a body to understand the likelihood of that June 2017 date.

Martin said who maintains the detailed project plans? Who has the chart on the wall showing which items are taking place at a given time?

Flum said the Design Builder has the project plans that have been through review of both the developer and the state.

Martin said are those available to us? That would be the easiest way for us to monitor whether they're meeting their own project plan schedule. That's what they're working against and we ought to be able to see that so we know if they're meeting their targets. If they're not meeting their targets, it gets really obvious because they can't start other parts of the project. Those things all become part of the project documentation. I'm sure the firm is doing it. The question is where is it? Why don't we have it? Because that answers a lot of the questions we've got. The other one is how do we figure out what the cash flow is? We don't know the amount of money being spent. The bond agency gets to look at it but we haven't seen anything. There is an expenditure of funds which is occurring because there's federal money that goes into pieces of this so someone is keeping track of all that, but we're not seeing any of that. There's no way for us to assess whether this project is on schedule and if it's not on schedule what needs to be done to get it back on schedule or for us to tell members of our community this is not going to be done by this time, it' will be done by this time. That's our responsibility as an MPO that authorized this work be done. We're asking for some kind of accountability for the decision we made for the people who put us here. We don't feel comfortable about the information we are getting.

Flum said I'm not sure how to respond.

Martin said how do we get someone here who is comfortable to respond?

Baker said we judge you're both giving us answers in good faith. You are so compartmentalized within INDOT and the intricacies of this project that you can't answer a lot of these questions. You just don't have that information. While we appreciate you being here, what I'm going to ask with the permission of the other members of the MPO that you return sometime soon. Bring people who have knowledge of the cash flow and payouts. Bring us the flow chart for the project and someone who can put it in words and show us. From what you've been able to tell us, we can't be sure. Would you be willing to come back in the next month or so and bring people with you who could give us answers to these payout questions?

Flum said based on the letters of default that were issued from the developer to the design builder, 60 days is a reasonable time to come back with an update about the schedule. As far as an update on spend curves and the financing, I need to consult to know who, if anyone, has that. It's a different set of information. If the design builder figures out a way to build this project and meet the specifications and quality requirements but spend a third of what they anticipated, that spend curve would never look like what the rating agencies are expecting it to look. There are multiple components to what makes up the spend curve. I'm not confident I can bring you someone who can explain it but we can certainly come back and provide you with a schedule update.

Baker said if there's supposed to be a $15 million payout and only $5 million is paid, that says something's behind. We can infer something from that. Maybe 60 days is more of a reasonable time. I'd like to ask that you do that and we will work with staff to get back here to do it. I have one more question I'd like to ask

before I turn it over to someone else. Recently the paper talked about closures that are negotiated for the start of IU and events. Can you give us some information about what's going to happen?

Vandegriff said we have requirements within the technical provisions of our contract in how we handle situations like that. Since December of 2014 when we took over operation of the road, we have been in weekly contact with the IU athletic department with regards to visitors coming to the games. We have been in seasonal contact with the IU with regards to move out and move in. We are keenly aware of the traffic issues that creates. Does that mean we can open up everything? No, it doesn't. There are safety issues we have to protect with lane closures. What we can do is be keenly aware of the activities that are going on, follow our technical provisions and stay in communication with folks at IU and others as needed for those traffic issues.

Baker said does that mean you'll pull crews away from road edge? There are certain areas where people see a road crew working and it acts as a pinch point. They slow down and it slows down a mile of traffic. Are those things part of what you'll do to be able to speed traffic through?

Vandegriff said we'll work within the bounds of the technical provisions we have. We have a superintendent in construction, our operations and maintenance manager is out, a patroller out 24 hours, 7 days a week. We will monitor that and if there are adjustments that need to be made and can be made, we'll work to make them.

Hamilton said do you know how many payment penalties for delays or lane closures have been assessed?

Vandegriff said I don't know the total amount. We have a patroller on the road and we self-report many accidents. We work very closely with the public service agencies to keep abandoned vehicles cleared, letting them know if there are things that seem out of the ordinary and we are responsive to them if they ask for help whether it's traffic control at an accident site or whatever. We are very confident of the relationship we've built with the public safety agencies.

Hamilton said I know in a huge project like this there will be uncertainties and changes. I would just emphasize transparency is so important so we know what is going on and we can communicate to our constituents. On the first question, you gave open to traffic dates for various overpasses. Is there any more specificity to that? You list 4 in the fall of 2016, Fullerton, 2nd St, 45, Vernal Pike and Kinser Pike? Are those to happen in that order?

Vandegriff said it's not necessarily in a specific order. Those are just where they fall on our current schedule to be open to traffic and usable by the driving population.

Hamilton said when does Fall 2016 terminate?

Vandegriff said at the end of our construction season.

Ryterband said INDOT came to us with some enthusiasm about with this creative financial arrangement. Is INDOT is similarly excited about another such venture for Section 6?

Flum said I can't speak for all of INDOT. I can say a public/private partnership does provide the State with a lot of protections. There are good reasons to use a public/private partnership. I do not believe Section 6 has been determined. It's too early in the environmental process to know what the final cost is going to be and therefore how they'll fund it. Based on the questions we've received today there no reason to doubt a public/private partnership.

Ruff said I take issue with this idea that these creative financing partnerships for funding something like a critical roadway link is a responsible way to go about such a project. It might be appropriate for some types of public projects but what we're seeing with this seems to be the beginning of the kind of issues we can expect with creative financing. Creative financing was just developed to get around the federal requirement for the project to be fiscally constrained, meaning simply that there was a legitimate identifiable stream of funding to build such a hugely expensive project. It was a way to get the project started with no real plan for how to fund it and complete it. The opponents to this project have been right about every aspect and concern of this project from the rigged route determination process at start to the cost of the project, the

ability to pay for it and the opportunity costs this represents. The environmental damage, Section 4 particularly, is just outrageous and egregious. We've seen photographic documentation of the amount of sedimentation and pollution of the streams all through that section. They were right about that. When this MPO was investigating our right to exercise our role of having local input and control of our TIP we were threatened by the State to have not just our transportation funding but all other aspects of transportation and other service funding even outside of transportation stripped from us if we didn't put the project in against the wishes of the majority of this representative and democratically appointed body. The Mayor has emphasized how important the lack of transparency is. I hold limited hope given the track record of this project so far and INDOT's behavior on it. Now that you throw in this public/private partnership where the private elements have different sets of obligations for transparency… This whole business has been really discouraging and heartbreaking and I'm afraid we'll see it continue.

Ryterband said what Andy said plus we as taxpayers are going to continue to pay over and over again for this. While we have 35 years of construction help, it's not going to be free. We have at least twice the cost of this section of highway we'll be paying for.

Hamilton said I do not want to comment on the public/private partnership financing structures. I am also not going to make judgement about the problems which arise in large projects. Whether they were avoidable, well managed, efficient, I'm not going to try to judge that. I do want to make a comment to insist on transparency. Whatever the financial structure is, whatever the operational challenges are, it's just imperative in a public project like this that we have transparency about where we are on the schedule. Every week thousands of people are driving back and forth, trying to plan their futures, dealing with their commutes, and trying to deal with this. It's so important we treat everyone with respect and transparency about where we are. If we run into problems we talk about them. The public is paying for this huge project. We have construction workers who are trying to decide what their lives are going to be like. I know everyone is working in good faith to do their jobs on this big challenging project, as are we and I really appreciate the chance to hear a status update about this project.

Kiesling said I would like to add to make sure if there are obstructions or delays that the public is informed as soon as possible so people who are planning to go to Indianapolis can make appropriate plans. I've had to make a very short term change because of traffic. The sooner we have that information distributed through all the media we have, I really would appreciate that. We get less angry drivers.

Baker said thank you to everyone who came, especially mayors from our neighboring cities. I hope you learned something. Come back and we will revisit this. Thank you Flum and Vandegriff for coming and sharing the extent of your knowledge. We hope you can come back and add.

IV. Reports from Officers and/or Committees

a. Citizens Advisory Committee: Ryterband said they met in June and passed the things on the agenda. It was a long time ago and I don't remember anything to report.

b. Technical Advisory Committee: Andrew Cibor said the last meeting a long time ago. We talked about the TIP amendments, two of which are on your agenda, the IU bus replacement and the SR 37 overlay project. The Committee recommended approval of those amendments. We also discussed a City of Bloomington amendment for a second Bloomfield Rd multimodal safety improvement project. That was recommended for approval by the CAC and will show up on your next PC agenda.

V. Reports from the MPO Staff

a. MPO Staff Changes:

Michelle Allen said we have a new federal highway planner. He is an environmental specialist who joined our office. His name is Antonio Johnson and he will be here when we have a representative these meetings. He has a lot of planning experience coming from other states across the country and we're excited to have him.

