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TECHNICAL ADVISORY COMMITTEE

January 21, 2015
10:00 – 11:30 a.m.
McCloskey Room (#135)

I. Call to Order and Introductions

II. Approval of Minutes:
   a. November 19, 2014

III. Communications from the Chair

IV. Reports from Officers and/or Committees
   a. Project Updates
   b. MTP Task Force

V. Reports from MPO Staff
   a. Project Updates
   b. MTP Task Force
   c. New Meeting Minute Procedures

VI. Old Business

VII. New Business
   - Transportation Improvement Program Application Preview
   - 2015 Work Plan

VIII. Communications from Committee Members *(non-agenda items)*
   a. Topic suggestions for future agendas

IX. Upcoming Meetings
   a. Technical Advisory Committee –February 25, 2015 at 10:00 a.m. (McCloskey Room)
   b. Citizens Advisory Committee –February 25, 2015 at 6:30 p.m. (McCloskey Room)
   c. Policy Committee – February 6, 2015 at 1:30 p.m. (Council Chambers)

Adjournment

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

401 N. Morton Street ▪ Suite 160 ▪ PO Box 100 ▪ Bloomington, IN 47402 ▪ Web: www.bloomington.in.gov/mpo
Ph: (812) 349-3423 ▪ Fax: (812) 349-3535 ▪ Email: mpo@bloomington.in.gov

Technical Advisory Committee Meeting Minutes
November 19, 2014 McCloskey Room 135, City Hall

Technical Advisory Committee Minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning & Transportation Department for reference.

Members present: Jim Ude (INDOT), John Collison (Monroe County Highway Dept), Tonia Lucas (City of Bloomington Utilities), Susan Chambers (Area 10/Rural Transit), Lew May (Bloomington Transit), Dave Williams (City of Bloomington Parks and Recreation), Laura Haley (City of Bloomington ITS), Tom Micuda (City of Bloomington), Jason Eakin (Monroe County Planning Department).

Staff present: Josh Desmond, Anna Dragovich, Emily Avers.

Other attendees: James Culbertson (INDOT), Scott Wells (Monroe County Plan Commission).

I. Call to order and introductions

II. Approval of Minutes- The Minutes of the October 22, 2014 meeting was approved by unanimous voice vote, 9:0. Lew May made the motion to approve and John Collison seconded.

III. Communications from the Chair

IV. Reports from Officers and/or Committees

a. Project Updates
b. MTP Task Force

V. Reports from MPO Staff

a. Quarterly Tracking Report
b. 2015 Meeting Schedule
c. MPO Open House- Friday December 12

VI. Old Business

VII. New Business

a. Transportation Alternatives Program Committee Appointments
    - Jason Eakin and Dave Williams volunteered to be on the TAP Committee
b. Transportation Improvement Program Amendments
    - Concrete Pavement Restoration DES# 1401351
    - Concrete Pavement Restoration DES# 1401344

Lew May moved approval of the TIP amendments. Dave Williams seconded. The motion was approved by unanimous voice vote, 9:0.

VIII. Communications from Committee Members

a. Topic suggestions for future agendas

IX. Upcoming Meetings

a. Technical Advisory Committee—January 21, 2015 at 10:00 p.m. (McCloskey Room)
b. Citizens Advisory Committee—January 21, 2015 at 6:30 p.m. (McCloskey Room)
c. Policy Committee—January 9, 2015 at 1:30 p.m. (Council Chambers)

Meeting was adjourned.

DRAFT

MEMORANDUM

To: MPO Citizens Advisory and Technical Advisory Committee

From: Joshua Desmond, AICP, MPO Director

Date: January 14, 2015

Re: FY 2016-2019 TIP Project Applications

Background

The MPO is in the process of developing a new Transportation Improvement Program for Fiscal Years 2016 through 2019. A call for projects was issued in late November 2014 and applications were due by early January 2015. The following list represents the preliminary proposed project list for the new TIP. Projects listed in black are in the existing TIP and are expected to carry forward. Projects highlighted in red are proposed to be added to the new TIP. No financial analysis or project prioritization has occurred at this time. This list, and the attached applications, are provided for informational purposes only.

City of Bloomington

- Old SR 37 & Dunn Street Intersection
- Tapp & Rockport Road Intersection
- Black Lumber Trail Spur
- Bikeways Projects
- Downtown Intersection Improvements
- ***Woodlawn Avenue (12th Street to 13th Street, including railroad crossing)***
- ***17th Street (I-69 Overpass to 17th/Arlington Roundabout)***
- ***10th Street RR Overpass (East of IU Campus)***
- ***3rd & Woodscrest Signal Replacement***
- ***2nd & College Signal Replacement***
- ***4th & Rogers Pedestrian Island***
- ***Allen Street Rectangular Rapid Flashing Beacon (at Walnut Street)***
- ***Rogers Road Sidepath (The Stands Drive to existing sidepath)***
- ***Henderson Street Sidepath (Black Lumber Trail to Winslow Road)***
- ***Jackson Creek Trail (Rogers Road to Southeast Park/Sherwood Oaks Park to Sare Road)***
- ***Moores Pike Guardrail (at north end of Southeast Park)***
- ***Winslow Road Sidepath (Walnut Street to Highland Avenue)***

Monroe County

- Fullerton Pike Phase 1 (From 475 west of Walnut Street to 200 feet east of Walnut Street Pike)
- Karst Farm Greenway Phase 3
- Bridge Safety Inspection & Inventory
- ***Fullerton Pike Phase 2 (From Phase 1 west to 1,500 feet west of Rogers Street)***
- ***Traffic Signal Black Backing Plates (7 County Signals)***

Bloomington Transit

- Operating Assistance
- Mobility Management/Voucher Programs
- ***Fleet Maintenance Software Replacement***
- Support Vehicle Replacement
- Vehicle Maintenance (engines/transmissions/tire/etc.)
- Passenger Shelters
- Grimes Lane Facility Surveillance Equipment
- ***Radio Communication Equipment Replacement***
- Fare Collection Equipment Replacement
- Maintenance Facility Exhaust System Replacement
- BT Access Vehicle Purchase
- 35-foot Hybrid Bus Purchase
- 40-foot Diesel Bus Purchase

Rural Transit

- Operating Assistance
- ***Vehicle Maintenance***

Requested Action

No action is requested at this time. Staff will answer any questions that committee members may have regarding the project applications.

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FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Lew May — 1/7/15

Employee in Responsible Charge (ERC) — Date

Section 3: Project Information

A. Project Name: Federal, state, and local assistance for the operation of BT's fixed route and BT Access service including late weeknight service.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

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

☐ Yes ☒ No

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

☐ Yes ☒ No

I. Anticipated Letting Date: 2016 - 2019

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
	5307	$2,022,269	$2,062,715	$2,103,969	$2,146,048	$
	5316	$103,144	$104,176	$105,217	$106,270	$
	PMTF	$2,471,308	$2,520,734	$2,571,149	$2,622,572	$
	Local	$1,833,692	$1,870,366	$1,907,773	$1,945,928	
	Fares	$1,639,233	$1,672,017	$1,705,458	$1,739,567	$
RW						$
						$
						$
CE						$
						$
						$
CN						$
						$
						$
	Totals:	$8,069,646	$8,230,008	$8,393,566	$8,560,385	$

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☐ Yes ☒ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable -** This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

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FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Lew May — 1/5/15

Employee in Responsible Charge (ERC) — Date

Section 3: Project Information

A. Project Name: Purchase of 35-foot replacement hybrid buses in quantities of two (2) in 2018 and four (4) in 2019. The two (2) buses to be replaced in 2018 would replace two (2) 2006 hybrid buses. The four (4) replacement buses to be replaced in 2019 would replace four (4) 2007 diesel buses.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

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

☒ Yes ☐ No

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

☒ Yes ☐ No

I. Anticipated Letting Date: 2016 through 2017

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
	5309			$ 1,200,000	$ 2,496,000	$
	Local			$ 300,000	$ 624,000	$
				$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
			$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$	$	$1,500,000	$3,120,000	$

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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- ☐ Indiana University
- ☒ Bloomington Transit
- ☐ Rural Transit
- ☐ INDOT
- ☐ _____

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Lew May — Employee in Responsible Charge (ERC)

1/5/15 — Date

Section 3: Project Information

A. Project Name: Purchase of 40-foot replacement diesel buses in quantities of seven (7) in 2016 and five (5) in 2017. The seven (7) buses to be replaced in 2016 would replace seven (7) 2003 buses. The five (5) replacement buses to be replaced in 2017 would replace five (5) 2005 buses.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

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

☒ Yes ☐ No

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

☒ Yes ☐ No

I. Anticipated Letting Date: 2016 through 2017

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
	STP	$2,520,000				$
	5309		$1,872,000			$
	Local	$630,000	$468,000			$
RW		$	$			$
		$	$			$
			$			$
CE		$	$			$
		$	$			$
		$	$			$
CN		$	$			$
		$	$			$
		$	$			$
	Totals:	$3,150,000	$2,340,000			$

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

☒ Yes ☐ No

Section 5: Complete Streets Policy

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Justification for Exemption: _____

B. Additional Information:

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- ☒ Bloomington Transit
- ☐ Rural Transit
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- ☐ _____

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: 1/7/15

Section 3: Project Information

A. Project Name: Purchase of passenger shelters.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

H. Does the Project have an Intelligent Transportation Systems (ITS) component?
☐ Yes ☒ No
If yes, is the project included in the MPO's ITS Architecture?
☐ Yes ☒ No

I. Anticipated Letting Date: 2017 and 2019

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
	5307		$35,360		$38,245	$
	Local		$8,840		$9,561	$
				$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
			$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:		$44,200		$47,806	$

Does the financial plan include the required costs for construction engineering in the CN phase?
☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?
☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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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).
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BLOOMINGTON • MONROE COUNTY
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FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Lew May — Employee in Responsible Charge (ERC)

1/7/15 — Date

Section 3: Project Information

A. Project Name: Capitalize the purchase of engine and transmission rebuilds, tires, hybrid batteries, and other major vehicle components.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

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

☐ Yes ☒ No

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

☐ Yes ☒ No

I. Anticipated Letting Date: 2016, 2017, 2018, and 2019

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
	5307	$140,000	$145,600	$151,424	$157,481	$
	Local	$35,000	$36,400	$37,856	$39,370	$
				$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
			$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$175,000	$182,000	$189,280	$196,851	$

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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- ☐ ____

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Lew May — Employee in Responsible Charge (ERC)

1/5/15 — Date

Section 3: Project Information

A. Project Name: Purchase of two (2) BT Access vehicles in 2016, two (2) BT Access in 2018, and two (2) BT Access vehicles in 2019. These would replace BT Access vehicles purchased in 2012 (2), 2014 (2), and 2015(2).

B.

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

D. DES # (if assigned):

E. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

H. Allied Projects:

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

☒ Yes ☐ No

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

☒ Yes ☐ No

J. Anticipated Letting Date: 2016 through 2017

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
						$
	5307	90,523		$ 97,910	$101,826	$
	Local	22,631		$ 24,478	$ 25,457	$
RW		$	$	$	$	$
		$	$	$	$	$
			$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$113,154	$	$122,388	$127,283	$

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

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Justification for Exemption: _____

B. Additional Information:

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- ☒ Bloomington Transit
- ☐ Rural Transit
- ☐ INDOT
- ☐ ____

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Lew May — 1/2/15

Employee in Responsible Charge (ERC) — Date

Section 3: Project Information

A. Project Name: Replacement of support vehicles including one (1) 2006 SUV in 2016, one (1) 2008 SUV in 2018, two (2) 2009 vans in 2019, and one (1) 1998 forklift in 2019.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

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

☐ Yes ☒ No

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

☐ Yes ☒ No

I. Anticipated Letting Date: 2016, 2018, and 2019

Section 4: Financial Plan

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Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
	5307	$24,000		$26,000	$108,000	$
	Local	$6,000		$6,500	$27,000	$
				$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
			$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$30,000		$32,500	$135,000	$

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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- ☐ Rural Transit
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- ☐ _____

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: 1/5/15

Section 3: Project Information

A. Project Name: Replace fare collection equipment on buses and at garage facility with swipe card and transfer printing capability for fixed route and BT Access buses. Add vending equipment for passes at downtown transit center.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

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

☒ Yes ☐ No

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

☒ Yes ☐ No

I. Anticipated Letting Date: 2018

Section 4: Financial Plan

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

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Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
	5309			$1,200,000		$
	Local			$300,000		$
				$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
			$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:		$	$1,500,000	$	$

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

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Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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Lew May — Employee in Responsible Charge (ERC)

1/5/15 — Date

Section 3: Project Information

A. Project Name: Upgrade remaining maintenance garage exhaust system to withstand higher temperature modern bus exhausts. Four out of nine total garage bays were upgraded in 2013. The other five garage bays are proposed to be done in 2016.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

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

☐ Yes ☒ No

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

☐ Yes ☒ No

I. Anticipated Letting Date: 2016

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
	5307	$48,000				$
	Local	$12,000				$
				$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
			$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$60,000	$	$	$	$

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
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8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

BLOOMINGTON • MONROE COUNTY
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FY 2016-2019 Transportation Improvement Program
Project Request Form
Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: 1/7/15

Section 3: Project Information

A. Project Name: Replacement of 1998 fleet maintenance software in 2016.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

H. Does the Project have an Intelligent Transportation Systems (ITS) component?
☒ Yes ☐ No
If yes, is the project included in the MPO's ITS Architecture?
☒ Yes ☐ No

I. Anticipated Letting Date: 2016

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
	5307	$16,000				$
	Local	$4,000				$
				$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
			$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$20,000				$

Does the financial plan include the required costs for construction engineering in the CN phase?
☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?
☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

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

Justification for Exemption: _____

B. Additional Information:

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FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
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Email: dragovia@bloomington.in.gov
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Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Lew May 1/7/15

Employee in Responsible Charge (ERC) Date

Section 3: Project Information

A. Project Name: Purchase of surveillance equipment for Grimes Lane facility.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

H. Does the Project have an Intelligent Transportation Systems (ITS) component?
☒ Yes ☐ No
If yes, is the project included in the MPO's ITS Architecture?
☒ Yes ☐ No

I. Anticipated Letting Date: 2018

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
	5307	$40,000				$
	Local	$10,000				$
				$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
			$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$50,000				$

Does the financial plan include the required costs for construction engineering in the CN phase?
☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?
☐ Yes ☒ No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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- ☐ Indiana University
- ☒ Bloomington Transit
- ☐ Rural Transit
- ☐ INDOT
- ☐ ____

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Lew May — 1/7/15

Employee in Responsible Charge (ERC) — Date

Section 3: Project Information

A. Project Name: Replace two-way radio communications equipment at the Grimes Lane operations facility and in the entire fleet of fixed route, BT Access, and support vehicles. The current radio communications system was purchased in 2005.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

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

☒ Yes ☐ No

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

☒ Yes ☐ No

I. Anticipated Letting Date: 2018

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
	5307			$180,000		$
	Local			$45,000		$
				$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
			$	$	$	$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:		$	$225,000	$	$

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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- ☐ Rural Transit
- ☐ INDOT
- ☐ ____

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Lew May — Employee in Responsible Charge (ERC)

1/5/15 — Date

Section 3: Project Information

A. Project Name: Continuation of mobility management and voucher programs from 2016-2019.

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
City of Bloomington

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

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

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

G. Allied Projects:

H. Does the Project have an Intelligent Transportation Systems (ITS) component?
☐ Yes ☒ No
If yes, is the project included in the MPO's ITS Architecture?
☐ Yes ☒ No

I. Anticipated Letting Date: 2016 - 2019

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
	5317	$25,000	$25,000	$25,000	$25,000	$
	Local	$10,000	$10,000	$10,000	$10,000	$
						$
RW		$	$	$	$	$
		$	$	$	$	$
						$
CE		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CN		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
	Totals:	$35,000	$35,000	$35,000	$35,000	$

Does the financial plan include the required costs for construction engineering in the CN phase?
☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?
☐ Yes ☒ No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

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FY 2016-2019 Transportation Improvement Program Project Request Form

Please return fully completed by December 22,2014

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): Bill Williams

Phone: (812) 349-2577

Email: bwilliams@co.monroe.in.us

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.

Bill Williams — January 14, 2015

Employee in Responsible Charge (ERC) Signature — Date

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

a. Project Name: Signal Backplate Safety Project

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

c. Project Location (detailed description of project termini or attach an illustration)
At signal locations on Curry Pike at Gifford Rd, Jonathan Dr, Profile Parkway, Vernal Pk, Woodyard Rd, and on Liberty Drive at Baxter, and on Old 37 South at Fairfax Rd

d. Brief Project Description
Installation of backplates at signalized intersections in accordance with INDOT Design Manual and Standard Specifications.. Project includes, PE, CN and CE.

3. Project Information (continued)

e. Please identify the primary transportation need you feel this project will satisfy.
Safety improvement at intersections. Backplates will improve visability of the signals by adding a contrasting background.

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

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? _____

i. What is the anticipated construction letting date for the project? 07/13/2016

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	HSIP	$ 15,750	$	$	$	$
	Local	$ 1,750	$	$	$	$
		$	$	$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CE	HSIP	$	$11,025	$	$	$
	Local	$	$ 1,225	$	$	$
		$	$	$	$	$
CN	HSIP	$	$	$	$	$
	Local	$	$63,000	$	$	$
		$	$ 7,000	$	$	$
	Totals:	$ 17,500	$ 82,250	$	$	$

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.

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 5, 2015 | Submited by: BMCMPO

Local Public Agency: Monroe County Highway Department

Official Signatory: Bill Williams

Office Title: Public Works Director / Highway Engineer

Project Contact: same

Telephone: (812) 349-2577 | Email: bwilliams@co.monroe.in.us

PROJECT

Request: New Project | Des No. of existing project:

Road Name: Various signalized intersections in Monroe County

Improvement Type: 3 Install black backing plates w/retroreflective border on all signal heads

SIGN UPGRADE PROJECT QUESTION

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

Sign Inventory: LPA has existing sign inventory & only replacing existing signs

◉ 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

We are interested in installing back plates on all of Monroe County's 7 signals. They are located at; Curry Pike/Gifford Road, Curry Pk/ Jonathan Drive, Curry Pk/Profile Parkway, Curry Pk/Vernal Pike, Curry Pk/Woodyard Road, Old SR 37 South/Fairfax Road, and Liberty Drive/Baxter. They are in Richland, Perry and Van Buren Townships, outside of Bloomington, IN.

SCHEDULE AND FUNDING

○ If LPA is to contribute more than 10% match | Local Contribution Amount:

Existing project funding type: No existing project

P/E	17,500	Est. Start Date	May 1, 2015
Land Acquisition	0	Est. Start Date	
Construction	70,000	Est. Start Date	May 1, 2016
Construction Eng.	12,250		
Total	99,750		

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.