Desmond said earlier this year Vince Caristo, our Bike Ped Coordinator left and we did fill that position over the summer with Beth Rosenbarger who was already in our department. She will be on the job at the end of August. It's been a long vacancy but we look forward to her working full time on transportation stuff within the next few weeks. You probably received notification over the summer that Anna Dragovich, our Senior Transportation Planner, also left. We posted her job and we have received several applications we're reviewing now. We hope to make a decision on that very soon.

Hopefully you'll see a few new faces in these meetings coming forward. Please bear with me as we go through this process. Call or email me if you need anything.

b. MPO Certification:

Desmond said we discussed this a little during our work program approval process earlier this spring and we said we expected it to happen sometime in FY '17. We heard from INDOT in late June and ended up having it on July 19th. We had 10 days to prepare answers to a lengthy questionnaire about our plans, programs and operations. We met with a team of about 10 folks from INDOT, FHWA and a consultant INDOT is using to help them figure out the certification process. The discussion went really well. We spent 4 or 5 hours going through the questionnaire and talking through the issues surrounding how MPOs ought to be working and what we are and aren't doing towards that. We are waiting for the transmittal of a preliminary report that came out of that process. We will have time to review the report, comment on it, let them know if they missed something or got something wrong from our discussion. Then they will finalize the report and issue it back to us and it will be presented to you as a policy committee as well as our other advisory committees. I expect it will be a couple of months before that process ends and we see a final report. I don't expect any red flags in terms of not meeting a specific requirement. I think we'll have some good constructive advice about areas we might be able to do in different ways. I'm looking forward to seeing that report and I think it will be useful and constructive for all of us to read through it and to learn from it. When we get the report we'll let you know and make some comments on it.

Baker said the upshot is you feel like it went well.

Desmond said I do. I don't have any suspicion that we'll be decertified. I think we did just fine.

c. Quarterly Project Tracking Reports:

Desmond said we closed out FY '16. We had our last quarterly project tracking report in July. Generally our projects continue to move forward on their expected schedules with a couple of exceptions I will note in just a moment. I provided a list of upcoming project letting dates. These are the next things that will go to bid for construction during this fiscal year. There is a lot of project action going on in terms of design and right-of-way acquisition that doesn't show up on a letting list but in terms of projects being built, this is what you're going to see. Obviously Fullerton Pike Phase I is coming up pretty quickly. We have a couple of signal upgrades for the City and a downtown curb ramp upgrade for the City that will all be going to bid next March. I want to highlight a few key changes or milestones on these projects. There are two projects, the 4th and Rogers pedestrian improvements and a rectangular rapid flashing beacon that will be added to an island at the Allen and Walnut intersection. At your next meeting we're going to request those be removed from the TIP and completed with local funding. The design consultant thought they could get through doing one level of environmental review but there's another level of environmental review that's going to have to be done for historic resources. That will take it out of the schedule to use funds set aside in this fiscal year and there are no federal funds in the ensuing fiscal years that could make up that difference. Since they're not huge dollar projects there's enough local money to soak up the difference and get those done in roughly the same time line. The Tapp and Rockport intersection project had an open house on the 4th of August. It was pretty well attended and they received positive feedback for that project. That's the last public meeting before their environmental document will be approved and they will be able to move to right-of-way acquisition. The two signal upgrades have March lettings. Those may get pushed back a month because of some right-of-way issues and getting the environmental approvals squared away in time. There's an ongoing process between the City and INDOT to get a final contract resolved and agreed to for state funding of the 17th St reconstruction. Once that's done later this fall, we will remove 17th St from the TIP which will free up a significant amount of federal funding a couple years from now. We continue to communicate with INDOT to negotiate that contract.

Baker said regarding 17th St. since the overpass at Vernal Pike is showing completion in the fall, are there any interim steps that will be taken to improve safety and drivability of 17th St?

Desmond said I'm not aware of anything at this point but I'm certain there are steps that could be taken.

Cibor said we have a couple of sidewalk projects along 17th St east of the roundabout that will help with safety. We just gave notice to proceed on a sidewalk project from Maple to Madison. That should be starting construction any day. There is another piece between the school and where the Maple to Madison project will end. We will have a continuous sidewalk and some improvements from the

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roundabout to College downtown. Between Arlington's roundabout and the overpass, there's nothing immediately planned. We'll continue to monitor and see if there's anything to do. If there are any easy fixes, we would be more than happy to work to resolve them. We're in regular contact with Jim Stark. I hope to have that project moving forward. The City just received request for proposal responses for the design and right-of-way acquisition phase of this project, trying to get everything lined up to get things rolling as quickly as we can.

Baker said what's the anticipated start right now?

Cibor said as soon as we have a funding agreement with INDOT we'll be proceeding as quickly as possible. Realistically there are roughly 20 parcels that will be impacted with that project and there is a significant design effort. A very aggressive schedule would be 2 years to get it all complete if everything goes well.

Baker said is there road resurfacing that could be done to smooth things along? It appears there will be an increase of traffic and I want to make sure we're doing something to eliminate traffic backups.

Cibor said we're trying to wrap up the sidewalk projects so we can put the concrete curbs in place while it's still construction season so the Street Department can mill an overlay on those portions of 17th. Assuming everything goes smoothly, that should be nice enhancement before the traffic increases on 17th St.

Martin said I noticed there is no project authorized date for that project but there is a letting date of 3/6/19. Is that correct?

Desmond said every time you put a project in the system you have to enter a target letting date and then build the schedule backward from that. No funding has been authorized in the system because they haven't gotten to a point where it would need federal funding but because it is designated for federal funding in the future it has to go into that system and they have to build the schedule.

Martin said when you say project approval, it's with respect to MPO authorization of federal funding for this project. You have several in there that have no project authorized date.

Desmond said there are several projects out there in the future in terms of when the federal funding will be tapped into. They start with local funding for design and right-of-way acquisition.

Ryterband said the Allen and Walnut and the 4th and Rogers projects both require a full section 106 which is the preservation element of investigation. Is the City's Historic Preservationist happy with those projects? Does she have any concerns in terms of preservation?

Cibor said not that I'm aware of but I will be sure to touch base with her on that.

VI. Old Business: None at this time.

VII. New Business
   a. TIP Amendments*
      (1) Bus Replacement (IU Campus Bus)
      (2) SR 37 HMA Overlay – Dillman Rd to I-69 (INDOT)

Desmond said there are two requests for new projects to be added to the TIP. The first is from IU campus bus. They are requesting the addition of a project to replace 9 40' low floor diesel buses that were originally from 1999 and replace those with new 35' low floor buses. They have an aging fleet they would like to turn over in the near future. They have submitted a grant directly to the FTA which requires a local match. The total project cost would be $3.6 million for the replacement of 9 buses. We need to put this in as an illustrative process because the federal grant has not been awarded but we need to have it in our TIP as part of that process. Once it is awarded we can go through an administrative process to make it an active project and they can go ahead and purchase those buses. The second TIP amendment is from INDOT. They are looking to add a new project for an asphalt overlay on SR 37 from the southernmost I69 interchange down to Dillman Rd. This would occur in FY '19.

Ryterband said Perry appeared at the CAC and expressed that while they put in a grant for 9 buses, if we get 1 bus out of this we will be lucky. Everyone else in the country is applying for this grant.

Desmond said yes, IU is hoping for best. We will reflect the final numbers if and when that grant comes through.

Martin said the local match indicated for the INDOT project is state funding?

Desmond said that is correct.

**Ryterband moved to approve the TIP amendments. Martin seconded. Motion passed through unanimous voice vote.

Desmond said there is one more TIP request. Sarah mentioned the City project talked about at CAC and TAC in June. There is a request for HSIP and TAP, maybe STP, to do a multimodal safety improvement project on the 2nd St/Bloomfield corridor including the intersection at Landmark and then east to Patterson Dr. That would add pedestrian signal heads, buttons, crosswalks, curb ramps and some other improvements. It would also include building a multiuse path on the north side which would close the final gap on a pathway that will eventually extend between Walker on the east and Liberty Dr. on the west. The western portion would be constructed by the I69 Section 5 project. This would be a pretty significant link in the bike/ped network. The project was brought forward to the TAC and CAC and they did approve it. Since then we had revised funding numbers. Our STP went up, HSIP went down, and the TAP went slightly up. Since this project was relying on old numbers in terms of what it was requesting, we had to revise those numbers. We've had some other TIP amendments with other city projects that will free up some other funds to be assigned to projects like this one. Since the new request for this project relies on this body making those other amendments at the same time, we cannot make this amendment yet. This will be on the docket next time in the context of several other TIP amendments. No action is required at this time. We'll have more detail next time.

b. City of Bloomington Comprehensive Plan:
Desmond said we wanted to take the opportunity to get folks familiar with the City's master plan process. We're in the process of updating the 2002 GPP with a 2040 Comprehensive Master Plan. It can be found online at Bloomington.in.gov/cmp. There are a number of ways you can participate with the process. The City of Bloomington wants to get as much visibility and participation in this process as possible. We thought this would be a good opportunity for you to take this back to your folks to get them involved. We had one town hall meeting at the Public library which was well attended. We'll have a second one on September 15th also at the public library. If you couldn't make first meeting, take the opportunity to attend the second one. I don't expect a deep discussion today, but feel free to dig in to that document. Let me know if you have future questions or want to provide comments. We'll make sure we get those integrated to all the other comments we're receiving and do our best to address them as we continue to develop the document. It's a work in progress. We want to hear if we're off target or missing something that still needs to be addressed.

Martin said in addition to the City's work on their CMP, the County will be beginning presentations on Phase II of the County's Urbanizing Area Plan which will provide a great deal more detail about the zones, building characteristics and streetscapes we expect going forward. Those presentations will begin next week and continue for several months before we get something to the Commissioners for approval. There will be some presentations and some hearings and people are welcome to become engaged with that and you can access that through the County's website.

VIII. Communications from Committee Members *(non-agenda items)*
   a. Topic Suggestions for Future Agendas: Baker said we have a suggestion for INDOT and the developer to come back.

IX. Upcoming Meetings
   a. Technical Advisory Committee – August 24, 2016 at 10:00 a.m. (McCloskey Room)
   b. Citizens Advisory Committee – August 24, 2016 at 6:30 p.m. (McCloskey Room)
   c. Policy Committee – September 9, 2016 at 1:30 p.m. (Council Chambers)

DRAFT

Adjournment

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

DRAFT

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MEMORANDUM

To: MPO Policy Committee

From: Joshua Desmond, AICP
BMCMPO Director

Date: September 2, 2016

Re: Transportation Improvement Program (TIP) Amendments

The City of Bloomington and Monroe County have requested at total of seven amendments to the FY 2016-2019 TIP. These requests would add one new project to the TIP, remove two projects from the TIP, and modify four other on-going projects. A description of the proposed changes is provided below.

Financial Status Summary
Federal regulations require that a TIP be "fiscally constrained", meaning that planned expenditures must not exceed expected revenues for the time period. Each fiscal year, the MPO uses funding allocation figures provided by the State that are based on the latest budget information from Congress. These figures can fluctuate from time to time and the MPO must be sure to maintain a TIP that still functions within the limits of the funding available.

Late in FY 2016, the MPO received updated funding figures for the annual allocations of STP, HSIP, and TAP funds. The STP and TAP funds increased while HSIP funds decreased. The list below highlights the changes in the annual allocations between what the FY 2016-2019 TIP contemplated and what the new figures are for FY 2017 and beyond.

	Original	**Revised**	**Difference**
STP	$2,583,642	$2,750,133	$166,491
HSIP	$507,304	$470,684	($36,620)
TAP	$154,049	$155,801	$1,752

The TIP amendments proposed will ensure that projects relying on the funding sources that decreased are made whole and that any remaining "new" funding is assigned to a project that can spend it during Fiscal Year 2017. Similar changes will need to be made for Fiscal Years 2018 and 2019, but those will be dealt with in the context of developing the new Fiscal Years 2018-2021 TIP later this Fall.

City of Bloomington Requests
The City of Bloomington is requesting six TIP amendments as outlined below.

Allen & Walnut RRFB (#1500378)
The City wishes to remove this project from the TIP. It was scheduled to utilize federal funding for construction in FY 2017. The City has learned that this project will require additional environmental review beyond what was originally anticipated, pushing the project schedule back enough to prevent it from using the FY 2017 funds. The City intends to complete the project with local funds. Funds released from this project will be utilized to fund other TIP amendments.

4th & Rogers Pedestrian Safety Improvements (#1500379)
The City wishes to remove this project from the TIP. It was scheduled to utilize federal funding for construction in FY 2017. The City has learned that this project will require additional environmental review beyond what was originally anticipated, pushing the project schedule back enough to prevent it from using the FY 2017 funds. The City intends to complete the project with local funds. Funds released from this project will be utilized to fund other TIP amendments.

Winslow Multiuse Path (#1500383)
The City wishes to revise the description of this project to change the termini of the proposed path. Rather than running from Walnut Street to Highland Avenue, the path will now run from Henderson Street to Highland Avenue. This change is being made to accommodate a locally funded project that the City is currently advancing to build a path from Walnut to Henderson, and then north on Henderson for approximately 650 feet. No changes in funding allocations are requested for this project.

Henderson Multiuse Path (#1500384)
The City wishes to revise the description of this project to change the termini of the proposed path. Rather than running from Winslow Road to Hillside Drive, the path will now run from approximately 650 feet north of Winslow Road to Hillside Drive. This change is being made to accommodate a locally funded project that the City is currently advancing to build a path from Walnut to Henderson, and then north on Henderson for approximately 650 feet. The City further wishes to revise the TAP allocation for the project to reflect the new funding amount available for FY 2017 and to remove the STP PYB funding that was assigned to the project.

Existing Project:

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2017	STP PYB	$ 5,951	$ 1,488	$ 7,439
		TAP	$ 154,049	$ 38,512	$ 192,561
Totals			$ 160,000	$ 40,000	$ 200,000

Proposed Amendment (updated numbers highlighted):

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2017	STP PYB	$ -	$ -	$ -
		TAP	$ 155,801	$ 44,199	$ 200,000
Totals			$ 155,801	$ 44,199	$ 200,000

3rd & Woodscrest Signal Upgrade (#1500381)
The City wishes to move the RW phase of this project to FY 2017, insert a locally funded CE phase in FY 2017, and increase the CN phase funding for this project in FY 2017. This additional federal funding comes as a result of the changes to the City projects as previously described as well as the revised annual allocations. The net increase in federal funds for this project is $100,679.

Existing Project:

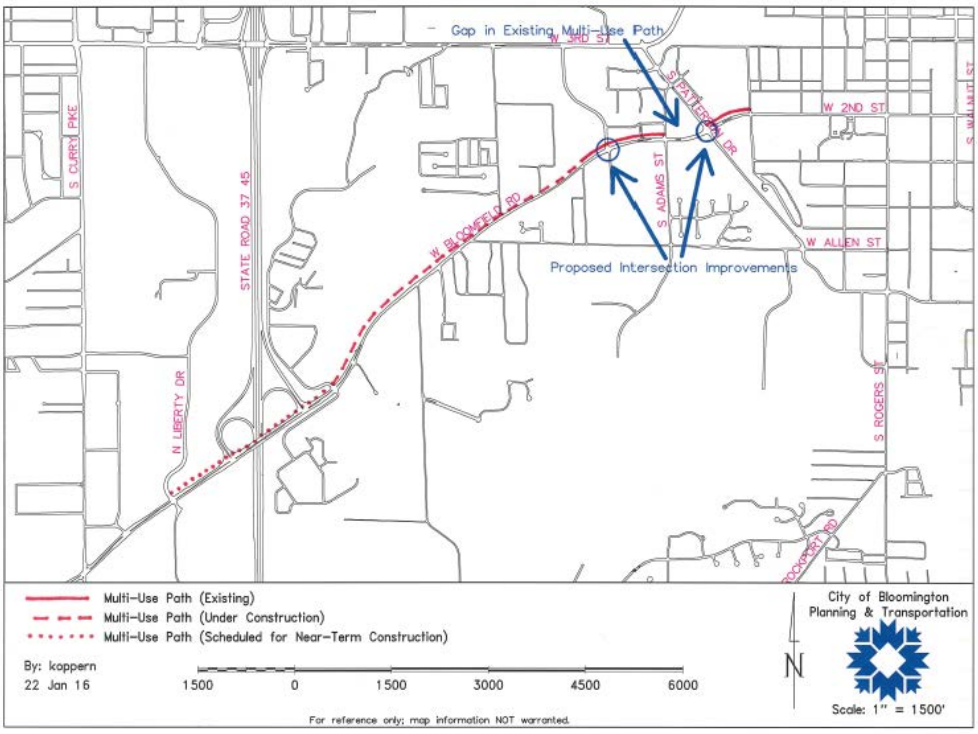
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2016	n/a	$ -	$ 31,500	$ 31,500
RW	2016	n/a	$ -	$ 15,000	$ 15,000
CN	2017	STP PYB	$ 215,000	$ 53,750	$ 268,750
Totals			$ 215,000	$ 100,250	$ 315,250

Proposed Amendment (updated numbers highlighted):

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2016	n/a	$ -	$ 54,124	$ 54,124
RW	2017	n/a	$ -	$ 60,000	$ 60,000
CE	2017	n/a	$ -	$ 60,000	$ 60,000
CN	2017	STP PYB	$ 215,000	$ 53,750	$ 268,750
		STP	$ 100,679	$ 25,170	$ 125,849
Totals			$ 315,679	$ 253,044	$ 568,723

2nd/Bloomfield Multimodal Safety Improvements (#TBD)

The City wishes to add the 2nd/Bloomfield Multimodal Safety Improvements project to the TIP. The project will improve the signalized intersections at S. Landmark Ave and at S. Patterson Dr. to include pedestrian signal indications and buttons, crosswalks, accessible curb ramps, at least one signal head per travel lane, signal head back plates and other geometric improvements. The project will also include the construction of a multi-use path along the north side of 2nd St. between S. Adams St. and S. Patterson Dr., closing the final gap in that path.