To improve driver safety approaching the traffic signal. The locations are shown on the attached map. All work will be done within the existing Rights-of-Way at each intersection. Backplates will be added to a traffic signal indication in order to improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. A retroreflective border will also be added to the backplates. Together, a signal head equipped with a backplate with retroreflective border is made more visible and conspicuous in both daytime and nighttime conditions, which is intended to reduce unintentional red-light running crashes.

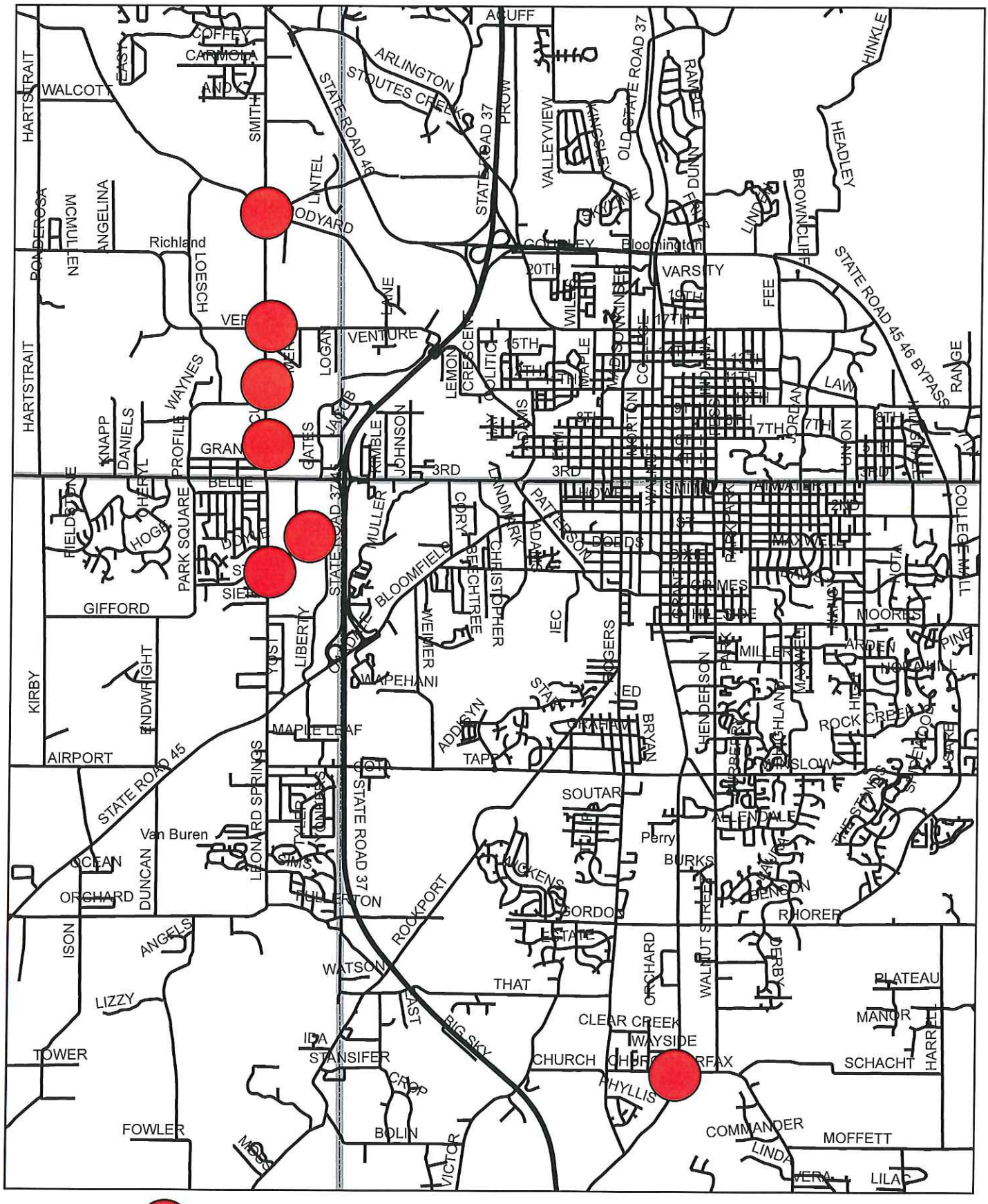
Special Rule Narrative (attach additional pages if needed)
Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

All locations are on high volume roadway, most at or near the industrial area west of Bloomington. There exists a high percentage of truck traffic in this area. It is only expected to increase in total volume with the construction of I-69 as Curry Pike is one mile west of this interstate. Also, Liberty Drive links SR 45 and SR 48 1/2 mile west of the interstate and traffic is anticipated to increase due in accordance with I-69 traffic studies. The last three years crashes are as follows;

INTERSECTION	TOTAL	PI	Fatality
Fairfax and Old SR 37 South	8	2	0
Liberty Drive and Baxter	0	0	0
Curry Pike and Gifford Road	10	2	0
Curry Pike and Jonathon Drive	12	4	0
Curry Pike and Profile Parkway	3	2	0
Curry Pike and Woodyard Road	11	4	0
Curry Pike and Vernal Pike	14	1	0

* This data received from the ARIES system for calendar years 2012, 2013 and 2014.

Signal Back Plate Project



BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Bill Williams
Phone: (812) 349-2577
Email: bwilliams@co.monroe.in.us

Section 2: Verification

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

Bill Williams — January 5, 2015

Employee in Responsible Charge (ERC) — Date

Section 3: Project Information

A. Project Name: Fullerton Pike / Gordon Pike / Rhorer Road

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini): Gordon Pike, from a point 500 feet west of Rogers Street to a point 1,500 feet east of Rogers Street. Project also includes intersection improvements on Rogers Street, 325 feet south of Gordon Pike and 275 feet north of Gordon Pike.

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

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

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

G. Allied Projects: Fullerton Pike, Phase 1 (Des.No.0801059)

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

☐ Yes ☒ No

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

☐ Yes ☐ No

I. Anticipated Letting Date: 01/16/2019

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	225,000	$ 250,000	205,000	$	$
		$	$	$	$	$
		$	$	$	$	$
RW	Local	$	225,000	225,000	$	$
		$	$	$	$	$
		$	$	$	$	$
CE	STP	$	$	$	$ 448,000	$
	Local	$	$	$	$ 112,000	$
		$	$	$	$	$
CN	STP	$	$	$	$ 3,632,000	$
	Local	$	$	$	$ 908,000	$
		$	$	$	$	$
	Totals:	$ 225,000	$475,000	$ 430,000	$ 5,100,000	$

Does the financial plan include the required costs for construction engineering in the CN phase?

☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☐ **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

MONROE COUNTY HIGHWAY DEPARTMENT
ENGINEERING DIVISION

501 NORTH MORTON STREET, SUITE 216 • BLOOMINGTON, INDIANA • 47404
PHONE: (812) 349-2555 • FAX: (812) 349-2959
www.co.monroe.in.us

January 5, 2015

TO: Josh Desmond, MPO Director
FROM: Bill Williams, Monroe County Public Works Director / Highway Engineer
RE: Fullerton Pike Corridor Improvements; STP Application Information

Per your request, please find listed below the additional information necessary for the submittal of the STP application for the Fullerton Pike Corridor Improvement Project.

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 phase of the overall project will continue the two lane roadway from the west termini of Phase 1 to a point approximately 500 feet west of Rogers Street. Also, Rogers Street will have turn lanes added with this phase of the project. A new traffic signal at the intersection of Rogers Street and Gordon Pike will be installed. The bridge over Clear Creek will be widened. Sidewalk will be constructed along the south side of the road and a multiuse path/trail will be constructed along the north side of the road. Coordination will continue with transit agencies to verify need of pull offs / bus stop facilities to include in the project construction in this area. See Draft Environmental Assessment Report for the Fullerton Pike Corridor Improvements at http://www.co.monroe.in.us/tsd/Government/Infrastructure/HighwayDepartment/Projects.aspx for full detailed scope of work for this and all phases (refer to Phase 1a for this submittal).

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.
See Draft Environmental Assessment Report for the Fullerton Pike Corridor Improvements at http://www.co.monroe.in.us/tsd/Government/Infrastructure/HighwayDepartment/Projects.aspx for full detailed scope of work for this and all phases (refer to Phase 1a for this submittal).

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.).
See Draft Environmental Assessment Report for the Fullerton Pike Corridor Improvements at http://www.co.monroe.in.us/tsd/Government/Infrastructure/HighwayDepartment/Projects.aspx for full detailed scope of work for this and all phases (refer to Phase 1a for this submittal).

4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
This phase will commence with preliminary engineering as soon as funds are approved for construction. It is anticipated that the environmental will have been reviewed and approved prior to completing the necessary plans so, once Stage 1 plans for this phase of the project are

approved, we will proceed into Right-of-Way acquisition in early to mid-2017. Construction is anticipated to begin in the spring of 2019.

5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
Plan approval / tracings submittal – September, 2018
Right-of-Way Certification – August, 2018
Permit attained (IDNR, USACE, Rule 5) – July, 2018
Letting – January, 2019

6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
The project is anticipated to be funded using traditional funding sources available, STP funds and local funds. If other funds become available, this office will make application for funds utilizing the new source.

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.).
This project has had a very thorough public participation process having been required to attain an Environmental Assessment through INDOT and FHWA. We will continue to coordinate with the MPO, INDOT, FHWA and the public as phases are developed.

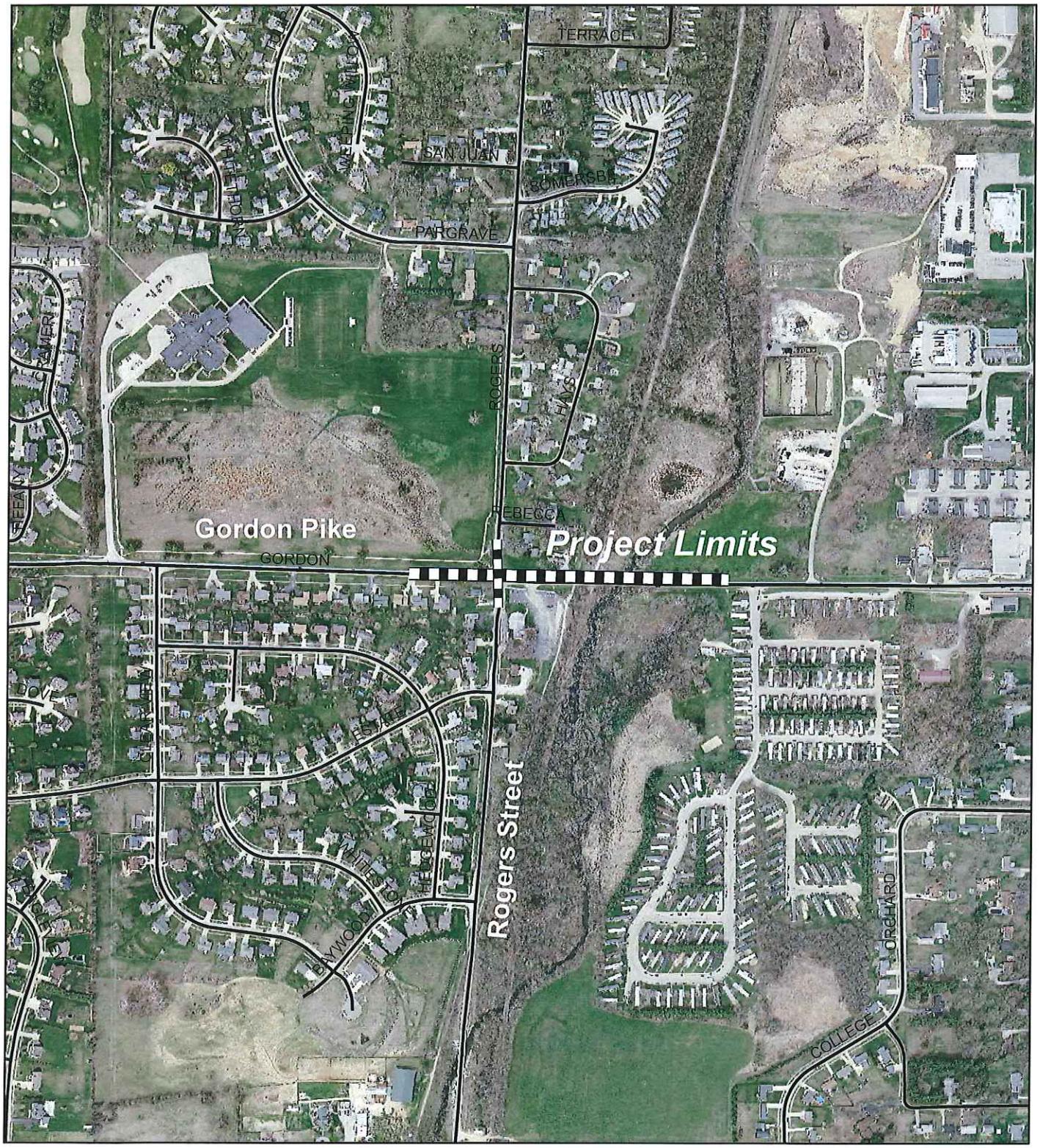
8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.
MPO, INDOT, FHWA and the public will continue to have coordinated efforts as the project develops to give each the opportunity "fine tune" the project. The groups included in the past, that input will continue to be sought from, are; Monroe County Board of Commissioners, County Council, BMCMPO, City of Bloomington Parks & Recreation Dept, Bloomington Transit, Bloomington Planning Department, Bloomington City Engineering, Monroe County Parks & Recreation Dept., Monroe County Planning Department, Monroe County Community School Corp, Monroe Hospital, adjacent neighborhood groups and associations, and others.

Feel free to contact me if you have any questions or comments.

WEW/me

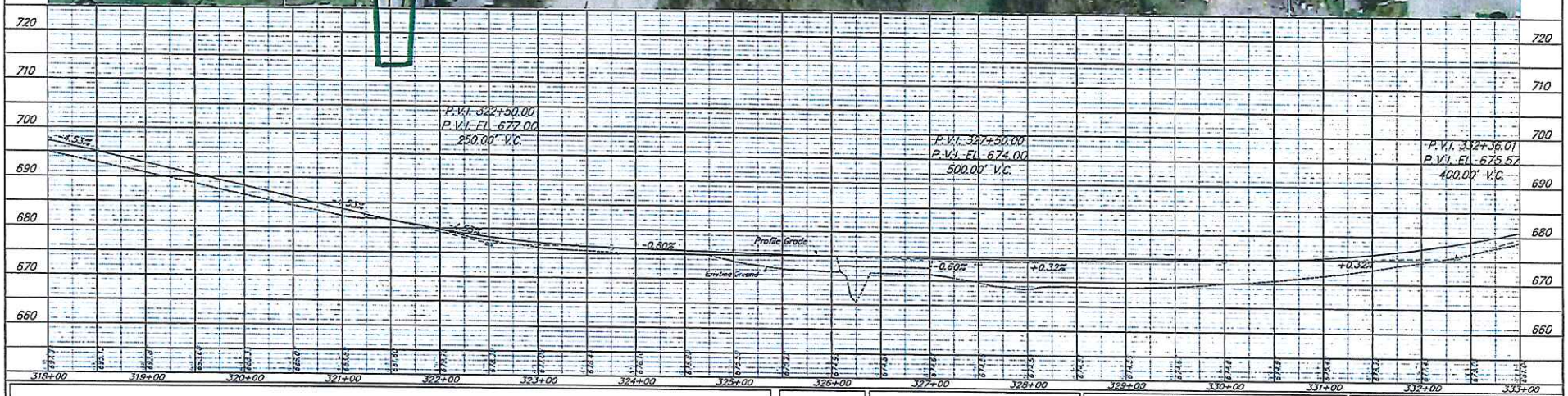
Attachment (map)

Fullerton Pk / Gordon Pk / Rhoher Rd
Phase 2

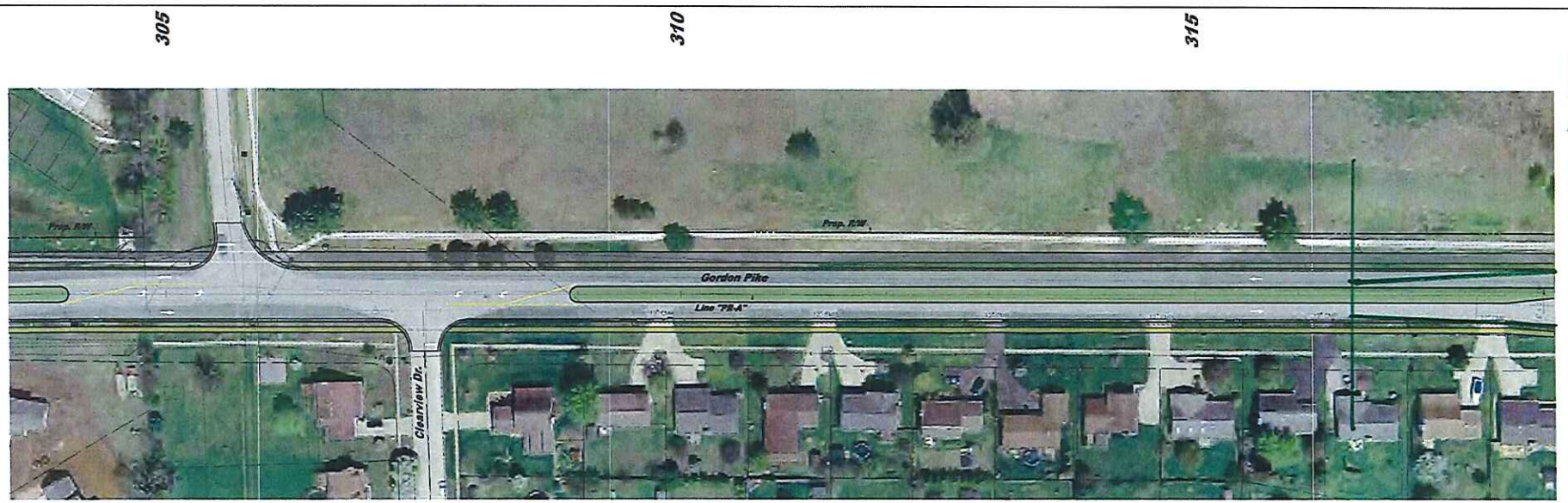


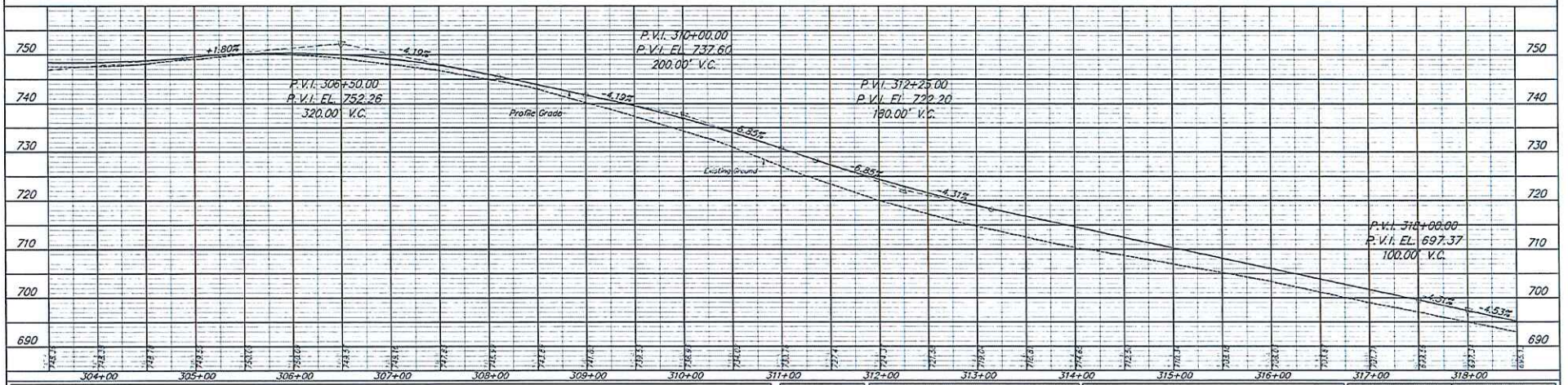
Alt 1B W. of Rogers to Walnut St.