This project was reviewed and recommended for approval by the TAC and CAC at the June 22, 2016, meetings. However, since that time, the City has revised its funding request for the project based on newly available funds and reductions in other previously available funds. The original request and the revised request are both shown below. The net increase in federal funding with the revised request is $68,511.

Original Request:

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2017	Local	$ -	$ 170,000	$ 170,000
RW	2018	Local	$ -	$ 80,000	$ 80,000
CN	2019	TAP PYB	$ 198,173	$ 133,827	$ 332,000
		HSIP	$ 507,304	$ 143,696	$ 651,000
Totals			$ 705,477	$ 527,523	$ 1,233,000

Revised Request:

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2017	HSIP	$ 46,964	$ 5,218	$ 52,182
		STP PYB	$ 57,367	$ 14,342	$ 71,709
		Local	$ -	$ 81,109	$ 81,109
RW	2018	Local	$ -	$ 80,000	$ 80,000
CN	2019	HSIP	$ 470,684	$ 52,298	$ 522,982
		TAP PYB	$ 198,973	$ 49,743	$ 248,716
		Local	$ -	$ 68,302	$ 68,302
CE	2019	Local	$ -	$ 143,000	$ 143,000
Totals			$ 773,988	$ 494,012	$ 1,268,000

Monroe County Requests
Monroe County is requesting one TIP amendment as outlined below.

Fullerton Pike (#0801059)
Monroe County wishes to increase CN phase funding in FY 2017. This additional federal funding comes as a result of the changes to the City projects as previously described as well as the revised annual allocations. The net increase in federal funds for this project is $65,812.

Existing Project:

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2017	STP	$2,562,050	$ 640,513	$3,202,563
		STP PYB	$ 704,579	$ 176,145	$ 880,724
Totals			$3,266,629	$ 816,657	$4,083,286

Proposed Amendment (updated numbers highlighted):

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2017	STP	$2,627,862	$ 656,966	$3,284,828
		STP PYB	$ 704,579	$ 176,145	$ 880,724
Totals			$3,332,441	$ 833,110	$4,165,551

Requested Action

Approve the requested TIP amendments. The Technical and Citizens Advisory Committees both unanimously recommended approval of these amendments at their August 24 meetings.

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FY 2016-2019 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 130
Bloomington, Indiana 47402

-OR-

email: dragovia@bloomington.in.gov
fax: (812) 349-3520

1. Public Agency Information (Fill in all applicable fields):

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

Employee in Responsible Charge (ERC): __Neil Kopper_____

Phone: __812-349-3423_____

Email: __koppern@bloomington.in.gov_____

2. Verification

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

7/21/16

Employee in Responsible Charge (ERC) Signature Date

3. Project Information: (Fill in all applicable fields):

a. Project Name: Allen Street Neighborhood Greenway RRFB

b. Is this project already in the TIP? ☒ Yes ☐ No

c. Project Location (detailed description of project termini or attach an illustration)
Intersection of Allen Street and Walnut Street.

d. Brief Project Description: Improve crossing conditions for pedestrians and bicyclists crossing at the South Walnut Street and East Allen Street intersection. This project is unlikely to meet necessary schedule milestones to utilize federal funding within the required fiscal year. The project needs to be removed from the TIP and will instead be funded locally (local funds will allow the flexibility to keep the project on a similar schedule).

3. Project Information (continued)

e. Please identify the primary transportation need you feel this project will satisfy.
Project will improve safety and accessibility for people walking or cycling across Walnut at Allen.

f. Support for the Project (ie: Local plans, LRTP, TDP, etc.): Currently in TIP

g. Allied Projects (other projects related to this one): None

h. Does the project have an Intelligent Transportation Systems component? ___No_____
If so, is the project included in the MPO's ITS architecture? _____N/A_____

i. What is the anticipated construction letting date for the project? __March 2017_____

4. Financial Plan:

Identify ***ALL*** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$ 29,500	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN	Local	$	$ 68,480	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$ 29,500	$ 68,480	$	$	$

Construction Engineering/Inspection:

a. Does the above project financial plan include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☒ Yes ☐ No ☐ N/A

Year of Implementation Cost:

a. Has a four percent (4%) inflation factor been applied to all future costs? ☒ Yes ☐ No

5. Complete Streets Applicability and Compliance – Check one of the following:

☒ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a 'grandfathered' local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☐ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for **any** phase of project implementation. *Additional Information items **1-8** (below) must be submitted for compliant projects.*

☐ **Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items **1, 4-8** (below) must be submitted for exempt projects.*

Reason for exemption: _____

6. Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined."

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

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FY 2016-2019 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 130
Bloomington, Indiana 47402

-OR-

email: dragovia@bloomington.in.gov
fax: (812) 349-3520

1. Public Agency Information (Fill in all applicable fields):

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

Employee in Responsible Charge (ERC): __Neil Kopper_____

Phone: __812-349-3423_____

Email: __koppern@bloomington.in.gov_____

2. Verification

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

7/21/16

Employee in Responsible Charge (ERC) Signature Date

3. Project Information: (Fill in all applicable fields):

a. Project Name: Rogers Street Pedestrian Refuge

b. Is this project already in the TIP? ☒ Yes ☐ No

c. Project Location (detailed description of project termini or attach an illustration)
Intersection of 4th Street and Rogers Street

d. Brief Project Description: Improve pedestrian crossing safety and accessibility using curb ramps, bulbouts, signs, markings, and RRFBs. This project is unlikely to meet necessary schedule milestones to utilize federal funding within the required fiscal year. The project needs to be removed from the TIP and will instead be funded locally (local funds will allow the flexibility to keep the project on a similar schedule).

3. Project Information (continued)

e. Please identify the primary transportation need you feel this project will satisfy.
Project improves pedestrian and bicycle safety and mobility while crossing Rogers at 4th.

f. Support for the Project (ie: Local plans, LRTP, TDP, etc.): Currently in TIP

g. Allied Projects (other projects related to this one): None

h. Does the project have an Intelligent Transportation Systems component? ___No_____
If so, is the project included in the MPO's ITS architecture? _____N/A_____

i. What is the anticipated construction letting date for the project? __March 2017_____

4. Financial Plan:

Identify ***ALL*** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$ 45,500	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN	Local	$	$ 85,760	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$ 45,500	$ 85,760	$	$	$

Construction Engineering/Inspection:

a. Does the above project financial plan include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☒ Yes ☐ No ☐ N/A

Year of Implementation Cost:

a. Has a four percent (4%) inflation factor been applied to all future costs? ☒ Yes ☐ No

5. Complete Streets Applicability and Compliance – Check one of the following:

☒ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a 'grandfathered' local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☐ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for **any** phase of project implementation. *Additional Information items **1-8** (below) must be submitted for compliant projects.*

☐ **Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items **1, 4-8** (below) must be submitted for exempt projects.*

Reason for exemption: _____

6. Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined."

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

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FY 2016-2019 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 130
Bloomington, Indiana 47402

-OR-

email: dragovia@bloomington.in.gov
fax: (812) 349-3520

1. Public Agency Information (Fill in all applicable fields):

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

Employee in Responsible Charge (ERC): __Andrew Cibor_____

Phone: __812-349-3423_____

Email: __cibora@bloomington.in.gov_____

2. Verification

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

7/22/2016

Employee in Responsible Charge (ERC) Signature Date

3. Project Information: (Fill in all applicable fields):

a. Project Name: Winslow Road Sidepath

b. Is this project already in the TIP? ☒ Yes ☐ No

c. Project Location (detailed description of project termini or attach an illustration)
North side of Winslow Road from S. Henderson Street to S. Highland Avenue.

d. Brief Project Description
Construct multiuse path.

3. Project Information (continued)

e. Please identify the primary transportation need you feel this project will satisfy.
Improve safety and mobility for people walking and bicycling.

f. Support for the Project (ie: Local plans, LRTP, TDP, etc.): Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP-2008) with a sidepath along Winslow Road. It is also included within the BMCMPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor. Currently in TIP.

g. Allied Projects (other projects related to this one): Henderson Road Sidepath, Winslow-Henderson Multiuse Path and Intersection Improvements Project, Country Club Sidepath Phase I, II, and III, B-Line Trail, and Childs Safe Routes to School

h. Does the project have an Intelligent Transportation Systems component? ___No_____
If so, is the project included in the MPO's ITS architecture? _____N/A_____

i. What is the anticipated construction letting date for the project? __Unknown_____

4. Financial Plan:

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$	$ 30,000	$	$	$
	STP PYB	$	$ 120,000	$	$	$
		$	$	$	$	$
RW	TBD	$	$	$ 90,000	$	$
		$	$	$	$	$
		$	$	$	$	$
CE	TBD	$	$	$	$ 125,000	$
		$	$	$	$	$
		$	$	$	$	$
CN	TBD	$	$	$	$ 750,000	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$	$ 150,000	$	$	$

Construction Engineering/Inspection:

a. Does the above project financial plan include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☒ Yes ☐ No ☐ N/A

Year of Implementation Cost:

a. Has a four percent (4%) inflation factor been applied to all future costs? ☒ Yes ☐ No

5. Complete Streets Applicability and Compliance – Check one of the following:

☒ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a 'grandfathered' local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☐ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for **any** phase of project implementation. *Additional Information items **1-8** (below) must be submitted for compliant projects.*

☐ **Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items **1, 4-8** (below) must be submitted for exempt projects.*

Reason for exemption: _____

6. Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined."

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

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FY 2016-2019 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 130
Bloomington, Indiana 47402

-OR-

email: dragovia@bloomington.in.gov
fax: (812) 349-3520

1. Public Agency Information (Fill in all applicable fields):

☐ Monroe County ☒ City of Bloomington ☐ Town of Ellettsville ☐ INDOT

☐ Rural Transit ☐ Indiana University ☐ Bloomington Transit ☐ _____

Employee in Responsible Charge (ERC): __Andrew Cibor_____

Phone: __812-349-3423_____

Email: __cibora@bloomington.in.gov_____

2. Verification

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

7/21/2016

Employee in Responsible Charge (ERC) Signature Date

3. Project Information: (Fill in all applicable fields):

a. Project Name: South Henderson Sidepath

b. Is this project already in the TIP? ☒ Yes ☐ No

c. Project Location (detailed description of project termini or attach an illustration)
S Henderson Street from East Hillside Drive to the bus stop approximately 650 feet north of Winslow Road. Preliminary engineering will determine final alignment, but the path is expected to be on the east side of S Henderson Street.

d. Brief Project Description
Construct multiuse path.

3. Project Information (continued)

e. Please identify the primary transportation need you feel this project will satisfy.
Improve safety and mobility for people walking and bicycling.

f. Support for the Project (ie: Local plans, LRTP, TDP, etc.): Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP-2008). Policy guidance supports this project based upon the BMCMPO 2030 Long Range Transportation Plan goals #1 and #2 for Mobility and Accessibility. Currently in TIP.

g. Allied Projects (other projects related to this one): Black Lumber Trail, Winslow Road Sidepath, Winslow-Henderson Multiuse Path and Intersection Improvements Project

h. Does the project have an Intelligent Transportation Systems component? ___No_____
If so, is the project included in the MPO's ITS architecture? _____N/A_____

i. What is the anticipated construction letting date for the project? __Unknown_____

4. Financial Plan:

Identify ***ALL*** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$	$ 44,199	$	$	$
	STP PYB	$	$ 0	$	$	$
	TAP	$	$ 155,801	$	$	$
RW	TBD	$	$	$ 120,000	$	$
		$	$	$	$	$
		$	$	$	$	$
CE	TBD	$	$	$	$ 170,000	$
		$	$	$	$	$
		$	$	$	$	$
CN	TBD	$	$	$	$ 1,000,000	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$	$ 200,000	$ 120,000	$ 1,170,000	$

Construction Engineering/Inspection:

a. Does the above project financial plan include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☒ Yes ☐ No ☐ N/A

Year of Implementation Cost:

a. Has a four percent (4%) inflation factor been applied to all future costs? ☒ Yes ☐ No

5. Complete Streets Applicability and Compliance – Check one of the following:

☒ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a 'grandfathered' local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☐ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for **any** phase of project implementation. *Additional Information items **1-8** (below) must be submitted for compliant projects.*

☐ **Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items **1, 4-8** (below) must be submitted for exempt projects.*

Reason for exemption: _____

6. Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined."

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

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FY 2016-2019 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 130
Bloomington, Indiana 47402

-OR-

email: dragovia@bloomington.in.gov
fax: (812) 349-3520

1. Public Agency Information (Fill in all applicable fields):

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

Employee in Responsible Charge (ERC): ___Neil Kopper_____

Phone: ___812-349-3423_____

Email: ___koppern@bloomington.in.gov_____

2. Verification

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

7/21/2016

Employee in Responsible Charge (ERC) Signature Date

3. Project Information: (Fill in all applicable fields):

a. Project Name: 3rd Street and Woodscrest Drive Signal Replacement

b. Is this project already in the TIP? ☒ Yes ☐ No

c. Project Location (detailed description of project termini or attach an illustration)
Intersection of East 3rd Street and Woodscrest Drive

d. Brief Project Description: Intersection improvement project to replace existing traffic signal infrastructure with new equipment (signal backplates, ped push buttons and countdown timers, flashing yellow arrow, etc) and geometric improvements (curb ramps and realignment of southern leg).

3. Project Information (continued)

e. Please identify the primary transportation need you feel this project will satisfy.: Improve pedestrian safety and accessibility, improve motor vehicle safety and operations.

f. Support for the Project (ie: Local plans, LRTP, TDP, etc.): BMCMPO 2009-2011 Crash Report – ranked in top ten intersections for bicycle and pedestrian crashes; State Highway Safety Plan – Emphasis Areas for Intersection Crashes; 2030 LRTP – Safety and Security policy guidance

g. Allied Projects (other projects related to this one): None

h. Does the project have an Intelligent Transportation Systems component? _No_____
If so, is the project included in the MPO's ITS architecture? _____N/A_____

i. What is the anticipated construction letting date for the project? __March 2017_____

4. Financial Plan:

Identify ***ALL*** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$ 54,124	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
RW	Local	$	$ 60,000	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CE	Local	$	$ 60,000	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN	Local	$	$ 79,321	$	$	$
	STP PYB	$	$ 215,000	$	$	$
	STP	$	$ 100,679	$	$	$
	Totals:	$ 54,124	$ 515,000	$	$	$

Construction Engineering/Inspection:

a. Does the above project financial plan include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☒ Yes ☐ No ☐ N/A

Year of Implementation Cost:

a. Has a four percent (4%) inflation factor been applied to all future costs? ☒ Yes ☐ No

5. Complete Streets Applicability and Compliance – Check one of the following:

☒ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a 'grandfathered' local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☐ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for **any** phase of project implementation. *Additional Information items **1-8** (below) must be submitted for compliant projects.*

☐ **Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items **1, 4-8** (below) must be submitted for exempt projects.*

Reason for exemption: _____

6. Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined."

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

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FY 2016-2019 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
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email: dragovia@bloomington.in.gov
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1. Public Agency Information (Fill in all applicable fields):

☐ Monroe County ☒ City of Bloomington ☐ Town of Ellettsville ☐ INDOT

☐ Rural Transit ☐ Indiana University ☐ Bloomington Transit ☐ _____

Employee in Responsible Charge (ERC): _Neil Kopper_____

Phone: _812-349-3423_____

Email: _koppern@bloomington.in.gov____

2. Verification

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

7/21/2016

Employee in Responsible Charge (ERC) Signature Date

3. Project Information: (Fill in all applicable fields):

a. Project Name: 2nd/Bloomfield Multimodal Safety Improvements

b. Is this project already in the TIP? ☐ Yes ☒ No

c. Project Location (detailed description of project termini or attach an illustration): West 2nd Street/West Bloomfield Road from South Patterson Drive to South Adams Street.

d. Brief Project Description: Construct the gap in the existing multiuse path along the north side of this corridor between S Adams and S Patterson Drive. Also construct intersection improvements at the S Landmark and at S Patterson signalized intersections.

3. Project Information (continued)

e. Please identify the primary transportation need you feel this project will satisfy. This project will remove a significant barrier in the existing bicycle and pedestrian network while improving safety for all modes.

f. Support for the Project (ie: Local plans, LRTP, TDP, etc.): BMCMPO 2035 Long Range Transportation Plan; Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan; BMCMPO Crash Report

g. Allied Projects (other projects related to this one): West Bloomfield Road Sidepath and Signal Improvements Project (project constructs a multi-use path along the north side of the street from Basswood Drive to Ransom Ln) and the I-69 W Bloomfield Rd Overpass (project constructs a multi-use path along the north side of the street from Basswood Drive to Liberty Drive).

h. Does the project have an Intelligent Transportation Systems component? ____no_____
If so, is the project included in the MPO's ITS architecture? _____n/a_____

i. What is the anticipated construction letting date for the project? _January 2019_____

4. Financial Plan:

Identify ***ALL*** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$	$ 100,669	$	$	$
	HSIP	$	$ 46,964	$	$	$
	STP PYB	$	$ 57,367	$	$	$
RW	Local	$	$	$ 80,000	$	$
		$	$	$	$	$
		$	$	$	$	$
CE	Local	$	$	$	$ 143,000	$
		$	$	$	$	$
		$	$	$	$	$
CN	Local	$	$	$	$ 170,343	$
	HSIP	$	$	$	$ 470,684	$
	TAP PYB	$	$	$	$ 198,973	$
	Totals:	$	$ 205,000	$ 80,000	$ 983,000	$

Construction Engineering/Inspection:

a. Does the above project financial plan include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☒ Yes ☐ No ☐ N/A

Year of Implementation Cost:

a. Has a four percent (4%) inflation factor been applied to all future costs? ☒ Yes ☐ No

5. Complete Streets Applicability and Compliance – Check one of the following:

☐ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a 'grandfathered' local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☒ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for **any** phase of project implementation. *Additional Information items **1-8** (below) must be submitted for compliant projects.*

☐ **Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items **1, 4-8** (below) must be submitted for exempt projects.*

Reason for exemption: _____

6. Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined."