Signal Work and S-Line Construction on Rogers St.



		MONROE COUNTY	HORIZONTAL SCALE 1" = 150' / BRIDGE FILE
			VERTICAL SCALE 1" = 10' / DESIGNATION NO.
		DRAFT PLAN AND PROFILE LINE "PR-A"	SURVEY BOOK / SHEETS 16 1 of 1
			CONTRACT / PROJECT NO.





MONROE COUNTY

DRAFT PLAN AND PROFILE
LINE "PR-A"

HORIZONTAL SCALE 1" = 150'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION NO.
SURVEY BOOK	SHEETS 15 of
CONTRACT	PROJECT NO.

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

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

Patrick Stoffers, President ***Iris F. Kiesling, Vice President,*** ***Julie Thomas Member***

January 5, 2015

Josh Desmond, Director
Bloomington / Monroe County Metropolitan Planning Organization
401 N. Morton Street, Suite 160, P. O. Box 100
Bloomington, Indiana 47402

RE: Surface Transportation Program (STP) Application;
Fullerton Pike, Phase 2.

Dear Desmond,

Thank you for the opportunity to submit this application for additional funding for Phase 2 of the Fullerton Pike Corridor Project. We are excited about the development of the improved for this community and believe this project will provide both safety and alternative transportation improvements to this part of Monroe County.

Please accept this letter of commitment for the development of the project. If Surface Transportation Program funding is approved for this improvement, Monroe County will provide the local match as outlined in the application. Furthermore, our personnel will serve as the Employee in Responsible Charge (ERC) for this project on behalf of the Monroe County.

We are very committed to this project and will see it completed.

Therefore, I provide my steadfast and highest support for this project. Please feel free to contact me at your convenience if you have any questions or comments on this matter.

Sincerely,

Monroe County Board of Commissioners

Patrick Stoffers, President

PS/ww

Cc: Bill Williams, Monroe County Public Works Director/Highway Engineer (ERC)

OFFICE OF
MONROE COUNTY AUDITOR
100 West Kirkwood Avenue
The Courthouse Room 209
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2510
Facsimile 812-349-2280

Steve Saulter, Monroe County Auditor

January 5, 2015

Josh Desmond, Director
Bloomington / Monroe County Metropolitan Planning Organization
401 N. Morton Street, Suite 160, P. O. Box 100
Bloomington, Indiana 47402

RE: Surface Transportation Program (STP) Application;
Fullerton Pike, Phase 2.

Dear Mr. Desmond:

Thank you for the opportunity to assist the Monroe County Board of Commissioners on the submittal of the application for additional funding for Phase 2 of the Fullerton Pike Corridor Improvement.

Please be advised that the Monroe County Council and the Redevelopment Commission have appropriated an adequate amount of matching funds for this project.

Feel free to contact me at your convenience if you have any questions or comments on this matter.

Sincerely,

Steve Saulter

Steve Saulter, Monroe County Auditor

SS/ww

Cc: Bill Williams, Monroe County Public Works Director/Highway Engineer (ERC)

Bloomington/Monroe County Metropolitan Planning Organization

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: Bill Williams **Phone:** (812) 349-2577

Address: 501 N. Morton St., Suite 216 **Fax:** (812) 349-2959

Bloomington, IN 47404 **Email:** bwilliams@co.monroe.in.us

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Karst Farm Greenway, Phase 3 **DES Number:** # 1382431

Project Location: from north termini of Phase 2B to intersection of Hartstrait Rd and State Road 46.

Brief Project Description: Construction of multi-use trail.

Allied Projects (other projects related to this one): Karst Farm Greenway, Phases 1, 2A & 2B, Heritage Trail

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	TA	$18,960	$	$	$	$
	Local	$ 4,740	$	$	$	$
		$	$	$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CE	TA	$ 25,560	$	$	$	$
	Local	$ 6,390	$	$	$	$
		$	$	$	$	$
CN	TA	$ 176,280	$	$	$	$
	Local	$ 44,070	$	$	$	$
		$	$	$	$	$
	Totals:	$ 276,000	$	$	$	$

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.

This phase of the Karst Farm Greenway will extend the 12 foot wide multi-use trail approximately 1,000 feet west from the abandoned railroad bed (Phase 2b), to Hartstrait Road at SR 46, later to be extended to the Heritage Trail. The trail will feature amenities such as benches and lighting. This total request is for $220,800 of TA funds with a local match of $55,200 in order to provide an 80%/20% split of TA and Local funds for all phases of this segment, as allowed for the project. It is the County's intent to construct Phase 2b with local funds as the INDOT will not allow federal funds to be used on rail banked lines per directive from INDOT Central Office. The long range goal of this trail is to connect with the B-Line Trail, via Vernal Pike or another approved route, and the Heritage Trail in Ellettsville.

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..
2030 Long Range Transportation Plan, Monroe County's Alternative Transportation & Greenways System Plan, Bloomington Alternative Transportation Greenways System Plan, support the Karst Farm Greenway construction.

b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.
Yes. Monroe County's Active Transportation Group, via the Monroe County Planning Department, supports this project.

c. Has the project been presented at public meetings? **(5 points maximum)**
Please list the name, date, and location of each meeting.
Monroe County Board of Commissioners, Monroe County Council, B/MC MPO, Active Transportation Committee, and coordination with City of Bloomington Parks & Recreation Dept.,

all in government meetings at various times. Discussions with the Town of Ellettsville have continued to occur regarding this connection as well.

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): _____)

☐ 'Top Locations by Crash Rate' (Year(s): _____)

☐ 'Top Locations by Crash Severity' (Year(s): _____)

☐ 'Eligible HSIP Locations' (Year(s): _____)

☐ '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)**

3; 2 in 2011, 0 in 2012 and 1 in 2013

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

00

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 *Karst Farm Park via Phase 1,2a&b, and Campbell's Park in Ellettsville*

☒ School *Ivy Tech, Highland Park School and Grand View School, via Phase 1*

☐ Library *No*

☒ Employment *Yes. Industrial area (Cook, GE, Baxter, Pliant, USPS, etc.)*

☒ Retail *Areas in Ellettsville and Highland Village*

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

- ☒ Multi-use Trail — *Karst Farm Greenway, Phase 2b and Heritage Trail*
- ☐ On-street bikeway
- ☐ Sidepath
- ☒ Sidewalk — *Along State Road 46*
- ☐ 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)**

None but the area is served by Rural Transit with "on-call" service.

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)**

e. *Yes. This segment of the trail will complete construction to Ellettsville, near Hartstrait Road & SR 46. Monroe County has secured the rail banking rights for construction of a trail on the old Monon / Indiana Railroad Co. line south of Woodyard Rd to SR 46. This will allow access to several adjacent subdivisions as well as provide for a connection to the Heritage Trail.*

Project Readiness (30 points maximum):

a. What percentage of design work is currently completed for the project? **(10 points maximum)**
0% However we have selected a consultant to perform the preliminary engineering and are in contract negotiations. This is why the additional funds for PE are requested.

b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**
0%

c. Is this project eligible for a categorical exclusion from NEPA reviews? (**5 points maximum**)
Yes.

d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**

If the request for funds is approved, this project will be fully funded.

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.

Bill Williams — January 5, 2015

Signature — Date

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

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

Patrick Stoffers, President Iris F. Kiesling, Vice President, Julie Thomas Member

January 5, 2015

Josh Desmond, Director
Bloomington / Monroe County Metropolitan Planning Organization
401 N. Morton Street, Suite 160, P. O. Box 100
Bloomington, Indiana 47402

RE: Transportation Alternatives (TA) Application;
Karst Farm Greenway, Phase 3.

Dear Desmond,

Thank you for the opportunity to submit this application for additional funding for Phase 3 of the Karst Farm Greenway. We are excited about the development of the new trail for this community and believe this project will provide both safety and alternative transportation improvements to this part of Monroe County.

Please accept this letter of commitment for the development of the project. If Transportation Alternative funding is approved for this improvement, Monroe County will provide the local match as outlined in the application. This improvement will further our trail project goals by extending the trail to tie into the Heritage Trail of the Town of Ellettsville, completing the Karst Farm Greenway. Furthermore, our personnel will serve as the Employee in Responsible Charge (ERC) for this project on behalf of the Monroe County.

We are very committed to this project and will see it completed.

Therefore, I provide my steadfast and highest support for this project. Please feel free to contact me at your convenience if you have any questions or comments on this matter.

Sincerely,

Monroe County Board of Commissioners

Patrick Stoffers, President

PS/ww

Cc: Bill Williams, Monroe County Public Works Director/Highway Engineer (ERC)

OFFICE OF
MONROE COUNTY AUDITOR
100 West Kirkwood Avenue
The Courthouse Room 209
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2510
Facsimile 812-349-2280

Steve Saulter, Monroe County Auditor

January 5, 2015

Josh Desmond, Director
Bloomington / Monroe County Metropolitan Planning Organization
401 N. Morton Street, Suite 160, P. O. Box 100
Bloomington, Indiana 47402

RE: Transportation Alternatives (TA) Application;
Karst Farm Greenway, Phase 3.

Dear Mr. Desmond:

Thank you for the opportunity to assist the Monroe County Board of Commissioners on the submittal of the application for additional funding for Phase 3 of the Karst Farm Greenway.

Please be advised that the Monroe County Redevelopment Commission has appropriated an adequate amount of matching funds for this project. The Commission created a line in the Westside Economic Development Area titled "Multi-Use Trail Corridor", line number 4920-000-30.0016 that has a balance of funds that will cover the matching funds for this phase of the Karst Farm Greenway.

Please feel free to contact me at your convenience if you have any questions or comments on this matter.

Sincerely,

Steve Saulter

Steve Saulter, Monroe County Auditor

SS/ww

Cc: Bill Williams, Monroe County Public Works Director/Highway Engineer (ERC)

Karst Farm Greenway
Phase 3

MONROE
ONTHEGO
★ORG

MONROE COUNTY *ACTIVE* TRANSPORTATION BOARD
Monroe County Government Center - 501 N. Morton St., Suite 224 Bloomington, IN 47404
Telephone: (812) 349-2560 http://monroeonthego.org/

November 25, 2013

Bill Williams
Monroe County Public Works Director / Highway Engineer
Monroe County Highway Department
501 N. Morton Street, Suite 216
Bloomington, Indiana 47404

RE: Karst Farm Greenway, Phase 2A

Mr. Williams:

Please accept this letter as the Monroe County Active Transportation Board's strong endorsement of the proposed Karst Farm Greenway Phase 2A project and of our support of the entire Karst Farm Greenway Project as proposed by the Monroe County Board of Commissioners. The provision of the proposed facility helps further the goals and objectives stated in the Monroe County Comprehensive Plan, the Monroe County Alternative Transportation and Greenways Plan and contributes to a more balanced and complete transportation system.

The proposed facility is a vital piece of infrastructure that will enable non-motorized movement between hundreds of homes, thousands of jobs, and educational and recreation facilities. The planning for this facility has been on-going for some time and has demonstrated the willingness of the many jurisdictions and organizations in Monroe County to work together to further a goal that benefits all of the residents of the county.

I urge you to support this worthwhile project and encourage INDOT and the FHWA to join in our partnership to achieve this important goal.

Sincerely,

David Landis, President
Monroe County *Active* Transportation Board

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC) — January 12, 2015 Date

Section 3: Project Information

A. Project Name: 10th Street Railroad Overpass Replacement and Law Lane Extension

B. Is project already in the TIP?
☐ Yes x No

C. DES # (if assigned):

D. Project Location (detailed description of project termini): See Attached Map

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

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

F. Project Support (local plans, LRTP, TDP, etc.): The Long Range Transportation Plan supports improving multimodal access along the 10th Street corridor through improvements to the corridor as well as construction/reconstruction of a parallel corridor along the 14th Street/Law Lane alignment. The 10th Street Mobility Study further analyzed the area and recommended a three-phase construction along the Law Lane and 14th Street corridors.

G. Allied Projects: Indiana University's Woodlawn Avenue and Jordan Avenue projects; INDOT's SR45/46 Bypass project;

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

☐ Yes X No

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

☐ Yes X No

I. Anticipated Letting Date: August 9, 2017

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	$ 67,600	$	$	$	$
	STP	$ 270,400	$	$	$	$
		$	$	$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CE	Local	$	$	$ 42,250	$	$
	STP	$	$	$ 169,000	$	$
		$	$	$	$	$
CN	Local	$	$	$ 338,000	$	$
	STP	$	$	$ 1,352,000	$	$
		$	$	$	$	$
	Totals:	$ 338,000	$	$ 1,901,250	$	$

Does the financial plan include the required costs for construction engineering in the CN phase?

X Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

X Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☐ **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

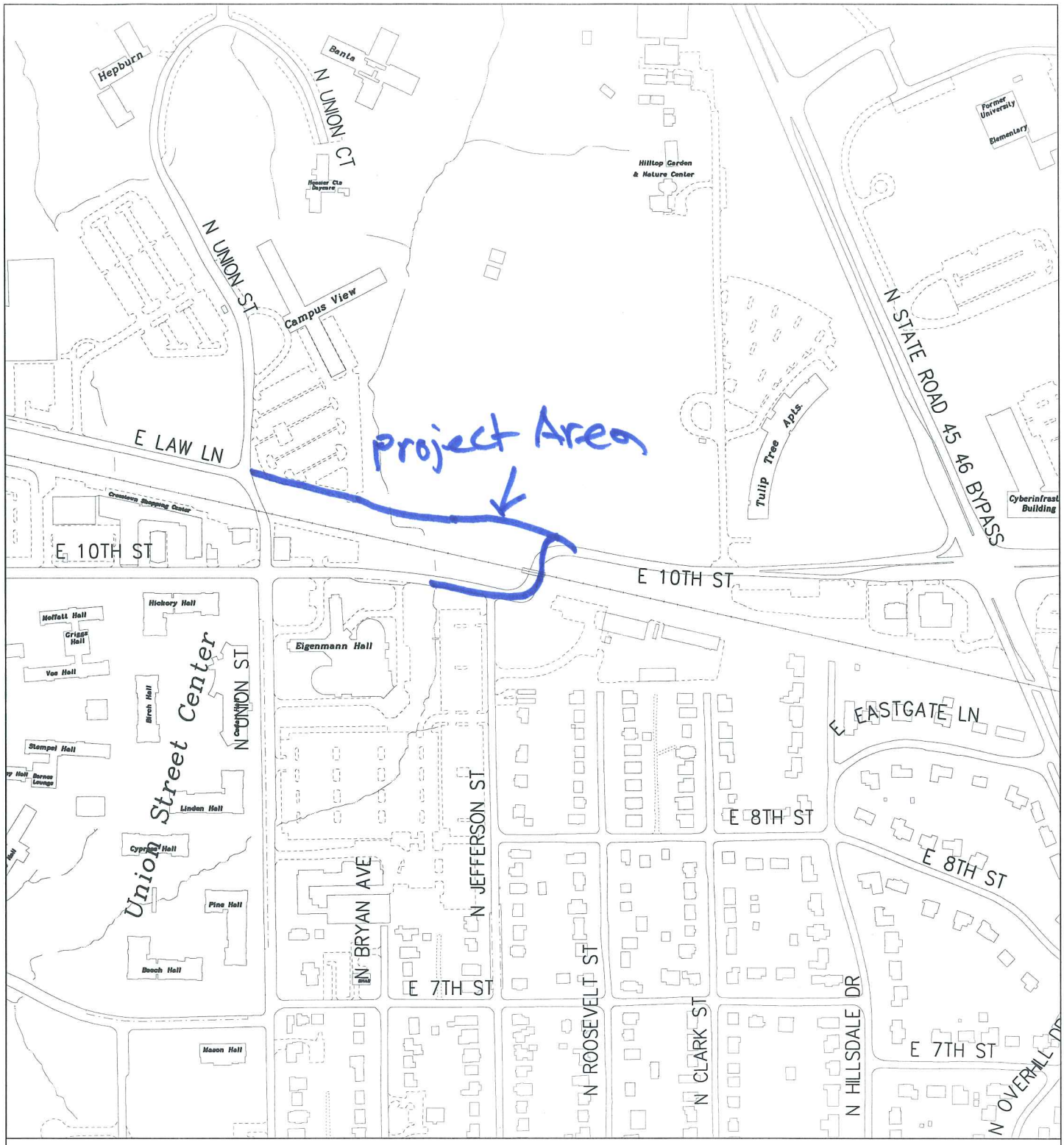
☐ **Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information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

Justification for Exemption: _____

B. Additional Information:

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

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


project Area
Hepburn
Banta
N UNION CT
Hoosier Cts Daycare
N UNION ST
Campus View
Hilltop Garden & Nature Center
Former University Elementary
N STATE ROAD 45 46 BYPASS
E LAW LN
Crestmont Shopping Center
Tulip Tree Apts.
Cyberinfrastructure Building
E 10TH ST
E 10TH ST
Hoffatt Hall
Hickory Hall
Griggs Hall
Eigenmann Hall
Voe Hall
Birch Hall
Union Street Center
N UNION ST
Stempel Hall
Barnes Lounge
Linden Hall
Cypress Hall
Pine Hall
Beech Hall
Mason Hall
N BRYAN AVE
N JEFFERSON ST
E EASTGATE LN
E 8TH ST
E 8TH ST
E 7TH ST
N ROOSEVELT ST
N CLARK ST
N HILLSDALE DR
E 7TH ST
N OVERHILL DR
City of Bloomington
Planning & Transportation
By: micudat
12 Jan 15
400 0 400 800 1 200
N
Scale: 1" = 400'
For reference only; map information NOT warranted.