1) **Detailed Scope of Work** – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction). *This project would construct a gap in the existing multiuse path along the north side of West 2nd Street/West Bloomfield Road between South Adams Street and South Patterson Drive. It would also improve the signalized intersections at South Landmark Avenue and at South Patterson Drive to include pedestrian signal indications and buttons, crosswalks, accessible curb ramps, at least one signal head per travel lane, signal head backplates, and other geometric improvements.*

2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion. *Project will be constructed to improve safety and comfort for users of all ages and abilities and all modes of transportation. Project will comply with PROWAG, the City's adopted accessibility standards. Project will comply with all required environmental and historical regulations per the federal process. Project will have an appropriate maintenance of traffic plan to accommodate all users during construction.*

3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.). *Project seeks to improve safety, comfort, and accessibility for people walking, on bicycle, using transit, or driving. Project will improve overall street capacity by providing transportation options.*

4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. *Consultant selection expected early 2017. Public participation expected mid-2017. Right of way acquisition is expected in 2018. Construction is expected to start in early 2019 and finish within the calendar year.*

5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). *All permits will be applied for at the appropriate time in project development. Consultant selection expected early*

2017. Public participation expected mid-2017. Right of way acquisition is expected in 2018. Construction is expected to start in early 2019 and finish within the calendar year.

6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above. *Project is limited by available MPO funding. Project expects to seek additional funding in fy18 and fy19 through the MPO during the next TIP update.*

7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.). *Project has been presented to the MPO TAC, MPO CAC, and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. A public information meeting is anticipated during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.*

8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list. *INDOT, BMCMPO, various City of Bloomington Departments, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.*

2nd/Bloomfield Multimodal Safety Improvements Project - Conceptual Cost Estimate

UPDATED 2016-07-21

Multi-Use Path

Phase	Funding Source	FY17	FY18	FY19
PE	local	$22,633	--	--
	STP PYB	$57,367	--	--
RW	local	--	$60,000	--
CE	local	--	--	$48,000
CN	local	--	--	$85,027
	TAP PYB	--	--	$198,973
Totals		$80,000	$60,000	$332,000

Intersection Improvements

Phase	Funding Source	FY17	FY18	FY19
PE	local	$78,036	--	--
	HSIP	$46,964	--	--
RW	local	--	$20,000	--
CE	local	--	--	$95,000
CN	local	--	--	$85,316
	HSIP	--	--	$470,684
Totals		$125,000	$20,000	$651,000

Combined Project (Path + Intersections)

Phase	Funding Source	FY17	FY18	FY19
PE	local	$100,669	--	--
	HSIP	$46,964		
	STP PYB	$57,367	--	--
RW	local	--	$80,000	--
CE	local	--	--	$143,000
CN	local	--	--	$170,343
	HSIP	--	--	$470,684
	TAP PYB	--	--	$198,973
Totals		$205,000	$80,000	$983,000

January 28, 2016

2nd/Bloomfield Multimodal Safety Improvements Project

RE: Transportation Alternatives Program (TAP) and Highway Safety Improvement Program (HSIP) Fiscal Year 2019 (FY19) Funding

Dear Mr. Desmond:

The City of Bloomington is pleased to submit these two funding applications to utilize available TAP and HSIP funding in one coordinated project. The TAP portion of this project would construct a gap in the existing multi-use path along the north side of West 2nd Street/West Bloomfield Road between South Adams Street and South Patterson Drive. The HSIP portion would improve the signalized intersections at South Landmark Avenue and at South Patterson Drive to include pedestrian signal indications and buttons, crosswalks, accessible curb ramps, at least one signal head per travel lane, signal head backplates, and other geometric improvements. When coordinated into a single project, these individual components can be constructed much more efficiently and provide safety improvements for all modes of transportation.

This project implements elements of the City's Bicycle and Pedestrian Transportation & Greenways System Plan and the City's ADA Transition Plan. It also addresses an "[area] of special concern" in the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) 2035 Long Range Transportation Plan. Most importantly, this project utilizes numerous nationally documented safety countermeasures and would reduce crash risk at a location ranked 19th on the BMCMPO's most recent Crash Report for the top fifty crash locations based on crash severity.

This project qualifies for TAP funding based on several eligible activities including sidewalks, off-street bicycle infrastructure, infrastructure that improves bicycle and pedestrian safety, and safe routes for non-drivers. The project qualifies for HSIP funding through its use of low-cost, systematic improvements including pedestrian push buttons and countdown heads at traffic signals, new pedestrian crosswalks, a minimum of one signal head per travel lane, and black backing plates on all signal heads at a traffic signal. The project application forms and a map showing the project area are attached to this letter.

The total multi-use path construction and construction engineering costs are estimated at $332,000 and we are requesting a TAP match of $198,173. The total intersection improvement construction and construction engineering project costs are estimated at $651,000 and we are requesting an HSIP match of $507,304 in FY19. Preliminary engineering and any right of way acquisition is currently slated for local funding. A summary showing these conceptual cost estimates separated by year and funding source is also attached to this letter.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY19. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

John Hamilton, Mayor

Jeffrey H. Underwood

Digitally signed by Jeffrey H. Underwood
DN: cn=Jeffrey H. Underwood, o, ou, email=junderwood@alumni.iu.edu, c=US
Date: 2016.02.24 10:24:55 -05'00'

Jeff Underwood, Controller

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FY 2016-2019 Transportation Improvement Program Project Request Form

Please return fully completed by July 2, 2015

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 130
Bloomington, Indiana 47402

-OR-

email: dragovia@bloomington.in.gov
fax: (812) 349-3520

1. Public Agency Information (Fill in all applicable fields): **City of Bloomington**

Employee in Responsible Charge (ERC): Neil Kopper

Phone: (812) 349-3593

Email: koppern@bloomington.in.gov

2. Verification

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

1/25/2016

Employee in Responsible Charge (ERC) Signature — Date

3. Is this project seeking Low Cost Systemic Highway Safety Improvement Program (HSIP) funding?

Yes

If yes, do not fill out this form any further and complete the INDOT form for Low Cost Systemic HISP funding and attach to this form. If no, skip to Section 4.

---

4. Project Information: (Fill in all applicable fields):

a. Project Name:

b. Is this project already in the TIP? ☐ Yes ☐ No

c. Project Location (detailed description of project termini or attach an illustration)

d. Brief Project Description

4. Project Information (continued)

e. Please identify the primary transportation need you feel this project will satisfy.

f. Support for the Project (ie: Local plans, LRTP, TDP, etc.):

g. Allied Projects (other projects related to this one):

h. Does the project have an Intelligent Transportation Systems component? ☐ Yes ☐ No
If so, is the project included in the MPO's ITS architecture? ☐ Yes ☐ No

i. What is the anticipated construction letting date for the project? _____

5. Financial Plan:

Identify ***ALL*** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
RW		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
CE		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
CN		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
	Totals:	$	$	$	$	*$*

Construction Engineering/Inspection:

a. Does the above project financial plan include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☐ Yes ☐ No ☐ N/A

Year of Implementation Cost:

a. Has a four percent (4%) inflation factor been applied to all future costs? ☐ Yes ☐ No

6. Is this project seeking Complete Streets Policy :

- ☐ Compliance
- ☐ Exemption
- ☐ Not Applicable

7. Complete Streets Policy Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined."

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

For requests after August 1, 2013

Print Form | Submit by Email

Highway Safety Improvement Program
Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	Jan 27, 2016	Submited by	BMCMPO
Local Public Agency	City of Bloomington		
Official Signatory	John Hamilton		
Office Title	Mayor		
Project Contact	Neil Kopper		
Telephone	812-349-3593	Email	koppern@bloomington.in.gov

PROJECT

Request	New Project	Des No. of existing project	
Road Name	West 2nd Street/West Bloomfield Road		
Improvement Type	5 Install pedestrian push button and countdown heads on a traffic signal		

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

◯ If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map)
list all that apply:
County
Township
City/Town

West 2nd Street/West Bloomfield Road at South Patterson Drive and at South Landmark Avenue (map attached). This project is located in:
County = Monroe County
Townships = Perry
City = City of Bloomington

SCHEDULE AND FUNDING

◯ If LPA is to contribute more than 10% match — Local Contribution Amount: 278,696

Existing project funding type: No existing project

P/E	115,000	Est. Start Date	1/1/2017
Land Acquisition	20,000	Est. Start Date	1/1/2018
Construction	556,000	Est. Start Date	1/1/2019
Construction Eng.	95,000		
Total	786,000		

PROJECT INTENT (required)
Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

The proposed project on West Bloomfield Road and West 2nd Street at South Landmark Avenue and at South Patterson Drive (see attached map) will improve safety and accessibility for pedestrian, bicycle, and motor vehicle traffic by:
• Providing marked crosswalks, accessible ramps, signal heads, and push buttons for pedestrians at these intersections which both serve a multi-use path, Bloomington Transit bus stops, and nearby commercial and residential land uses
• Improving these signalized intersections to reflect current standards (back plates, number of signal heads, flashing yellow arrow signals, appropriate corner radii, etc.)
• Addressing a top 20 crash location in the MPO boundary

The components of this HSIP application are part of a larger project vision which also proposes constructing a short gap in the existing multi-use path using TAP funding.

Special Rule Narrative (attach additional pages if needed)
Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

Crashes involving people walking or bicycling are more likely to result in a fatality or incapacitating injury than crashes involving only people in motor vehicles. These fatal and incapacitating injury crashes are also much more likely to occur at street intersections or along street segments without appropriate pedestrian and bicycle facilities. At the two signalized intersections included in this project's scope, people walking or bicycling along the trail on the north side of the street do not have a signal head to indicate when they should cross the street and the presence of exclusive left turn phases at these intersections increases the difficulty of determining an appropriate crossing opportunity.

This project targets an area with significant opportunities to improve safety and applies numerous proven countermeasures. These countermeasures include multiple HSIP eligible low-cost, systematic improvements such as:
• Install pedestrian push button and countdown heads at traffic signals.
• Install new pedestrian crosswalk signs, flashing beacons, special pavement markings and refuge areas.
• Upgrade traffic signals to a minimum of one signal head per travel lane.
• Install black backing plates on all signal heads at a traffic signal.

The intersection of West 2nd Street and South Patterson Drive is ranked 19th on the BMCMPO's most recent Crash Report for the top fifty crash locations based on crash severity. New trail construction already in progress in the area (as indicated in the attached map) is expected to increase the number of people using these pedestrian and bicycle facilities and further highlight the benefits of improvements.

Documented crash reduction factors indicate that implementation of pedestrian signal heads with countdown timers could result in a 25% reduction of pedestrian crashes that result in injury or fatality and installation of signal backplates could result in a 50% decrease in right-angle crashes. These crash reduction factors represent only a portion of the expected benefits from this project.

FY 2016-2019 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at mpo@bloomington.in.gov.

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fields)**:**

☐ Monroe County ☒ City of Bloomington ☐ MCCSC

☐ RBBCSC ☐ Town of Ellettsville

Primary Project Contact: Neil Kopper, PE **Phone:** 812-349-3593

Address: 401 N Morton St **Fax:**

Bloomington, IN 47404 **Email:** koppern@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields)**:**

Project Name: 2nd/Bloomfield Multimodal Safety Improvements **DES Number:** # TBD

Project Location: West 2nd Street/West Bloomfield Road from South Patterson Drive to South Adams Street

Brief Project Description: Construct the gap in the existing multi-use path along the north side of this corridor between S Adams St and S Patterson Dr.

Allied Projects (other projects related to this one)**:** The path in this TAP application is a part of a larger project vision which also includes an HSIP application to construct intersection improvements at S Landmark Ave and S Patterson Dr. The path in this application is also closely related to the West Bloomfield Road Sidepath and Signal Improvements Project (this project constructs a multi-use path along the north side of the street from Basswood Drive to Ransom Ln) and the I-69 W Bloomfield Rd Overpass (this project constructs a multi-use path along the north side of the street from Basswood Drive to Liberty Drive).

Project Cost:

Identify ***ALL*** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$	$ 55,000	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
RW	Local	$	$	$ 60,000	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
CE	Local	$	$	$	$48,000	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
CN	Local	$	$	$	$ 85,827	*$*
	TAP	$	$	$	$198,173	*$*
		$	$	$	$	*$*
	Totals:	$	$ 55,000	$ 60,000	$ 332,000	*$*

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☒ Yes ☐ No ☐ Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all future costs?
☒ Yes ☐ No

Detailed Project Description (not to exceed 250 words) – identify the project scope, overview, objective, and any other relevant project details.

The attached map indicates the portion of this corridor where a trail on the north side of the street is existing, under construction, or will be under construction shortly. This project would construct the gap in the trail between Adams Street and Patterson Drive.

This trail segment has not been previously constructed due to significant grade issues along the north side of the street. However, by coordinating this trail construction with the proposed HSIP project for intersection improvements in this area, City staff anticipate avoiding the majority of these grade complications. The HSIP project will reduce the wide pavement of the Patterson Drive intersection and shift the travel lanes to the south in order to allow the trail to be built on the north side with minimized need for additional retaining walls. Any attempt to construct this trail without also improving the intersection is expected to result in a less ideal design with significantly higher costs.

Primary Purpose (Select one): Please select which description best fits your project. All eligible project types are considered equally during evaluation.

- ☒ Construction of Bike/Ped Facilities
- ☐ Safe Routes to School
- ☐ Multi-use trail project

Project Elements (All that apply):

- ☒ Sidewalks
- ☒ On-street or off-street bicycle infrastructure
- ☐ Pedestrian and bicycle signals
- ☐ Maintenance or construction of recreational trail or trailhead facilities
- ☐ Traffic calming techniques
- ☒ Lighting and other infrastructure that improves bicycle and pedestrian safety
- ☒ Infrastructure projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- ☐ Safe Routes to School programming (Education, Encouragement, Enforcement, Evaluation)

Community Support (20 points maximum)

a. Is the project supported by local planning documents? **(10 points maximum)**
Please list each planning document that supports the project and describe how it provides support..

Yes, bicycle and pedestrian facilities along 2nd/Bloomfield from SR 37 to Walnut are specifically noted as "areas of special concern" in the BMCMPO 2035 Long Range Transportation Plan. Bicycle and pedestrian facilities on this corridor are also specified in the Bicycle and Pedestrian Transportation & Greenways System Plan. This project also supports the City's ADA Transition Plan.

b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.

No, the project has not yet solicited any letters of support.

c. Has the project been presented at public meetings? **(5 points maximum)**
Please list the name, date, and location of each meeting.

The first public discussion of this project is scheduled for the February 8th, 2016 meeting of the Bicycle and Pedestrian Safety Commission which takes place at City Hall.

Safety (25 points maximum)

a. Does the project location occur on any of the following lists in the MPO's crash reports from the previous 3 years? **(10 points maximum)**
Please check each list on which the project location appears and indicate which year's crash report the list is in.

☒ 'Top Locations by Crash Total' (Year(s): 2014)

☒ 'Top Locations by Crash Rate' (Year(s): 2014)

☒ 'Top Locations by Crash Severity' (Year(s): 2014)

☒ 'Eligible HSIP Locations' (Year(s): 2014, 2013)

☐ 'Top Bicycle and Pedestrian Crash Locations' (Year(s): _____)

b. How many total crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)** 103 crashes

c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)** 9 crashes

d. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**
Please check all that apply.

- ☒ Pedestrians
- ☒ Bicyclists
- ☒ Motorists
- ☒ Transit users
- ☒ Disabled persons

Utility (25 points maximum)

a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers? **(10 points maximum)**
Please check all that apply.

- ☒ Public Park
- ☐ School
- ☐ Library
- ☒ Employment
- ☒ Retail

b. Does the proposed project connect to existing bicycling and walking networks? **(5 points maximum)**
Please check all that apply.

- ☐ Multi-use Trail
- ☐ On-street bikeway
- ☒ Sidepath
- ☒ Sidewalk
- ☐ Signed bike route

c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project? **(5 points maximum)**

1 transit route (Route 4, Bloomfield Rd/Heatherwood) provides service and has 9 stops within ¼ mile of the project.

d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? **(5 points maximum)**

The project is not located within a low-income district as defined by the Long Range Transportation Plan, but it does facilitate bicycle and pedestrian access to a low-income district. In general, the western side of Bloomington is underserved in terms of infrastructure and this project would enhance access to and from that area.