B. Additional Information: Complete Streets Assessment

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 proposal would begin implementation of the 10th Street Mobility Study, which is a study completed through the MPO in 2010. The study, which was a cooperative effort by Indiana University and the City of Bloomington, evaluated the transportation needs between 17th Street, Dunn Street, the State Road 45/Bypass, and 10th Street. The study recommended the construction of a parallel street corridor north of 10th Street. This corridor would follow the existing alignment of 14th Street, between Dunn Street and Forest Ave. Moving eastward, a new street would be constructed between Forest and Fee Lane. Finally, the most eastern section would utilize the Law Lane corridor and extend Law Lane to connect with East 10th Street, between the Bypass and the railroad overpass east of Jefferson Street. The first phase recommended for the project was the extension of Law Lane eastward from Union Street.

This project would develop preliminary engineering for the Law Lane extension from Union Street to East 10th Street and also preliminary engineering for the replacement of an old, substandard railroad overpass just east of Jefferson Street. The 10th Street approaches on each end of the railroad overpass would have to be re-constructed with smoother curvature to accommodate a larger bridge span. Additionally, options for the new intersection of Law Lane and 10th Street would have to be evaluated for a preferred alternative. Bicycle and pedestrian facilities would be included in the Law Lane extension as well as the existing intersection at Union Street and new intersection with 10th Street. Sidewalk on the south side of 10th Street is currently absent due to the substandard width of the overpass. This issue could be rectified. Most importantly, the proposed replacement railroad overpass would need to accommodate larger, modern buses. The current clearance for the overpass and bridge support don't allow larger transit vehicles or large trucks.

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.

The primary impetus for the 10th Street Mobility Study was to improve accessibility for all modes of transportation to the eastern end of the Indiana University campus. Improvements to the railroad overpass will allow for a much higher transit ridership into campus because of the ability to accommodate larger buses. Introducing the Law Lane connection into the street system will allow for more convenient access for all users onto campus because vehicle, transit, pedestrian, and bicycle trips will be more equitably divided between the existing 10th Street corridor and new Law Lane corridor. New sidewalk access on the south side of 10th Street and the improved intersection at Union Street will improve access for people with disabilities.

As for environmental issues, the project will have minimal environmental impacts because the proposed Law Lane corridor has been previously disturbed in the past. There is an intermittent drainageway cutting north-south through the corridor which will need to be addressed. On the other hand, utility impact issues may be significant due to an existing water line that may require relocation and overhead utility lines just south of the corridor. Land use impacts will be

negligible due to the single ownership in the area by Indiana University. This also allows the project to potentially skip the right-of-way phase since property is owned by either Indiana University or the City of Bloomington. There are no historic structures in the project area as well.

The big unknown issue with the project is the construction cost and coordination challenges associated with increasing the span and clearance of the current substandard railroad overpass. These issues will be the biggest time and cost challenges during the preliminary engineering phase. Because of these unknowns, the construction cost for implementing the project only includes the Law Lane extension and intersection work with Union Street and 10th Street.

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.).

One important measurable outcome includes increased transit ridership for Bloomington Transit Routes #6 and 9. Additional benefits include congestion relief for the 10th Street corridor and overall reduced travel times for bike, ped, transit, and vehicle modes to campus facilities.

4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

Consultant selection for preliminary engineering would occur in Fiscal Year 2016. The preliminary engineering and approval process will be extensive due to railroad coordination associated with increasing clearance height and extending the bridge span. This process would occur throughout FY2016 and 2017. If the railroad overpass replacement can be accomplished at a fundable cost, a TIP amendment will be necessary during the design process to add the construction cost into the current estimate which only includes the Law Lane portion of the project. The bid letting for the project would commence on August 9, 2017. However, it is likely that certain construction activity will have to occur in the summer months of 2018 to better correspond with semester class scheduling.

5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

Please see the schedule outlined above. Preliminary engineering will commence as early in Fiscal Year 2016 as possible. INDOT and railroad corporation approval of the preliminary engineering design is anticipated for FY2017. The ability to gain these approvals and funding will determine whether the construction project in FY2018 will be confined to just the Law Lane extension or the entire preferred project scope. Permitting and a contractual agreement with the railroad corporation will clearly be required.

6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

Please see the material contained in Section A. The preliminary engineering cost includes both the Law Lane extension and related intersection improvements as well as the design and coordination for the railroad overpass replacement. The construction cost only includes the Law Lane extension and related intersection improvements. The City anticipates significant interest in

the project from Indiana University. The University fully funded the local share of the 10th Street Mobility Study. As a result, the City would seek partial University funding for the local share of design costs, a right-of-way donation of land, and a partial local share for construction funding. While the City does not assume funding participation from the railroad corporation, this issue will certainly be discussed due to the modernization of the overpass being proposed.

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.)

Because of multiple stakeholders outlined below, the public participation process will be extensive during the design process. the City anticipates a number of meetings between Indiana University, utility companies, the railroad corporation, and transit agencies. The City will also seek input from the Bicycle and Pedestrian Safety Commission and MPO Committees concerning different design alternatives being considered.

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

Stakeholders for the project include the following entities:

- Indiana University - potential funding partner; affected property owner with highest user population
- Railroad Corporation - Approving entity for the design, contractual and permitting considerations, construction coordination
- Utility Companies for relocation issues possible easement encroachment for Law Lane
- Bicycle and Pedestrian Safety Commission and MPO Committees - input on design; possible TIP amendment for increased construction funding
- Mayor and City Council members - local match funding

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 349-3423
Email: Atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC) — January 8, 2015 Date

Section 3: Project Information

A. Project Name: 17th Street Reconstruction

B. Is project already in the TIP?
☐ Yes X No

C. DES # (if assigned):

D. Project Location (detailed description of project termini): See Attached Map

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

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

F. Project Support (local plans, LRTP, TDP, etc.): The Long Range Transportation Plan calls for the 17th Street Corridor, including this specific location, to be improved for safety and better multi-modal access. The GPP also recommends that this section of 17th Street be improved.

G. Allied Projects: 17th and Arlington Roundabout project; I-69 project

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

☐ Yes X No

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

☐ Yes X No

I. Anticipated Letting Date: December 12, 2018

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	$ 100,000	$	$	$	$
	STP	$ 400,000	$	$	$	$
		$	$	$	$	$
RW	Local	$	$	$ 75,712	$	$
	STP	$	$	$ 302,848	$	$
		$	$	$	$	$
CE	Local	$	$	$	$ 78,036	$
	STP	$	$	$	$ 312,144	$
		$	$	$	$	$
CN	Local	$	$	$	$ 624,288	$
	STP	$	$	$	$ 2,497,152	$
		$	$	$	$	$
	Totals:	$ 500,000	$	$ 378,560	$ 3,511,620	$

Does the financial plan include the required costs for construction engineering in the CN phase?

Yes X No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

X Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☐ **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

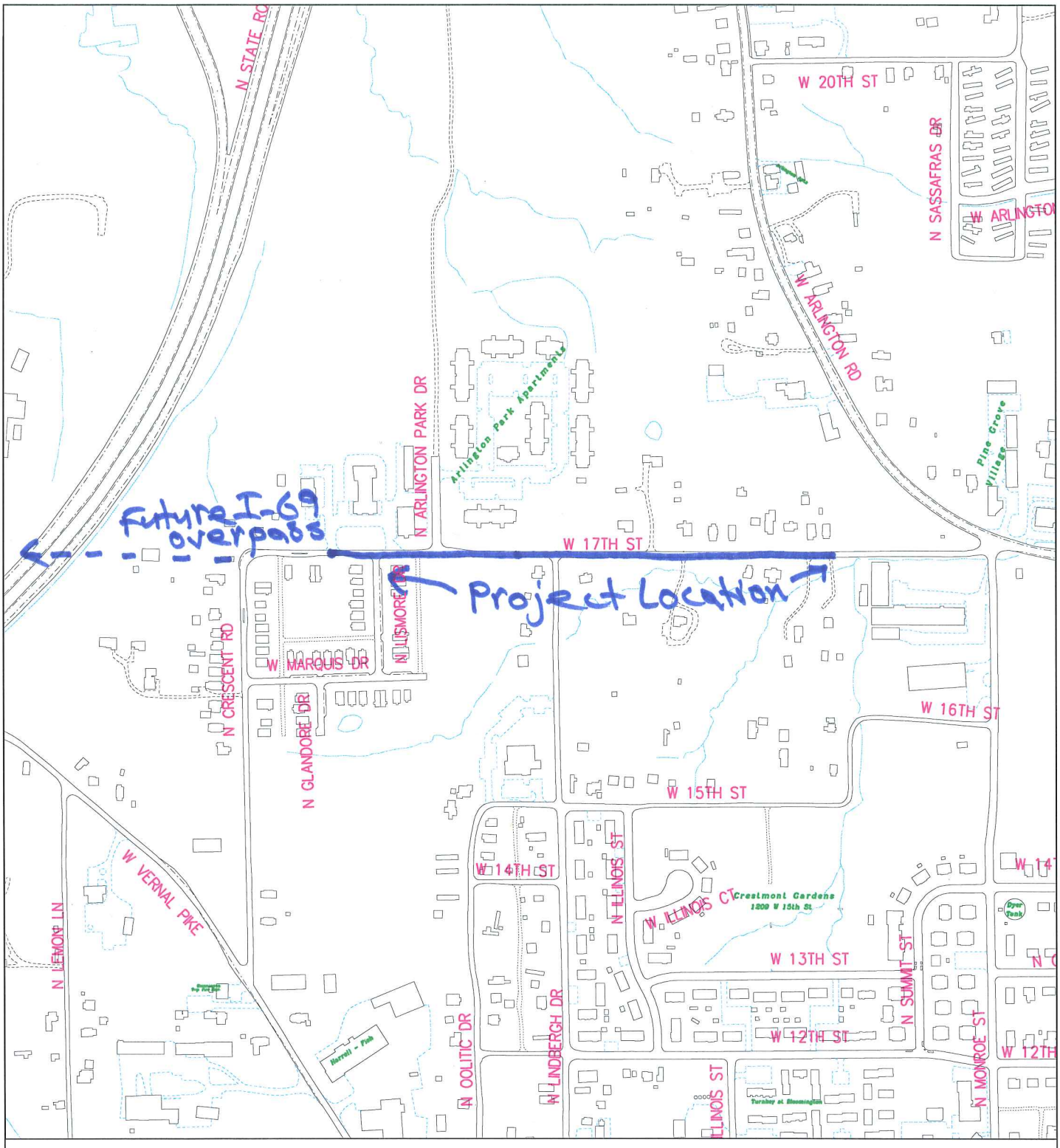
☐ **Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information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

Justification for Exemption: _____

B. Additional Information:

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

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



City of Bloomington
Planning & Transportation

By: micudat
5 Jan 15

500 0 500 1000 1500

N

Scale: 1" = 500'

For reference only; map information NOT warranted.

B. Additional Information: Complete Streets Compliance - 17th Street Project

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).

The 17th Street Reconstruction project is designed to reconstruct approximately 1,750 feet of the existing street between the western project limit of the soon to be completed 17th and Arlington Roundabout and the Vernal Pike Overpass associated with Section 5 of Interstate 69. The project would reconstruct the street to create one travel lane in each direction - most likely 11 foot wide lanes. Additionally, curbing would be installed to provide stormwater control. For bicycle and pedestrian users, a 10 foot wide sidepath on the north side of the reconstructed street would be installed to tie into the sidepath being constructed by INDOT on the Vernal Pike overpass. Sidewalk would also be constructed on the south side of the street to tie into INDOT's proposed facility. Finally, the reconstruction would resolve significant grade and sight distance problems, particularly those at the current intersection of Lindbergh Drive and 17th Street.

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.

17th Street is currently utilized between Lindbergh Drive and Crescent Road for Bloomington Transit's Route #2 service. The proposed reconstruction will improve the safety of this route by improving grade and sight distance and adding active transportation facilities for prospective riders. Currently, there are no pedestrian and bicycle facilities, so residents wishing to visit destinations such as Crestmont Park, Tri-North Middle School, and the South Central Community Action Program will have dedicated, safe facilities with the completion of this project. All facilities with be constructed in compliance with ADA standards.

As for environmental impacts, there will be impacts to existing vegetation along the corridor due to the need to construct appropriate roadway slopes, sidewalk, and sidepath facilities. There is also an intermittent stream on the south side of the corridor which will need to be accounted for in the design and construction process. Utility capacity for water and sewer looks to be adequate, but both will be evaluated during the design process. Stormwater conveyance is poor and will need to be improved through curbing and inlets.

As for land use, the predominant land use is low density single family residential. There is higher density affordable housing on the west end of the project limits, with vacant land further west. This project would make the vacant property to the northwest more attractive for development and maybe result in less impact to nearby residents due to improved transportation infrastructure.

Right of way acquisition issues will be significant for this project for all but the west end of the corridor since most of the area has not been subdivided. On the other hand, no historically surveyed properties have been identified along the corridor.

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.).

The project will clearly improve safety for all transportation modes due to the construction of sidepath, sidewalk, improved sight distance, and better overall street grades. In particular, there should be reduced vehicle conflicts at the Lindbergh Drive and 17th Street intersection. These safety improvements are absolutely critical given the potential for increased vehicular traffic associated with the Interstate 69 overpass connection between Vernal Pike and 17th Street.

4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

Consultant selection for the preliminary engineering would occur early in Fiscal Year 2016. The Crescent Bend Neighborhood Association is advocating strongly for this project and would be involved to evaluate alternatives in the design process. 17th Street forms the boundary line between Council Districts #1 and 2. Both Council members as well as the Bicycle and Pedestrian Safety Commission and MPO Committees would be involved in the design process. Right-of-way acquisition will be significant and will occur during Fiscal Year 2018. Construction will occur starting in Fiscal Year 2019 and extend into Fiscal Year 2020.

5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

Key milestones include: Consultant selection - early Fiscal Year 2016; neighborhood/Commission involvement - later in 2016; finalization of preliminary engineering design - Fiscal Year 2017; Right of Way Acquisition - throughout Fiscal Year 2018; Construction Bid Letting - December 12, 2018.

6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

Please refer to Section A of the application for cost breakdown. It is possible that either local match funds or the entire cost of project could be covered by a proposal being developed by the City to incorporate West 17th Street into a consolidated Tax Increment Finance (TIF) District. If this occurs, either the TIP proposal could be amended or entirely funded locally. The inclusion of 17th Street as part of a consolidated TIF is being considered to construct this project immediately after the Vernal Pike Overpass is constructed rather than waiting for several years of added traffic impacts.

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.).

The public participation process for the 17th Street project will be extensive. As mentioned, the Crescent Bend Neighborhood Association is strongly in support of improving the condition of the existing street and adding bicycle and pedestrian facilities. The Association as well as the two City Council people who work with the Association will be involved in the following meetings:

- Defining Project Scope - Neighborhood meeting with City and selected consultant early in the preliminary engineering process to define basic project parameters.

- ❖ Selecting Preferred Alternative - This second meeting with the same parties will be used to evaluate alternatives and select preferred design option.
- ❖ Presentation of Preferred Alternative - This final meeting in the design process will consist of presenting the street reconstruction plan, with room for minor modifications based on input.

Additional meetings during the right of way acquisition and construction stages will be held to inform residents, answer questions, and resolve issues. Meetings with MPO Committees and the City's Bicycle and Safety Commission will also be held throughout the process - particularly during the design process.

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

Crescent Bend Neighborhood Association - project cuts through Association boundary area and Association is an advocate for the project.
District 1 and 2 City Council Members - Represent affected residents and have been advocates for project.
Bicycle and Pedestrian Safety Commission - Will provide input on project design.
MPO Committees - Will need to be involved to approve continued funding in TIP and evaluate Complete Streets compliance.
Entire City Council and Mayor's Office - Support will be needed for local funding - particularly on the construction side.
Utility Companies - Utility coordination will be needed to execute the project.
INDOT/Federal Highway - Will require close coordination due to 80% funding partnership
Interstate 69 Project Office - Will need to consult with project office to determine design issues associated with connecting to completed overpass.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Childs Safe Routes to School Project

RE: Transportation Alternatives Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the TAP call for projects for our Childs Safe Routes to School project. This project would replace a substandard, narrow, and hazardous sidewalk (steep grade, cross-slope, heaving, etc.) from the Rogers Road sidepath at the Jackson Creek bridge to The Stands Drive/Winding Brook Circle with approximately 600 feet of an elevated 8' wide (minimum) ADA compliant boardwalk and sidepath. Intersection pedestrian crossing safety enhancements will also be provided across Rogers Road at The Stands Drive. Enhancements could include Rectangular Rapid Flashing Beacon warning signs, crosswalk pavement markings and other countermeasures to slow traffic and increase yielding when pedestrians need to cross Rogers Road. Historically, approximately 30% of Childs Elementary School students walk or ride their bicycles to school. Many more could since, of the approximately 450 students, many live within one mile from school. In total, this route provides about 1/3 of a mile long safe route from The Stands Drive to Childs Elementary.

This project qualifies under the Transportation Alternatives Program for several eligible activities: sidewalks; off-street bicycle infrastructure; traffic calming; and safe routes for non-drivers. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost of the project (local and federal) will be $470,000 and we are requesting a TAP match of 80%, or $52,160 for the design phase. Construction is anticipated for FY 2017.

We are committed to completing the design for this project in calendar year 2016 and are pursuing a contract letting in March 1, 2017 for construction. Roy Aten will serve as the Employee Responsible in Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Tom Micuda, AICP
Planning and Transportation Director

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: 1/9/15

Section 3: Project Information

A. Project Name: Childs Safe Routes to School

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

C. DES # (if assigned): TBD

D. Project Location (detailed description of project termini): The north side of E. Rogers Road approximately 400 feet east of High Street to the intersection of The Stands Drive/ Winding Brook Circle.

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

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

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

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP -2008) with a sidepath along Rogers 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.

G. Allied Projects: Jackson Creek Trail, Phase I and Sare Road and Rogers Road Roundabout

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

☐ Yes ☒ No

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

☐ Yes ☒ No

I. Anticipated Letting Date: December 14, 2016

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$ 13,040	$ 0	$	$	*$*
	TAP	$ 52,160	$ 0	$	$	*$*
		$ 0	$ 0	$	$	*$*
RW		$ 0	$ 0	$	$	*$*
		$ 0	$ 0	$	$	*$*
		$ 0	$ 0	$	$	*$*
CE	Local	$ 0	$ 52,800	$	$	*$*
		$ 0	0	$	$	*$*
		$ 0	$ 0	$	$	*$*
CN	Local	$ 0	$ 70,400	$	$	*$*
	STP	$ 0	$ 281,600	$	$	*$*
		$ 0	$ 0	$	$	*$*
	Totals:	$65,200.00	$404,800.00	$	$	*$*

Does the financial plan include the required costs for construction engineering in the CN phase?

☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

Bloomington/Monroe County Metropolitan Planning Organization

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: Roy Aten **Phone:** 812-349-3423

Address: 401 N. Morton St. Suite 130 **Fax:** 812-349-3520

Bloomington, IN **Email:** atenro@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Childs Safe Route to School **DES Number:** # TBD

Project Location: E. Rogers Road from ~400 feet east of High Street to The Stands Drive

Brief Project Description: Provide an ADA compliant 8' wide (minimum) sidepath, elevated boardwalk, and intersection crossing from The Stands Drive (include RRFB warning signs) to the bottom of the hill to Jackson Creek along the north side of E. Rogers Road.

Allied Projects (other projects related to this one): Bicycle and Pedestrian Transportation and Greenways System Plan (2008) – Jackson Creek Trail Phase I

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	$13,040	$	$	$	$
	TAP	$52,160	$	$	$	$
		$	$	$	$	$
RW		$	$	$	$	$
		$	$	$	$	$
		$	$	$	$	$
CE	Local	$	$52,800	$	$	$
		$	$0	$	$	$
		$	$	$	$	$
CN	Local	$	$70,400	$	$	$
	STP	$	$ 281,600	$	$	$
		$	$	$	$	$
	Totals:	$65,200	$404,800	$	$	$

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.

This project would replace a substandard, narrow, and hazardous sidewalk (steep grade, cross-slope, heaving, etc.) from the Rogers Road sidepath at the Jackson Creek bridge to The Stands Drive/Winding Brook Circle with an elevated 8' wide (minimum) ADA compliant boardwalk and sidepath. Intersection pedestrian crossing safety enhancements will also be provided across Rogers Road at The Stands Drive. Enhancements could include Rectangular Rapid Flashing Beacon warning signs, crosswalk pavement markings and other countermeasures to slow traffic and increase yielding when pedestrians need to cross Rogers Road. Rogers Road has approximately 8,000 vehicles per day (ADT). Historically, approximately 30% of Childs Elementary School students walk or ride their bicycles to school. Enrollment is around 450 students with many living within one mile from school. A parent survey found the most common barrier to walking to school is safety of intersections and crossings while parents of children who do walk to school list adequate sidewalks/paths as the most common condition that affects their decision to allow a child to walk to school. This project aims to address both reasons by improving an intersection crossing and providing approximately 600' of sidepath so more children can walk to school. Children who would use this route do not have any other intersection crossings to get to Childs once they are past The Stands Drive. This safe route would provide about 1/3 of a mile from The Stands Drive to Childs.

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.

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP -2008) with a sidepath along Rogers 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.

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

Please see the letter from MCCSC included with this application.

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

The BTGSP was adopted by City Council in 2008. This process involved public workshops, a resolution adoption through the City Plan Commission, and finally at City Council. Through all steps of the process the public had opportunity to comment and provide detailed feedback.

The BMCMPO 2030 Long Range Transportation Plan was adopted by the committees of the BMCMPO in 2006. This adoption process also provided several opportunities for public comments and participation.

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): None
- ☐ 'Top Locations by Crash Rate' (Year(s): None
- ☐ 'Top Locations by Crash Severity' (Year(s): None
- ☐ 'Eligible HSIP Locations' (Year(s): No
- ☐ 'Top Bicycle and Pedestrian Crash Locations' (Year(s): None

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

None listed for this location within the most recent crash report.

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

None listed for this location within the most recent crash report.

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)**

Route #5 – Stop at The Stands Drive and at Childs Elementary School

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)**

Project is not within the underserved areas identified in the 2030 LRTP.

Project Readiness (30 points maximum):

a. What percentage of design work is currently completed for the project? **(10 points maximum)**

Project is only in the conceptual phase and no preliminary engineering has been completed. A detailed engineer's estimate was prepared.

b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

Based on the detailed engineers estimate and existing sidewalks it is anticipated that no additional permanent right of way will be needed. Currently, 100% is assumed to be within City owned right of way.

c. Is this project eligible for a categorical exclusion from NEPA reviews? (**5 points maximum**)

Yes, it is anticipated the project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has initiated and a determination made by INDOT/FHWA.

d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**

The funding request will fully fund the design phase for this project and further help leverage funding options for construction. The applications for this project (TAP and TIP) are requesting to use STP funds for construction in FY 2017, with the assumption that TAP funds are awarded for FY 2016. The annual allocation for TAP projects is much less than the estimated construction costs for this project and therefore STP funds are required. Furthermore, phasing into a multi-year project is not practically feasible given the scope, respective costs, and site constraints.

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

1/9/15

Date

ENGAGE. EMPOWER. EDUCATE.

Monroe County
Community School Corporation
2013 Indiana "A" School Corporation

Mr. Chris Ciolli,
Director of Building Operations

Mr. John Carter,
Director of Planning

Mrs. Hattie L. Johnson,
Director of Food Service

Mr. Gib Niswander,
Director of Transportation

December 29, 2014

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

RE: Transportation Alternatives Program – 2014/2015 Call for Projects

Dear Mr. Desmond:

It is with pleasure that I write this letter to support the application for the TAP call for projects for the Childs Safe Routes to School Project. There are well over 100 elementary students living in The Stands. They all reside within the one mile walk-in distance of the school. These students are now provided school bus transportation because of a hazardous intersection. Designing safety enhancements at the intersection of The Stands Drive/Winding Brook Circle and Rogers Road would allow the students to cross the road safely. Upgrading a good portion of the side path and boardwalk going down Rogers Road toward the round-about would provide a safer and more navigable route.

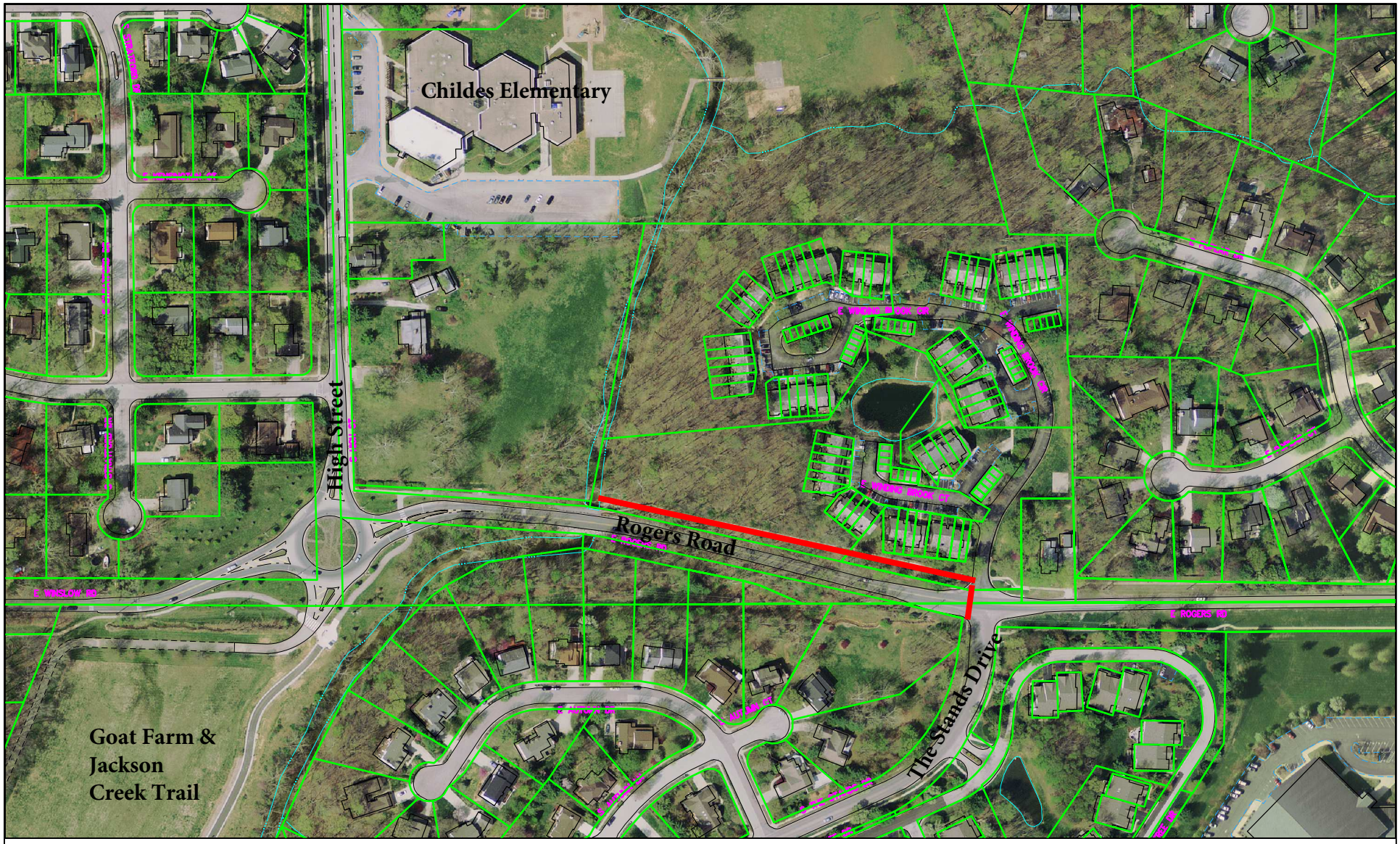
It is well known that the generation of students in elementary school is in need of more regular exercise. This short walk from houses in The Stands to the school and back will go a long way in providing a minimum amount of exercise for these students.

Another benefit for the school district would be the elimination of a bus route through this area for the elementary students. This would be a savings for the school district in reducing the number of miles traveled per day.

Thank you for your consideration of this application for the Childs Safe Routes to School Project.

Sincerely,

Director of Planning/MCCSC



Childs Safe Routes to School

By: robinsos
24 Dec 14

250 0 250 500 750 1000

N

City of Bloomington
Planning & Transportation

Scale: 1" = 250'

For reference only; map information NOT warranted.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

South Henderson Street Sidepath Project

RE: Transportation Alternatives Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the TAP call for projects for our South Henderson Street Sidepath project. This project will provide approximately 4,800 feet of an 8' wide (minimum) ADA compliant sidepath from the Black Lumber Trail to Winslow Road. Intersection pedestrian crossing safety enhancements will also be provided across Henderson Street, Miller Drive, South Drive, North Drive, and Graham Drive. Enhancements will include warning signs, crosswalk pavement markings and other countermeasures to improve safety at all intersection crossings. This sidepath will provide better access and mobility for many residents living near S. Henderson and will offer safe bicycle and pedestrian facilities that will link the future Black Lumber Trail with the Winslow Road Sidepath. Bloomington South High School, Frank Southern Ice Arena, and shopping areas are key destinations along this project, including improved access to Bloomington Transit Routes #1 and #7.

This project qualifies under the Transportation Alternatives Program for off-street bicycle infrastructure. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost of the project (local and federal) is estimated at $1,442,980 and we are requesting a TAP match of 80%, or $152,000 for the design phase. Some right of way acquisition is anticipated along portions north of Miller Drive. Construction is anticipated for FY 2018.

We are committed to commencing the design phase in calendar year 2016 and are pursuing a contract letting for construction March 7, 2018. This date is timed nicely with the anticipated completion of the Black Lumber Trail and Winslow Road Sidepath projects. Roy Aten will serve as the Employee in Responsible Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Tom Micuda, AICP
Planning and Transportation Director

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: 1/9/15

Section 3: Project Information

A. Project Name: South Henderson Sidepath

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

C. DES # (if assigned): TBD

D. Project Location (detailed description of project termini): East termini of the Black Lumber Trail to Winslow Road along South Henderson Street. Sidepath may be on either side of Henderson Street, but conceptually it will run along the east side of Henderson Street from Winslow Road to Miller Drive then over to the west side to the Black Lumber Trail.

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

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

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

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP -2008) with a sidepath along Winslow Road. Policy guidance support this project based upon the 2030 LRTP goals #1 and #2 for Mobility and Accessibility.

G. Allied Projects:
Black Lumber Trail and Winslow Road Sidepath

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

☐ Yes ☒ No

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

☐ Yes ☒ No

I. Anticipated Letting Date: March 7, 2018

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$ 0	$ 38,000	$ 0	$ 0	*$ 0*
	TAP	$ 0	$ 152,000	$ 0	$ 0	*$ 0*
		$ 0	$ 0	$ 0	$ 0	*$ 0*
RW	Local	$ 0	$ 0	$ 24,000	$ 0	*$ 0*
	STP	$ 0	$ 0	$ 96,000	$ 0	*$ 0*
		$ 0	$ 0	$ 0	$ 0	*$ 0*
CE	Local	$ 0	$ 0	$ 147,780	$ 0	*$ 0*
		$ 0	$ 0	$ 0	$ 0	*$ 0*
		$ 0	$ 0	$ 0	$ 0	*$ 0*
CN	Local	$ 0	$ 0	$ 197,040	$ 0	*$ 0*
	STP	$ 0	$ 0	$ 788,160	$ 0	*$ 0*
		$ 0	$ 0	$ 0	$ 0	*$ 0*
	Totals:	$ 0	$190,000.00	$1,252,980.00	$ 0	*$ 0*

Does the financial plan include the required costs for construction engineering in the CN phase?

Does the financial plan include the required costs for construction engineering in the CN phase?
☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?
☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

Bloomington/Monroe County Metropolitan Planning Organization

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: Roy Aten **Phone:** 812-349-3423

Address: 401 N. Morton St. Suite 130 **Fax:** 812-349-3520

Bloomington, IN **Email:** atenro@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: South Henderson Street Sidepath **DES Number:** # TBD

Project Location: South Henderson Street from the Black Lumber Trail to Winslow Road

Brief Project Description: This project will provide approximately 4,800 feet of an 8' wide (minimum) ADA compliant sidepath from the Black Lumber Trail to Winslow Road. Intersection pedestrian crossing safety enhancements will also be provided across Henderson Street, Miller Drive, South Drive, North Drive, and Graham Drive. The sidepath is expected to be on the east side of Henderson from Winslow Road to Miller Drive. The sidepath may shift to the west side of Henderson Street north of Miller Drive depending on right of way constraints and access to the Black Lumber Trail.

Allied Projects (other projects related to this one): Black Lumber Trail and Winslow Road Sidepath

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	$	$ 38,000	$ 0	$ 0	$
	TAP	$	$ 152,000	$ 0	$ 0	$
		$	$ 0	$ 0	$ 0	$
RW	Local	$	$ 0	$ 24,000	$ 0	$
	STP	$	$ 0	$ 96,000	$ 0	$
		$	$ 0	$ 0	$ 0	$
CE	Local	$	$ 0	$ 147,780	$ 0	$
		$	$ 0	$0	$ 0	$
		$	$ 0	$ 0	$ 0	$
CN	Local	$	$ 0	197,040	$ 0	$
	STP	$	$ 0	$ 788,160	$ 0	$
		$	$ 0	$ 0	$ 0	$
	Totals:	$ 0	$190,000.00	$1,252,980.00	$ 0	$

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 South Henderson Street Sidepath project will provide approximately 4,800 feet of an 8' wide (minimum) ADA compliant sidepath from the Black Lumber Trail to Winslow Road. Intersection pedestrian crossing safety enhancements will also be provided across Henderson Street, Miller Drive, South Drive, North Drive, and Graham Drive. Enhancements will include warning signs, crosswalk pavement markings and other countermeasures to improve safety at all intersection crossings. An existing sidewalk will be upgraded to a multi-use sidepath facility to accommodate a more diverse range of users. This sidepath will provide better access and mobility for many residents living near S. Henderson and will offer safe bicycle and pedestrian facilities that will link the Black Lumber Trail with the Winslow Road Sidepath. Destinations to Bloomington South High School, Frank Southern Ice Arena, shopping areas, and improved access to Bloomington Transit Routes #1 and #7 are some notable destinations that users may access via transit, bicycle, and/or walking.

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..

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP - 2008) with a sidepath along Winslow Road.

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

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

The BTGSP was adopted by City Council in 2008. This process involved public workshops, a resolution adoption through the City Plan Commission, and finally at City Council. Through all steps of the process the public had opportunity to comment and provide detailed feedback.

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): None

☐ 'Top Locations by Crash Rate' Year(s): None

☐ 'Top Locations by Crash Severity' Year(s): None

☐ 'Eligible HSIP Locations' Year(s): None

☐ 'Top Bicycle and Pedestrian Crash Locations' Year(s): None

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

At the intersection of Winslow Road and Walnut Street Pike 38 crashes occurred from 2009-2011.

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

At the intersection of Winslow Road and Walnut Street one fatal or incapacitating crash occurred from 2009-2011.

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)**

Bloomington Transit routes #1 and #7 run along S. Henderson Street and provide direct access for transit users. Route # 4 is within ¼ mile and provides service along portions of Winslow Road.

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 within the areas identified in the 2030 LRTP for underserved populations. However, there are higher density residential units within the study area (1/4 mile) and some units are subsidized for lower income families.

Project Readiness (30 points maximum):

a. What percentage of design work is currently completed for the project? **(10 points maximum)**

Project is only in the conceptual and scoping phase and 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)**

It is anticipated that the project will need to acquire right of way north of Miller Drive to the Black Lumber Trail, about 650 liner feet. This acquisition area would equate to approximately 13 % of the total project length, thus 87% is owned by the City.

c. Is this project eligible for a categorical exclusion from NEPA reviews? (**5 points maximum**)

Yes, it is anticipated the project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has been initiated and a determination made by INDOT/FHWA.

d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**

The funding request will fully fund the design phase for this project and further help leverage funding options for right of way acquisition and construction. The applications for this project (TAP and TIP) are requesting to use STP funds for rights of way and construction in FY 2018, with the assumption that TAP funds are awarded for FY 2017. The annual allocation for TAP projects is much less than the estimated construction costs for this project and therefore STP funds are required. Furthermore, phasing into a multi-year project is not practically feasible given the scope, respective costs, site constraints, and project delivery time necessary to complete this project.

PLEASE ATTACH THE FOLLOWING:

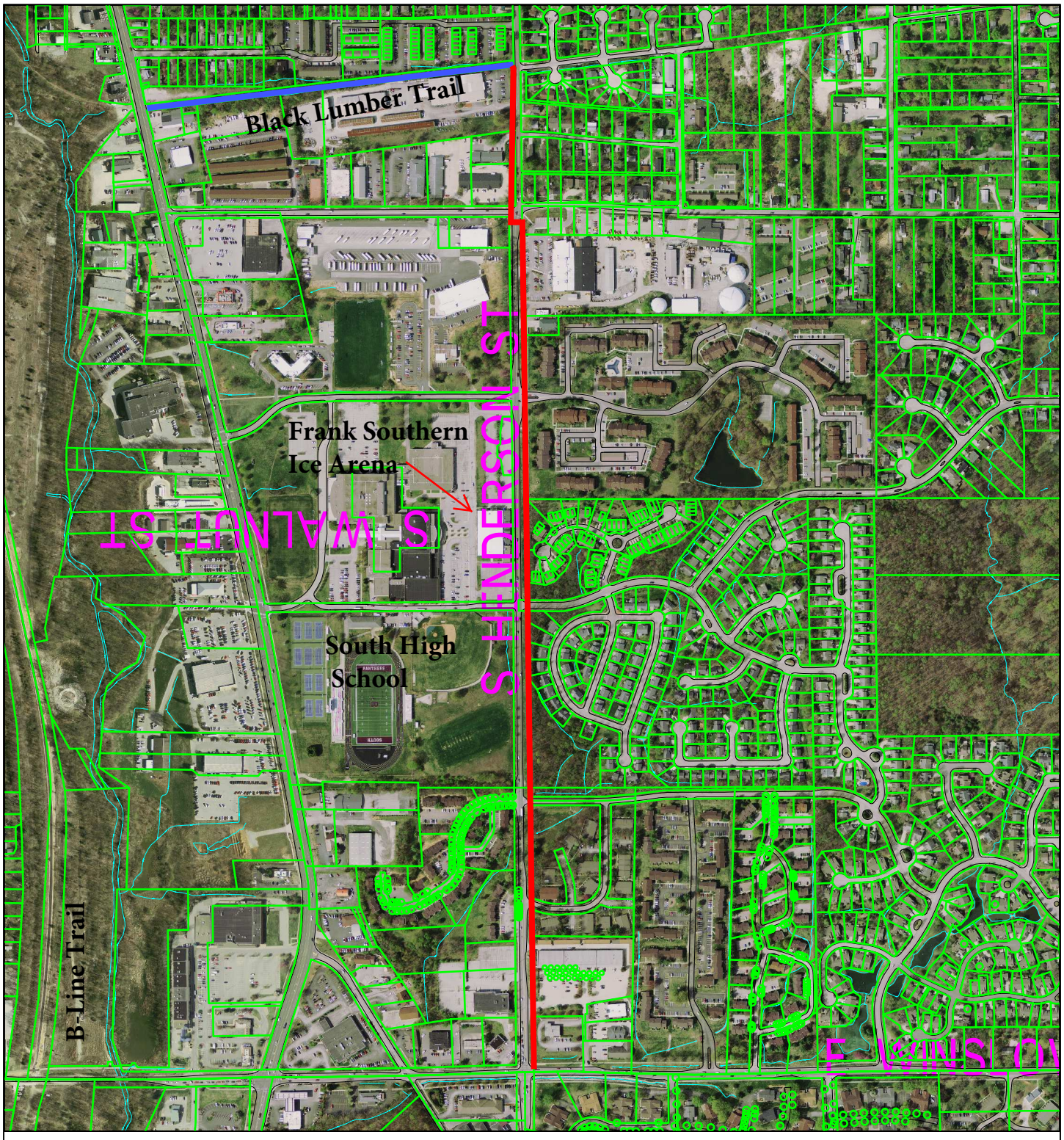
- **Cover letter signed by the highest elected local official as well as the highest financial officer of the LPA**
- **Project Map**
- **NEPA Approval Letter** (if applicable)
- **Letters of support** (if applicable)

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

Signature

1/9/15

Date



South Henderson Street Sidepath

City of Bloomington
Planning & Transportation

By: robinsos
26 Dec 14

650 0 650 1300 1950

N

Scale: 1" = 650'

For reference only; map information NOT warranted.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Rogers Street Pedestrian Refuge Island Project

RE: Highway Safety Improvement Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the HSIP call for projects for our Rogers Street Pedestrian Refuge Island project. This project is another example of an ongoing iteration of improvements aimed to improve bicycle and pedestrian activity and safety. 4th Street in Downtown Bloomington serves many functions and provides easy access to Indiana University and the B-Line Trail plus many businesses within Downtown because of its flat topography, low traffic volumes and speed, and its general character. It is identified as a Festival Street in the Downtown Vision and Infill Strategy Plan and recently bike lanes, crosswalks, and sharrows were installed as part of the Bikeways Implementation Plan. The intersection of 4th Street and Rogers Street is a gateway into Downtown or Prospect Hill Neighborhood, but Rogers Street presents crossing challenges. A conceptual design was prepared by Burgess and Niple for safety improvements at this location in 2012. This conceptual site plan is included for reference. In addition to the pedestrian refuge island, curb ramps and pedestrian warning devices will also be included as part of this project. Specifically, up to four solar powered Rectangular Rapid Flashing Beacon (RRFB) signs will be incorporated into the refuge island to ensure high compliance with yielding.

This project qualifies as a low-cost systemic improvement, Rule Number 11, as defined in the *INDOT Special Rules for Eligibility of Highway Safety Improvement Project,* released August 1, 2013. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost (local and federal) of the project will be $74,271 and we are requesting an HSIP match of 90% of the construction cost, or $58,635.

We are committed to completing this project early in calendar year 2016 and are pursuing a contract letting in March 2, 2016. Roy Aten will serve as the Employee Responsible in Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Tom Micuda, AICP
Planning and Transportation Director

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: 1/9/15

Section 3: Project Information

A. Project Name: Rogers Street Pedestrian Refuge Island

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

C. DES # (if assigned): TBD

D. Project Location (detailed description of project termini): The intersection of S. Rogers Street and West 4th Street.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):
State Highway Safety Plan – Emphasis Areas for Vulnerable User Crashes
2030 LRTP – Safety and Security policy guidance
Bicycle and Pedestrian Transportation and Greenways System Plan (2008) – Bikeway Implementation Plan
Downtown Vision and Infill Strategy Plan (2005)
South Rogers Street Identity Study (2009)

G. Allied Projects:
Bikeways Implementation Plan – bike lanes, crosswalks, and sharrows installation

H. Does the Project have an Intelligent Transportation Systems (ITS) component?
☐ Yes ☒ No
If yes, is the project included in the MPO's ITS Architecture?
☐ Yes ☒ No

I. Anticipated Letting Date: March 2, 2016

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$9,121	$	$	$	*$*
		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
RW		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
CE	Local	$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
CN	HSIP	$ 58,635	$	$	$	*$*
	Local	$ 6,515	$	$	$	*$*
		$ 0	$	$	$	*$*
	Totals:	$74,271.00	$	$	$	*$*

Does the financial plan include the required costs for construction engineering in the CN phase?
Project will be inspected by City Staff, so costs are accounted for through in-kind labor.

☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable -** This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

For requests after August 1, 2013

Print Form | Submit by Email

Highway Safety Improvement Program
Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	Dec 22, 2014	Submited by	BMCMPO
Local Public Agency	City of Bloomington		
Official Signatory	Mark Kruzan		
Office Title	Mayor		
Project Contact	Roy Aten		
Telephone	812-349-3423	Email	atenro@bloomington.in.gov

PROJECT

Request	New Project	Des No. of existing project	
Road Name			
Improvement Type	11 Install or upgrade pedestrian curb ramps and refuge areas at areas of high confli		

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

Intersection of West 4th Street and South Rogers Street
Monroe County
Bloomington Township
City of Bloomington

SCHEDULE AND FUNDING

○ If LPA is to contribute more than 10% match — Local Contribution Amount: 6,515

Existing project funding type: No existing project

P/E	9,121	Est. Start Date	6/20/2015
Land Acquisition	0	Est. Start Date	
Construction	65,150	Est. Start Date	3/2/2016
Construction Eng.	0		
Total	74,271		

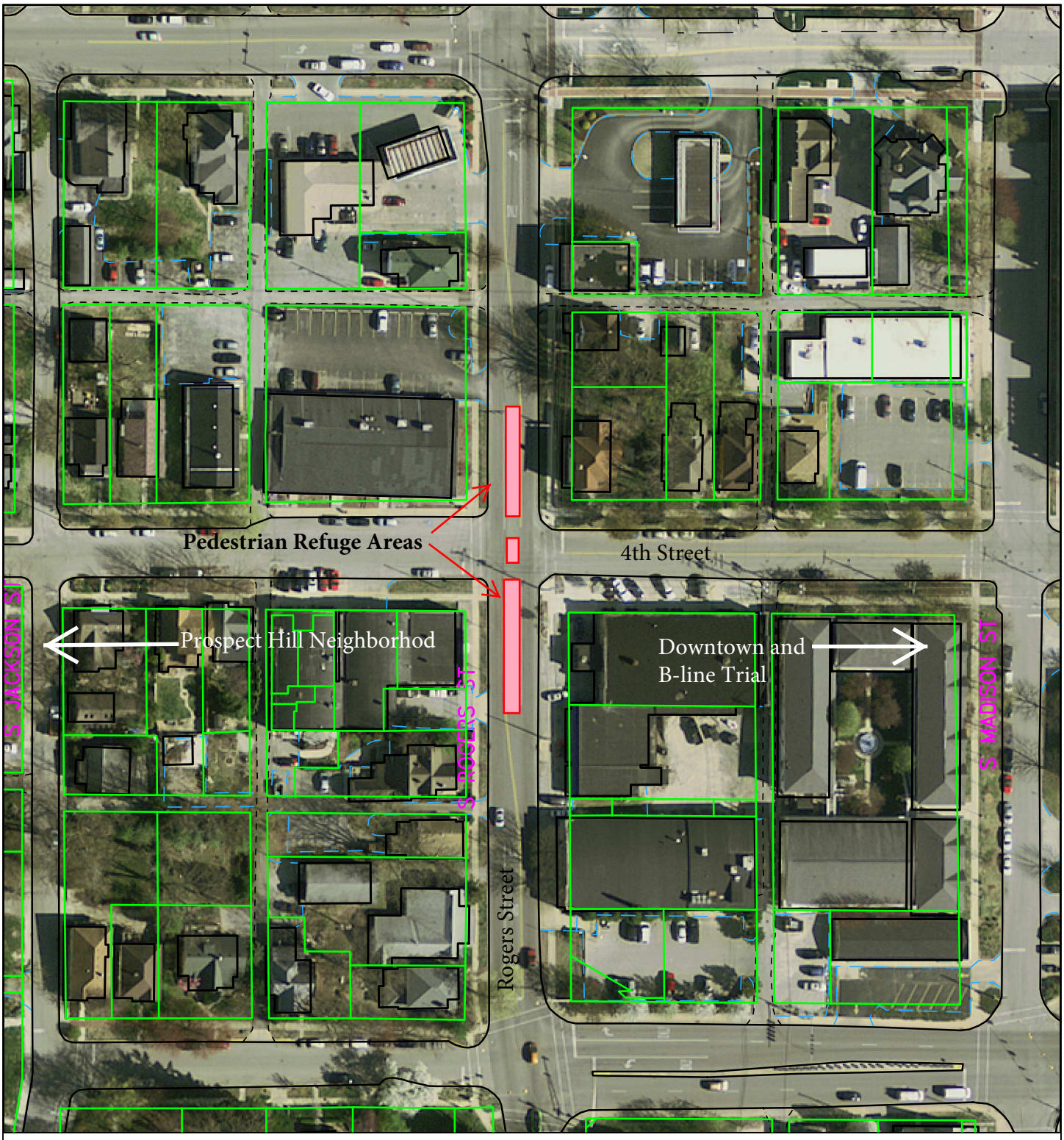
PROJECT INTENT (required)
Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

The Rogers Street Pedestrian Refuge Island project will improve curb ramps, provide a pedestrian refuge island, and install pedestrian warning signs including RRFB's. The 4th Street corridor is prioritized for high bicycle and pedestrian usage along with lower speed traffic and volumes.

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.

4th Street is a key pedestrian and bicyclist corridor that offers access to Indiana University, the Downtown Bloomington Central Business District, the B-line Trail, and the Prospect Hill Neighborhood. The 4th Street crossing at Rogers Street is at an uncontrolled intersection for north and south traffic on Rogers, which presents significant challenges to cross the road. This location is prioritized base on the following circumstances: 4th Street provides easy access to Indiana University, the B-Line Trail, many Downtown Bloomington businesses, and the Prospect Neighborhood; its flat topography, low traffic volumes and speed are very suitable to pedestrians and bicyclists; and it is identified in multiple local planning documents as a key corridor (Festival Street in the Downtown Vision and Infill Strategy Plan, bike lanes in the Bicycle and Pedestrian Transportation and Greenways Plan, context sensitive solutions in the South Rogers Street Identity Study). Traffic volumes on South Rogers are approximately 11,000 vehicles per day. Conversely, traffic volumes along 4th Street are approximately 2,000 east of Rogers and less than 1,000 west of Rogers. Furthermore, the downtown Bloomington Transit Station moved to another location and bus traffic has significantly been reduced along 4th Street due to the station's new location. New traffic counts for 4th Street have not been taken, but staff expects ADT to be lower on east of Rogers since the transit station moved. Together with local plans, major pedestrian and bicyclists destinations (generators), and system improvements to bicycle and pedestrian facilities, 4th Street is a high priority for pedestrian and bicycle modes of transportation.

A conceptual site plan has been prepared and is included for reference. In addition to the pedestrian refuge island, curb ramps and pedestrian warning devices will also be included as part of this project, which is also an eligible low-cost systemic safety improvement (Rule Number 6). Up to four solar powered Rectangular Rapid Flashing Beacon (RRFB) signs will be incorporated into the refuge island to ensure high compliance with yielding.



Rogers Street Pedestrian Refuge Island

City of Bloomington
Planning & Transportation

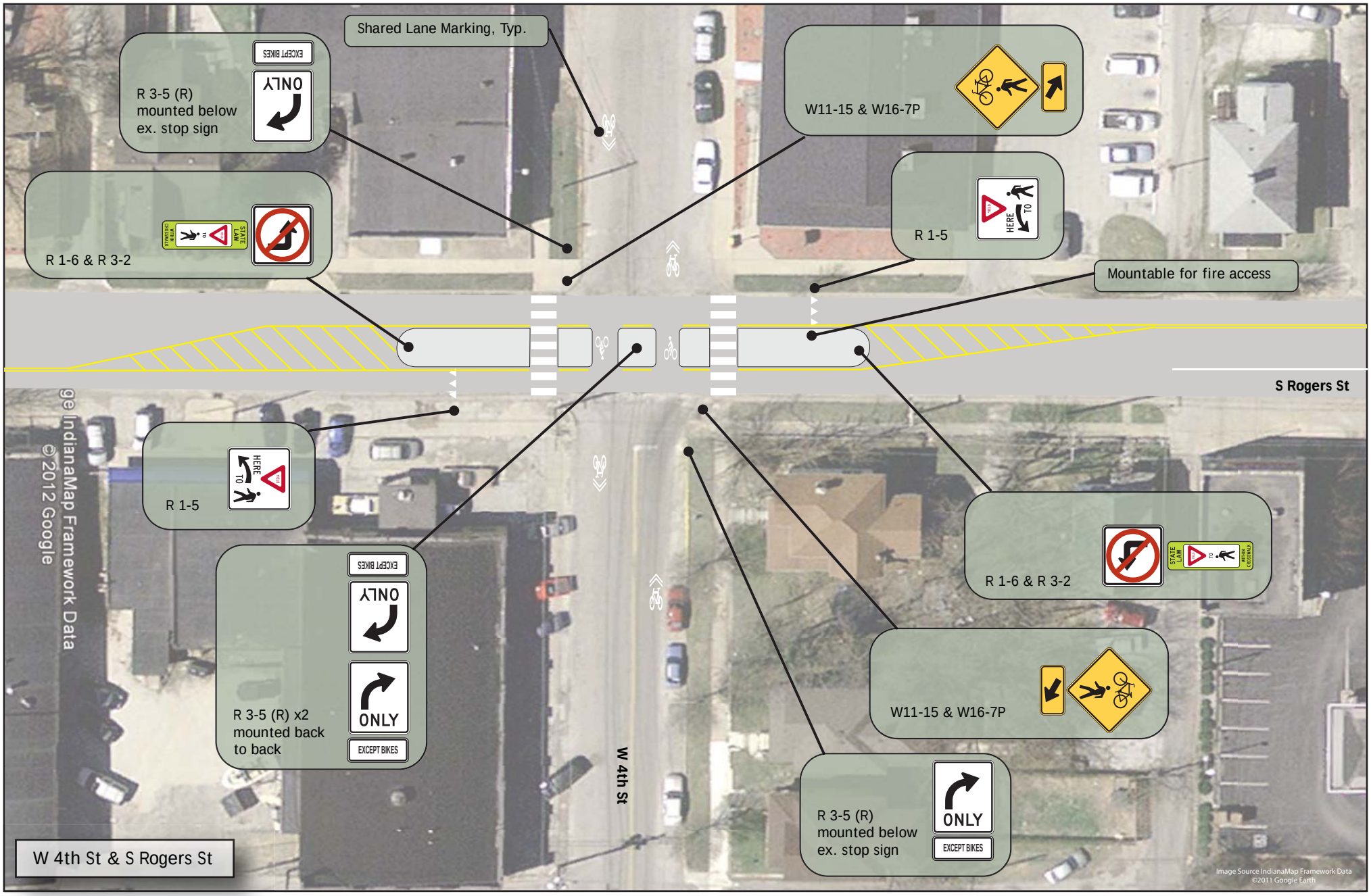
By: robinsos
23 Dec 14

100 0 100 200 300

N

Scale: 1" = 100'

For reference only; map information NOT warranted.



IM4 4th Street: Rogers St to Indiana Ave

Bloomington Bikeways Implementation Plan

Source: Google Earth Aerial
Author: RW
Date: March 2012

THE CITY OF BLOOMINGTON

BURGESS & NIPLE
Engineers ■ Architects ■ Planners

alta PLANNING + DESIGN

January 5, 2014

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Allen Street Neighborhood Greenway Rectangular Rapid Flashing Beacon (RRFB) Project

RE: Highway Safety Improvement Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the HSIP call for projects for our Allen Street Neighborhood Greenway Rectangular Rapid Flashing Beacon (RRFB) project. This project will improve the crossing conditions for pedestrians and bicyclists crossing at South Walnut Street and East Allen Street with the installation of up to four solar powered RRFB signs. Recently, a protected refuge island was installed as well as crosswalk pavement markings and crosswalk warning signs. This crossing is an important link between neighborhoods, Bryan Park, and the B-Line Trail. But challenging multi-lane crossing conditions remain for users who cross S. Walnut at this intersection. Typical Average Daily Traffic volumes along S. Walnut Street are ~19,000. This project will improve the crossing conditions and safety significantly. The installation of RRFB's will enhance safety and effectiveness of other treatments already in place by increasing yielding to pedestrians. A Transportation Research Board Study found yielding went from 18% to 88% when using RRFB's. Furthermore, user-activated RRFB's are an effective lower cost alternative to traffic signals when used to supplement standard pedestrian crossing warning signs and markings.