Project Readiness (30 points maximum):

a. What percentage of design work is currently completed for the project? **(10 points maximum)**
Concept planning and draft scope are complete, but no preliminary engineering has been completed.

b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**
The majority of this right-of-way is already owned by the City. However, it is likely that some temporary right-of-way will be necessary in order to build the path and reconstruct driveways. The need for some permanent right-of-way may be revealed during preliminary engineering.

c. Is this project eligible for a categorical exclusion from NEPA reviews? (**5 points maximum**)
Yes, it is anticipated that this project will be eligible for a categorical exclusion. However, that eligibility cannot be determined with certainty without preliminary engineering and coordination with INDOT/FHWA.

d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**
Overall project costs for this path are estimated to be 60% federally funded. The amount requested will fund the construction phase of this project with 70% federal funding based on current cost estimates. This federal funding is lower than could be applied (80% allowable for TAP funding), but is substantial enough to make the project possible. Preliminary engineering and any right of way acquisition are currently slated for local funding.

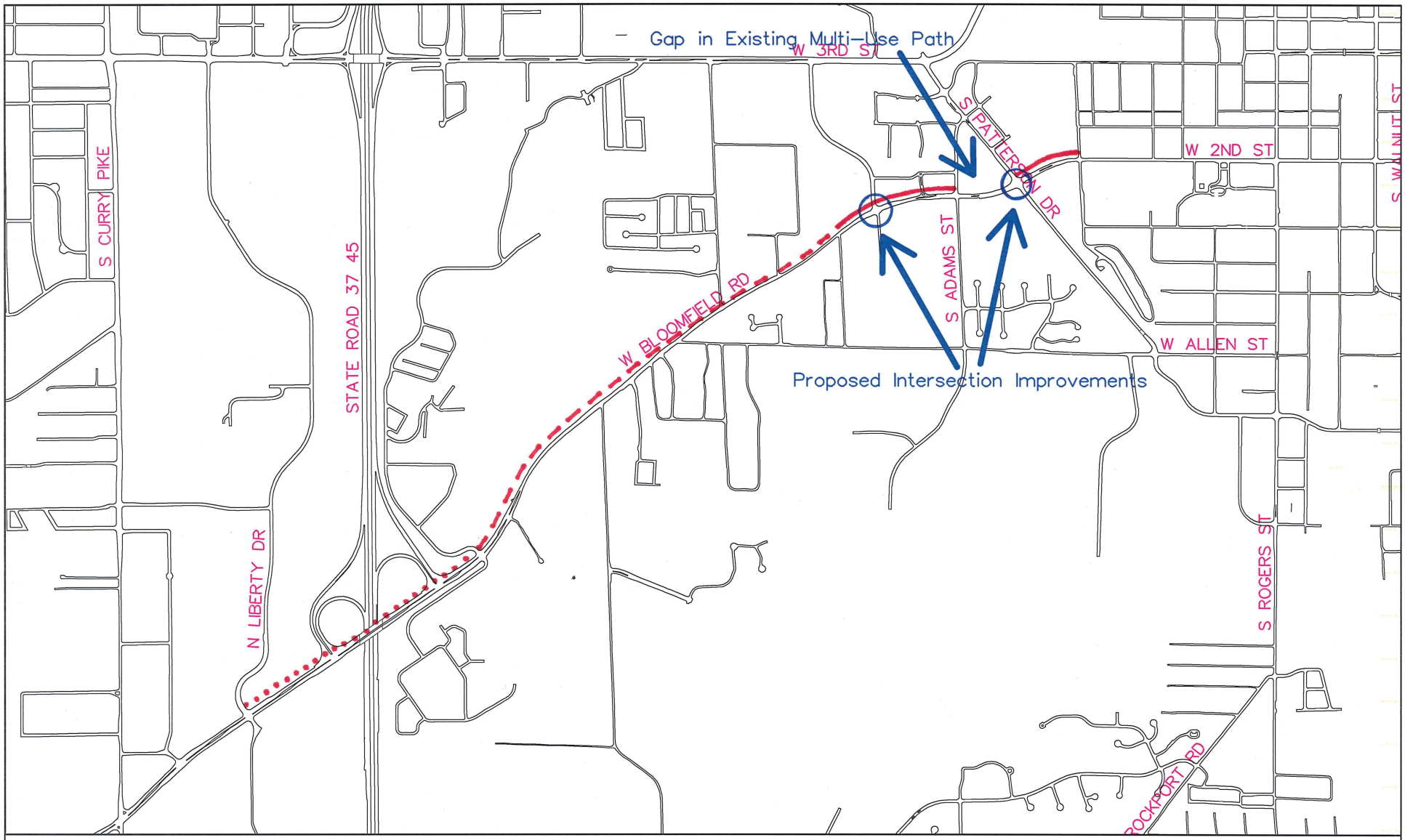
PLEASE ATTACH THE FOLLOWING:

- **Cover letter signed by the highest elected local official as well as the highest financial officer of the LPA**
- **Project Map**
- **NEPA Approval Letter** (if applicable)
- **Letters of support** (if applicable)

I hereby certify that the information submitted as part of this application is accurate.

Signature

1/28/2016
Date



Multi-Use Path (Existing)

Multi-Use Path (Under Construction)

Multi-Use Path (Scheduled for Near-Term Construction)

By: koppern

22 Jan 16

1500 0 1500 3000 4500 6000

N

City of Bloomington
Planning & Transportation

Scale: 1" = 1500'

For reference only; map information NOT warranted.

2nd/Bloomfield Multimodal Safety Improvements Project - Conceptual Cost Estimate

Multi-Use Path

Phase	Funding Source	FY17	FY18	FY19
PE	local	$55,000	--	--
RW	local	--	$60,000	--
CE	local	--	--	$48,000
	TAP	--	--	--
CN	local	--	--	$85,827
	TAP	--	--	$198,173
	Totals	$55,000	$60,000	$332,000

Intersection Improvements

Phase	Funding Source	FY17	FY18	FY19
PE	local	$115,000	--	--
RW	local		$20,000	--
CE	local	--	--	$35,000
	HSIP	--	--	$60,000
CN	local	--	--	$108,696
	HSIP	--	--	$447,304
	Totals	$115,000	$20,000	$651,000

Combined Project (Path + Intersections)

Phase	Funding Source	FY17	FY18	FY19
PE	local	$170,000	--	--
RW	local	--	$80,000	--
CE	local	--	--	$83,000
	HSIP	--	--	$60,000
CN	local	--	--	$194,523
	HSIP	--	--	$447,304
	TAP	--	--	$198,173
	Totals	$170,000	$80,000	$983,000

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mpo

Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 01/28/2013)

Transportation Improvement Program Project Request Form

NOTE: This form must be completed in its entirety in order for a new project to be considered for inclusion in the Transportation Improvement Program (TIP) ***OR*** to make changes to an existing project already programmed in the TIP. Please complete all parts, including signature verification and attach support materials before returning to BMCMPO staff at the address listed below.

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 160
PO Box 100
Bloomington, IN 47402

-OR-

email: mpo@bloomington.in.gov
fax: (812) 349-3535

1. Public Agency Information (Fill in all applicable fields):

☒ Monroe County ☐ City of Bloomington ☐ Town of Ellettsville ☐ INDOT

☐ Rural Transit ☐ Indiana University ☐ Bloomington Transit ☐ _____

Contact Name (ERC): Lisa Ridge Phone: 812-349-2555 Fax: 812-349-2959

Address: 501 N. Morton Street, Suite 216, Bloomington, Indiana 47404

Email: lridge@co.monroe.in.us

2. Project Information: (Fill in all applicable fields):

- Project Name: Fullerton Pike, Phase I DES Number: # 0801059
- Is this project already in the TIP? ☒ Yes ☐ No
- Project Location (detailed description of project termini or attach an illustration): Wickens Drive to Walnut Street Pike
- Brief Project Description: Road reconstruction, safety improvements, capacity increases as warranted
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): LRTP, GPP
- Allied Projects (other projects related to this one): SR 37/I69, Sare Road
- Does the project have an Intelligent Transportation Systems component? No
  If so, is the project included in the MPO's ITS architecture? _____

3. Financial Plan:

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2014 starts 7/1/13 and ends 6/30/14.)

Phase	Funding Source	FY 2014	FY 2015	FY 2016	FY 2017	*Outlying Years*
CN	STP	$	$	$	$ 2,627,862	*$*
	STP PYB	$	$	$	704,579	*$*
	LOCAL	$	$	$	$ 833,110	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
	Totals:	$	$	$	$ 4,165,551	*$*

Construction Engineering/Inspection:

- Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☒ Yes ☐ No ☐ N/A

Year of Implementation Cost:

- Has a four percent (4%) inflation factor been applied to all future costs? ☒ Yes ☐ No

4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

Not Applicable – If project is subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

Complete Streets Applicability and Compliance – Check one of the following:

☐ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a 'grandfathered' local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☒ **Compliant -** The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for **any** phase of project implementation. *Additional Information items **1-8** (below) must be submitted for compliant projects.*

☐ **Exempt -** The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items **1, 4-8** (below) must be submitted for exempt projects.*

Reason for exemption: _____

Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined."

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

5. Verification

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

Lisa Bridge
Signature

7-27-16
Date