This project qualifies as a low-cost systemic improvement, Rule Number 6, as defined in the *INDOT Special Rules for Eligibility of Highway Safety Improvement Project,* released August 1, 2013. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost of the project is estimated at $21,000 and we are requesting an HSIP match of 90%, or $18,900.

We are committed to completing this project in calendar year 2016 and are pursuing a contract letting in March 2, 2016. Roy Aten will serve as the Employee of Responsible Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Tom Micuda, AICP
Planning and Transportation Director

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: 1/9/15

Section 3: Project Information

A. Project Name: Allen Street Neighborhood Greenway RRFB

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

C. DES # (if assigned): TBD

D. Project Location (detailed description of project termini): Intersection of South Walnut Street and East Allen Street including existing refuge island.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):
State Highway Safety Plan – Emphasis Areas for Vulnerable User Crashes
2030 LRTP – Safety and Security policy guidance
Bicycle and Pedestrian Transportation and Greenways System Plan – Bikeway Implementation Plan

G. Allied Projects:
Allen Street Pedestrian and Bicycle Refuge Island (2013)

H. Does the Project have an Intelligent Transportation Systems (ITS) component?
☐ Yes ☒ No
If yes, is the project included in the MPO's ITS Architecture?
☐ Yes ☒ No

I. Anticipated Letting Date: March 2, 2016

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
RW		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
CE	Local	$0	$	$	$	*$*
		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
CN	HSIP	$ 18,900	$	$	$	*$*
	Local	$ 2,100	$	$	$	*$*
		$0	$	$	$	*$*
	Totals:	$21,000.00	$	$	$	*$*

Does the financial plan include the required costs for construction engineering in the CN phase?
Project will be inspected by City staff, so costs are accounted for through in-kind labor.
☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable -** This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

For requests after August 1, 2013

Print Form | Submit by Email

Highway Safety Improvement Program
Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	Dec 22, 2014	Submited by	BMCMPO
Local Public Agency	City of Bloomington		
Official Signatory	Mark Kruzan		
Office Title	Mayor		
Project Contact	Roy Aten		
Telephone	812-349-3423	Email	atenro@bloomington.in.gov

PROJECT

Request	New Project	Des No. of existing project	
Road Name	Allen Street and South Walnut Street		
Improvement Type	6 Install new pedestrian crosswalk warning signs, flashing beacons, special paveme		

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

Monroe County
Perry Township
City of Bloomington
Intersection of South Walnut Street and East Allen Street

SCHEDULE AND FUNDING

○ If LPA is to contribute more than 10% match — Local Contribution Amount: 2,100

Existing project funding type: No existing project

P/E	0	Est. Start Date	
Land Acquisition	0	Est. Start Date	
Construction	21,000	Est. Start Date	3/2/2016
Construction Eng.	0		
Total	21,000		

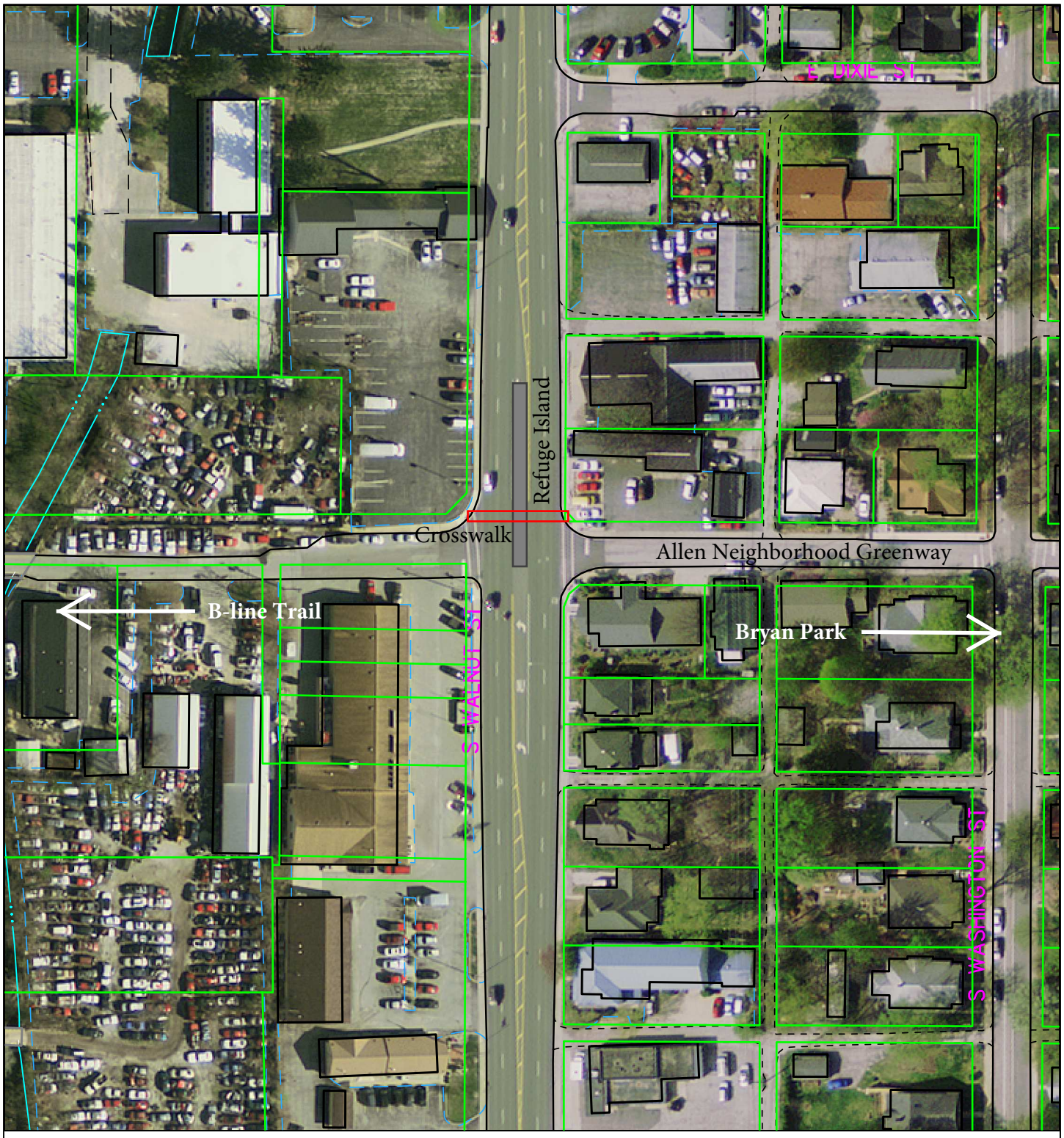
PROJECT INTENT (required)
Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

This project will improve the crossing conditions for pedestrians and bicyclists crossing at the South Walnut Street and East Allen Street intersection with the installation of up to four solar powered RRFB signs.

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.

Recently (2012), a protected refuge island was installed at this location including crosswalk pavement markings and crosswalk warning signs. This crossing is an important link between neighborhoods, Bryan Park, and the B-Line Trail. Allen Street is identified as a Neighborhood Greenway that prioritizes non-motorized modes of transportation and low vehicle speeds and traffic volumes of motorized modes. Increases in pedestrian and bicycle activity continue to grow. South Walnut Street is a major urban arterial which Allen Street intersects with and presents a significant challenge to cross for many users. Neighborhood residences and access to Bryan Park and the B-Line Trail are some key destinations that Allen Street serves. But challenging, multi-lane crossing conditions remain for users who cross at S. Walnut Street. Typical Average Daily Traffic volumes along S. Walnut Street are ~19,000. This project will improve the crossing conditions and safety significantly. The installation of RRFB's will enhance safety effectiveness of other treatments already in place by increasing yielding to pedestrians. A Transportation Research Board Study found yielding went from 18% to 88% when using RRFB's. Furthermore, user-activated RRFB's are an effective lower cost alternative to traffic signals when used to supplement standard pedestrian crossing warning signs and markings.

This project qualifies as a low-cost systemic improvement, Rule Number 6, as defined in the INDOT Special Rules for Eligibility of Highway Safety Improvement Project, released August 1, 2013. A map showing the project location and major pedestrian generators is attached.



Allen Street Neighborhood Greenway – South Walnut RRFB Crossing Project

City of Bloomington
Planning & Transportation

By: robinsos
22 Dec 14

100 0 100 200 300

N

Scale: 1" = 100'

For reference only; map information NOT warranted.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Moores Pike Guardrail Project

RE: Highway Safety Improvement Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the HSIP call for projects for our Moores Pike Guardrail project. This project will bring important safety improvements along E. Moores Pike protecting both motorists and non-motorized travelers with a new guardrail (~160 long). This location averages approximately 11,500 vehicles per day and had 11 crashes from 2010-2012. Several off roadway obstructions are present and pose additional safety concerns in the event of collisions. This project aims to reduce the severity of crashes by preventing collisions with obstructions in roadway departure crashes. More importantly, this has the potential to prevent fatal crashes in the future because of the roadway's close proximity to the pedestrian path (vulnerable users), stream, retaining wall, and utility pole, coupled with the differences in relative elevations/grade. Because of these unique site conditions, along with the history of crashes and heavy traffic volumes, this location is a high priority.

This project qualifies as a low-cost systemic improvement, Rule Number 10, as defined in the *INDOT Special Rules for Eligibility of Highway Safety Improvement Project,* released August 1, 2013. It also addresses an emphasis area, roadway departure crashes, identified in the state's 2010 Strategic Safety Highway Plan. The project design will include a range of improvements. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost (local and federal) of the project is estimated at $40,640 and we are requesting an HSIP construction match of 90%, or $28,116.

We are committed to completing this project in calendar year 2016 and are pursuing a contract letting in February 3, 2016. Roy Aten will serve as the Employee of Responsible Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Tom Micuda, AICP
Planning and Transportation Director

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: 1/9/15

Section 3: Project Information

A. Project Name: Moores Pike Guardrail

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

C. DES # (if assigned): TBD

D. Project Location (detailed description of project termini): E. Moores Pike, approximately 220 feet west of Valley Forge Road to 400 feet west of Valley Forge Road along the south side of the roadway.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):
State Highway Safety Plan – Emphasis Areas for Roadway Departure Crashes
2030 LRTP – Safety and Security policy guidance

G. Allied Projects: Moores Pike Roundabout

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

☐ Yes ☒ No

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

☐ Yes ☒ No

I. Anticipated Letting Date: February 3, 2016

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$ 4,700	$	$	$	*$*
		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
RW		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
CE	Local	$ 4,700	$	$	$	*$*
		$ 0	$	$	$	*$*
		$ 0	$	$	$	*$*
CN	HSIP	$ 28,116	$	$	$	*$*
	Local	$ 3,124	$	$	$	*$*
		$ 0	$	$	$	*$*
	Totals:	$40,640.00	$	$	$	*$*

Does the financial plan include the required costs for construction engineering in the CN phase?

☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable -** This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

For requests after August 1, 2013

Print Form | Submit by Email

Highway Safety Improvement Program
Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	Dec 22, 2014	Submited by	BMCMPO
Local Public Agency	City of Bloomington		
Official Signatory	Mark Kruzan		
Office Title	Mayor		
Project Contact	Roy Aten		
Telephone	812-349-3423	Email	atenro@bloomington.in.gov

PROJECT

Request	New Project	Des No. of existing project	TBD
Road Name	Moores Pike		
Improvement Type	10 Install guardrails or median barrier at locations where none existed before		

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

Monroe County
Perry Township
Bloomington, Indiana
Approximately 220 feet West from the intersection of Valley Forge Road and Moores Pike along E. Moores Pike.

SCHEDULE AND FUNDING

◯ If LPA is to contribute more than 10% match — Local Contribution Amount

Existing project funding type: Local Funds

P/E	4,700	Est. Start Date	9/1//2015
Land Acquisition	0	Est. Start Date	
Construction	31,240	Est. Start Date	2/3/2016
Construction Eng.	4,700		
Total	40,640		

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.

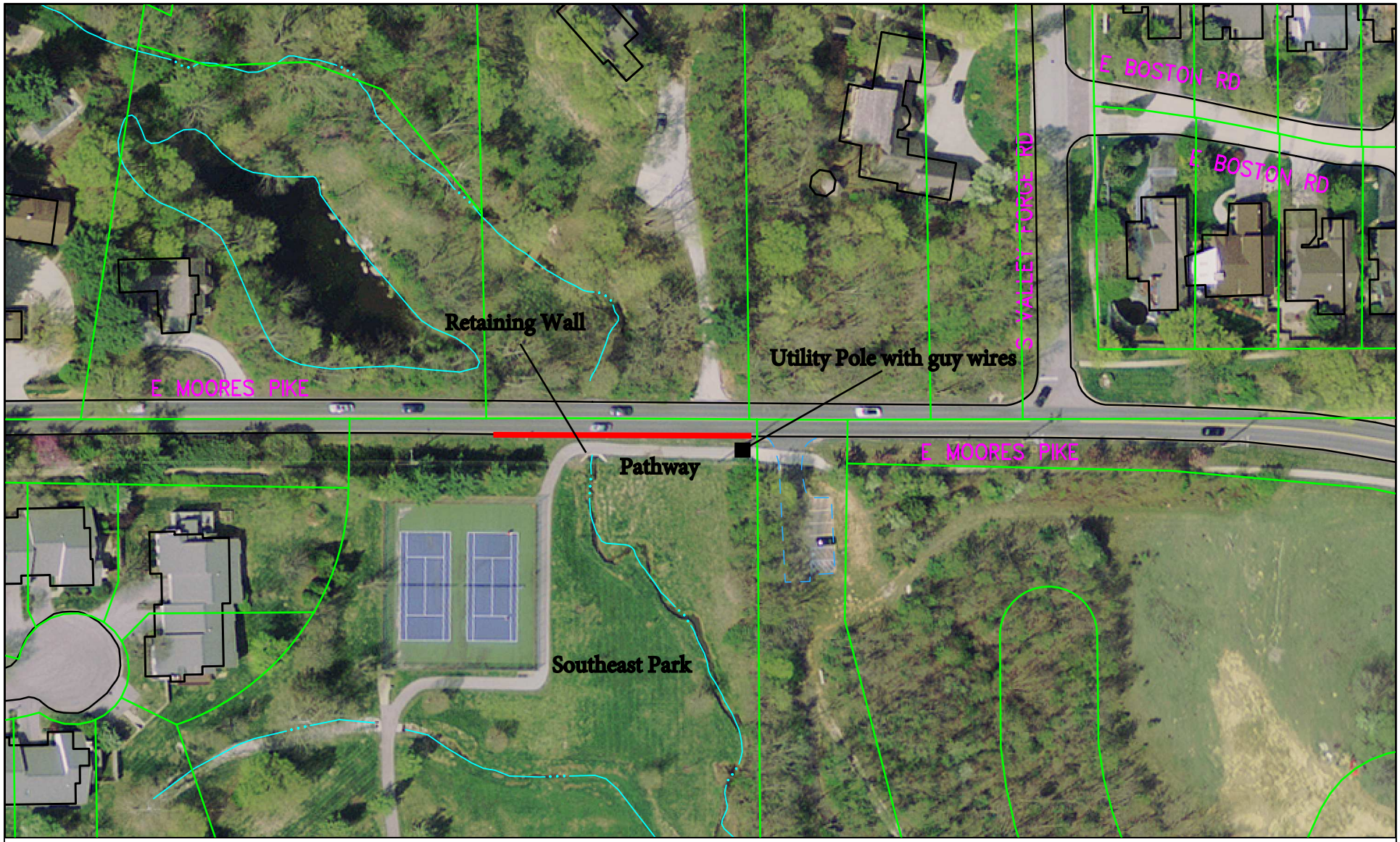
Installation of a new guardrail (~160 long) aims to prevent roadway departure crashes and collisions with several off-road obstructions. The guardrail will also increase the safety for non-motorized travelers (vulnerable users) using the path to access a community park (destination) and other destinations in the event of roadway departure crashes.

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.

The project location is along E. Moores Pike (denoted with red line on attached map) adjacent to Southeast Park (destination), a bicycle and pedestrian path (below the street grade by ~4 feet), a utility pole with guy wires, and a stream with drainage concrete retaining walls. Moores Pike has a posted speed limit of 30 M.P.H. and has a traffic volume of ~ 11,500 ADT. From 2010-2012, 11 crashes were reported at or near this location, including one roadway departure crash. Completed engineering plans and inspection services will be completed with local resources. No right of way (ROW) is anticipated for this project, as the location is either within existing ROW or property owned by the City of Bloomington (Southeast Park).

This project will reduce the severity of crashes by preventing collisions with obstructions in roadway departure crashes with the installation of a new guardrail following INDOT specified design guidelines. More importantly, this project has the potential to prevent fatalities because of the roadway's close proximity to the pedestrian path (with vulnerable users), stream, retaining wall, and utility pole, which is further compounded by the relative differences in elevations between the roadway and obstructions on the south side of the road. According to FHWA, 51% of departure crashes result in fatalities (http://safety.fhwa.dot.gov/roadway_dept/crash_facts/). Four of the top five "First Harmful Event in Roadway Departure Crashes" (overturn vehicle, trees, drainage features, posts/poles) are possible events that may occur at this project location.

Because of these unique site conditions along with the history of crashes, heavy traffic volumes, and possible crash costs, this location is a high priority. The INDOT Index of Crash Cost is expected to exceed 1.5, given the high costs of crashes and the relative costs for the proposed mitigation or countermeasures for this location. If approved, the City of Bloomington will continue to maintain the guardrail after completion of this project.



Moores Pike – HSIP new guardrail

By: robinsos
16 Dec 14

100 0 100 200 300 400

N

City of Bloomington
Planning & Transportation

Scale: 1" = 100'

For reference only; map information NOT warranted.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

2nd Street and College Avenue Signal Replacement Project

RE: Highway Safety Improvement Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the HSIP call for projects for our 2nd Street and College Avenue Signal Replacement project. This project will bring the signal and intersection curb ramps into compliance with Federal Americans with Disabilities Act requirements and other applicable safety standards. This intersection is within Downtown Bloomington and experiences high levels of pedestrian, bicycle, transit, and motor vehicle activity. College Avenue and 2nd Street are two urban arterials that experience average daily traffic volumes in the 12,000 range. It is also adjacent to Seminary Park and a large grocery store amongst other local businesses. Needless to say this area has many destinations. The existing signal is nearing its life expectancy and is quickly becoming obsolescent when meeting current safety standards and best engineering practices. Furthermore, this intersection is listed on the most recent BMCMPO Crash Report and is ranked as 21 in the top fifty crash locations from 2009-2011 by crash frequency, which make this a priority for safety improvements.

This project also qualifies as a low-cost systemic improvement, Rule Number 2, as defined in the *INDOT Special Rules for Eligibility of Highway Safety Improvement Project,* released August 1, 2013. The project design will include a range of signal improvements to this busy urban intersection.

The total cost of the project (local and federal) will be $234,300 and we are requesting an HSIP match of 90% of total construction cost, or $153,000. There may be some minimal right of way acquisition necessary for the new signal poles and is included in the overall project estimate.

We are committed to completing this project in calendar year 2016 and are pursuing a contract letting on September 14, 2016. Roy Aten will serve as the Employee Responsible in Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Tom Micuda, AICP
Planning and Transportation Director

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

R.A. — 1/12/15

Employee in Responsible Charge (ERC) — Date

Section 3: Project Information

A. Project Name: 2nd Street and College Avenue Signal Replacement

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

C. DES # (if assigned): TBD

D. Project Location (detailed description of project termini): Intersection of 2nd Street and College Avenue - signal replacement and upgrade.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):
BMCMPO 2009-2011 Crash Report – ranked as 21st of the top fifty crash locations by crash frequency
State Highway Safety Plan – Emphasis Areas for Intersection Crashes
2030 LRTP – Safety and Security policy guidance

G. Allied Projects: College Avenue Streetscape

H. Does the Project have an Intelligent Transportation Systems (ITS) component?
☐ Yes ☒ No
If yes, is the project included in the MPO's ITS Architecture?
☐ Yes ☒ No

I. Anticipated Letting Date: September 14, 2016

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	$ 23,800	$ 0	$	$	$
		$ 0	$ 0	$	$	$
		$ 0	$ 0	$	$	$
RW	Local	$ 15,000	$ 0	$	$	$
		$0	$ 0	$	$	$
		$ 0	$ 0	$	$	$
CE	Local	$ 0	$ 25,500	$	$	$
		$ 0	$ 0	$	$	$
		$ 0	$ 0	$	$	$
CN	HSIP	$ 0	$ 153,000	$	$	$
	Local	$ 0	$ 17,000	$	$	$
		$ 0	$ 0	$	$	$
	Totals:	$38,800.00	$195,500.00	$	$	$

Does the financial plan include the required costs for construction engineering in the CN phase?
☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

For requests after August 1, 2013

Print Form | Submit by Email

Highway Safety Improvement Program
Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	Dec 22, 2014	Submited by	BMCMPO
Local Public Agency	City of Bloomington		
Official Signatory	Mark Kruzan		
Office Title	Mayor		
Project Contact	Roy Aten		
Telephone	812-349-3423	Email	atenro@bloomington.in.gov

PROJECT

Request	New Project	Des No. of existing project	
Road Name	2nd Street and College Avenue Signal		
Improvement Type	2 Upgrade traffic signals to a minimum of one signal head per travel lane		

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

Intersection of 2nd Street and College Avenue
Monroe County,
Perry Township
Bloomington, Indiana

SCHEDULE AND FUNDING

○ If LPA is to contribute more than 10% match — Local Contribution Amount: 17,000

Existing project funding type: No existing project

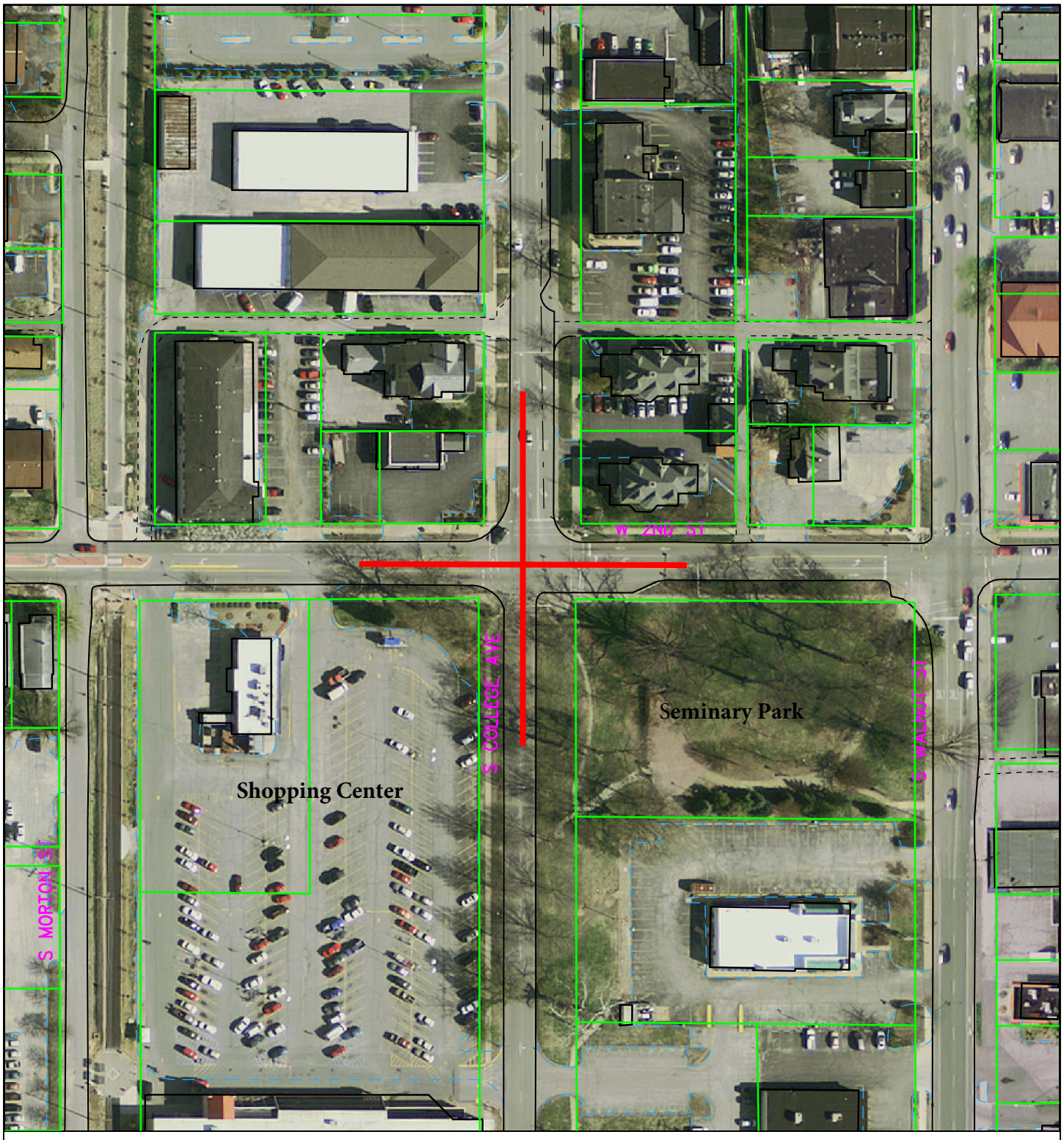
P/E	23,800	Est. Start Date	9/1/2015
Land Acquisition	15,000	Est. Start Date	3/1/2016
Construction	170,000	Est. Start Date	9/14/2016
Construction Eng.	25,500		
Total	234,300		

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.

Replace the signal at the intersection of 2nd Street and College Avenue with a new traffic signal that meets or exceeds applicable safety and engineering standards and guidelines.

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.

The new signal will have safety enhancements, such as black backing plates, one signal head per traffic lane, pedestrian signals and countdown signals, and other features to meet or exceed ADA and other applicable traffic safety and engineering standards. This intersection is ranked 21st on the BMCMPO's most recent Crash Report for top fifty crash locations by frequency. The previous report, the intersection was ranked 17th and continues to demonstrates a history of high crash frequencies. Modern signal enhancements are proven countermeasure that have reduce the frequency and severity of crashes. Effective countermeasures will be included as part of this signal improvement and generally will meet the following low cost systematic safety improvement criteria: upgrade traffic signals to a minimum of one signal head per travel lane; install black backing plates with reflective border on all traffic signal heads; make changes to yellow interval traffic signal timing or signal interconnect to improve safety; and install pedestrian push button and countdown heads on traffic signals.



2nd Street and College Avenue Signal Replacement

City of Bloomington
Planning & Transportation

By: robinsos
17 Dec 14

120 0 120 240 360

N

Scale: 1" = 120'

For reference only; map information NOT warranted.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

3rd Street and Woodscrest Drive Signal Replacement Project

RE: Highway Safety Improvement Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the HSIP call for projects for our 3rd Street and Woodscrest Drive Signal Replacement project. This project will bring the signal and intersection curb ramps into compliance with Federal Americans with Disabilities Act requirements and other applicable safety standards. This intersection is along an urban arterial and near regional shopping centers and experiences high levels of pedestrian, bicycle, transit, and motor vehicle activity. East 3rd Street experiences average daily traffic volumes in the 21,000 range. Woodscrest Drive has average daily traffic volumes in the 5,000 range south of 3rd Street, but north of 3rd Street counts are estimated at less than 1,000 since it only serves the Green Acres Neighborhood. This intersection also has a skewed alignment where a new signal can improve sight lines and visibility. The existing signal is nearing its life expectancy and is quickly becoming obsolescent when meeting current safety standards and best engineering practices. Furthermore, this intersection is listed on the most recent BMCMPO Crash Report and is ranked in the top 10 crash locations from 2009-2011 for bicycles and pedestrians, which make this a priority for safety improvements.

This project also qualifies as a low-cost systemic improvement, Rule Number 2, as defined in the *INDOT Special Rules for Eligibility of Highway Safety Improvement Project,* released August 1, 2013. The project design will include a range of signal improvements to this busy urban intersection.

The total cost of the project (local and federal) will be $271,500 and we are requesting an HSIP match of 90% of the construction cost, or $202,500. There may be some minimal right of way acquisition necessary for the new signal poles, which is included in the overall project estimate.

We are committed to completing this project in calendar year 2017 and are pursuing a contract letting on March 1, 2017. Roy Aten will serve as the Employee of Responsible Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Tom Micuda, AICP
Planning and Transportation Director

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

R A 1/9/15

Employee in Responsible Charge (ERC) Date

Section 3: Project Information

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

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

C. DES # (if assigned): TBD

D. Project Location (detailed description of project termini): Intersection of East 3rd Street and Woodscrest Drive.

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

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

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

H. Does the Project have an Intelligent Transportation Systems (ITS) component?
☐ Yes ☒ No
If yes, is the project included in the MPO's ITS Architecture?
☐ Yes ☒ No

I. Anticipated Letting Date: March 1, 2017

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$ 31,500	$ 0	$	$	*$*
		$ 0	$ 0	$	$	*$*
		$ 0	$ 0	$	$	*$*
RW	Local	$ 15,000	$ 0	$	$	*$*
		$ 0	$ 0	$	$	*$*
		$ 0	$ 0	$	$	*$*
CE	Local	$ 0	$ 0	$	$	*$*
		$ 0	$ 0	$	$	*$*
		$ 0	$ 0	$	$	*$*
CN	HSIP	$ 0	$ 202,500	$	$	*$*
	Local	$ 0	$ 22,500	$	$	*$*
		$ 0	$ 0	$	$	*$*
	Totals:	$46,500.00	$225,000.00	$	$	*$*

Does the financial plan include the required costs for construction engineering in the CN phase?
Project will be inspected by City staff, so costs are accounted for through in-kind labor.
☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable -** This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

For requests after August 1, 2013

Print Form | Submit by Email

Highway Safety Improvement Program
Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	Dec 22, 2014	Submited by	BMCMPO
Local Public Agency	City of Bloomington		
Official Signatory	Mark Kruzan		
Office Title	Mayor		
Project Contact	Roy Aten		
Telephone	812-349-3423	Email	atenro@bloomington.in.gov

PROJECT

Request	New Project	Des No. of existing project	
Road Name	3rd Street and Woodscrest Drive Signal Replacement		
Improvement Type	2 Upgrade traffic signals to a minimum of one signal head per travel lane		

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

Intersection of East 3rd Street and Woodscrest Drive
Monroe County
Bloomington Township
City of Bloomington

SCHEDULE AND FUNDING

◯ If LPA is to contribute more than 10% match — Local Contribution Amount: 69,000

Existing project funding type: No existing project

P/E	31,500	Est. Start Date	1/15/2016
Land Acquisition	15,000	Est. Start Date	8/15/2016
Construction	225,000	Est. Start Date	3/1/2017
Construction Eng.			
Total	271,500		

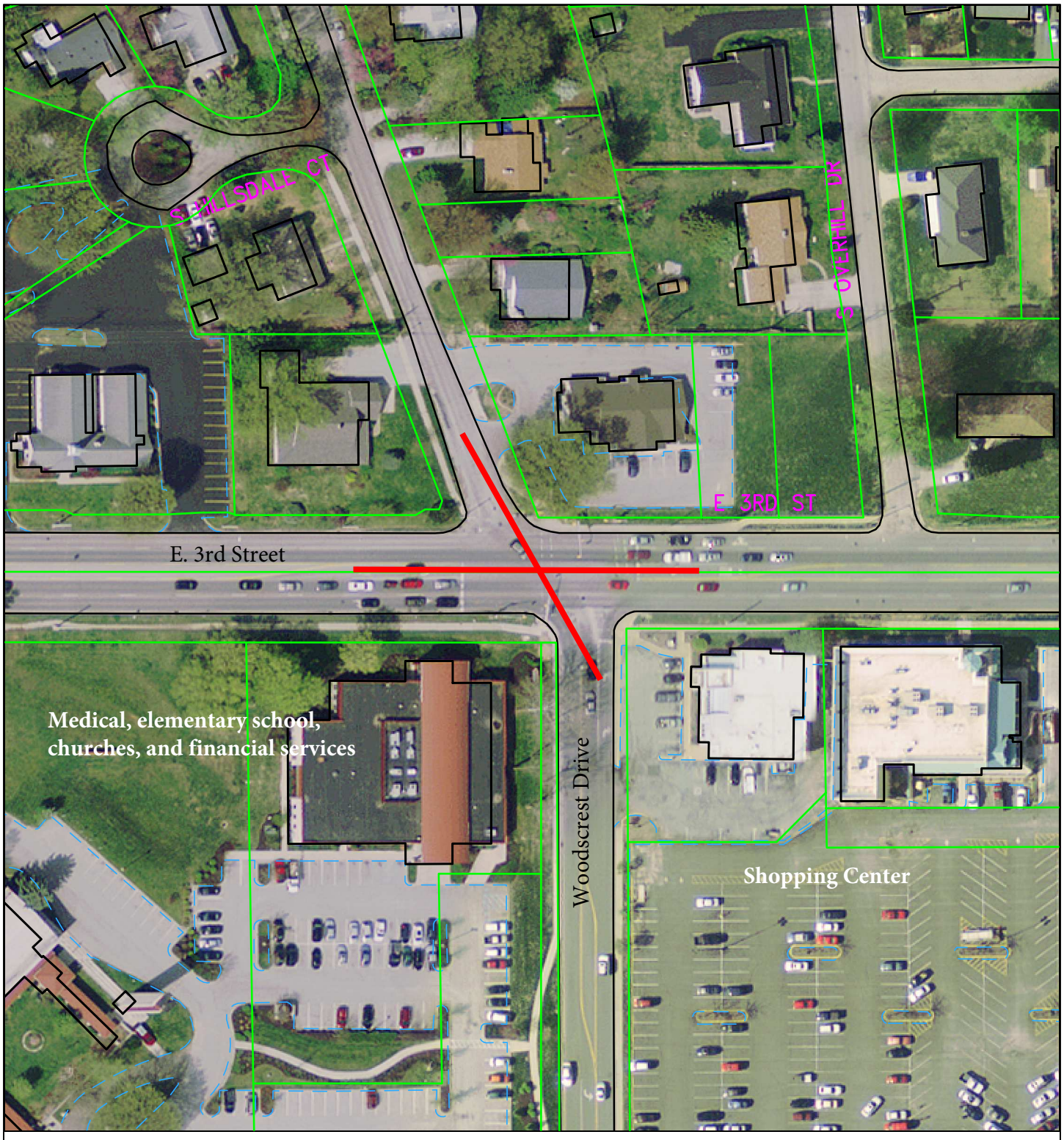
PROJECT INTENT (required)
Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

Replace the signal at the intersection of 3rd Street and Woodscrest Drive with a new traffic signal that meets or exceeds applicable safety and engineering standards and guidelines.

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.

The new signal will have safety enhancements, such as black backing plates, one signal head per traffic lane, pedestrian signals and countdown signals, and other features to meet or exceed ADA and other applicable traffic safety and engineering standards. This intersection is ranked in the top ten on the BMCMPO's most recent Crash Report for bicycle and pedestrian crash locations. The previous report, the intersection was also ranked in the top ten and continues to demonstrates a history of high crash frequencies. Modern signal enhancements are a proven countermeasure that have reduced the frequency and severity of crashes. Effective countermeasures will be included as part of this signal improvement and generally will meet the following low cost systematic safety improvement criteria: upgrade traffic signals to a minimum of one signal head per travel lane; install black backing plates with reflective border on all traffic signal heads; make changes to yellow interval traffic signal timing or signal interconnect to improve safety; and install pedestrian push button and countdown heads on traffic signals.

Construction engineering/inspection may be performed by certified City staff.



3rd Street and Woodscrest Signal Replacement

City of Bloomington
Planning & Transportation

By: robinsos
24 Dec 14

100 0 100 200 300

N

Scale: 1" = 100'

For reference only; map information NOT warranted.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Jackson Creek Trail Project

RE: Transportation Alternatives Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the TAP call for projects for our Jackson Creek Trail project. This project will add to the Jackson Creek Trail by extending the trail to the south and north of the existing trail. In total this project will more than double the length of the existing Jackson Creek Trail and provide approximately 2 miles of trail. It will make key neighborhood connections to the north and complete a key connection going south where ultimately the trail will one day connect to the Clear Creek Trail. It also will link destinations for schools (Jackson Creek Middle School and Childs Elementary) and parks (Southeast, Sherwood Oaks, and Olcott).

This project qualifies under the Transportation Alternatives Program for several eligible activities: sidewalks; off-street bicycle infrastructure; traffic calming; and safe routes for non-drivers. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total construction cost of the project is estimated at over $2,200,000 in 2020 and we are requesting a TAP match of 80%, or $352,000 for preliminary engineering design in FY 2018 and FY 2019.

We are committed to completing the preliminary engineering for this project in calendar year 2019 and are pursuing a contract letting sometime in FY 2020 or March 4, 2020. Dave Williams will serve as the Employee Responsible in Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Tom Micuda, AICP
Planning and Transportation Director

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Dave Williams
Phone: 812-349-3423
Email: williamd@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: 1/9/15

Section 3: Project Information

A. Project Name: Jackson Creek Trail

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

C. DES # (if assigned): TBD

D. Project Location (detailed description of project termini): Southeast Park/Arden Drive to High Street and then to Sherwood Oaks Park/Goat Farm heading south to Rhorer Road and then east to Sare Road.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):
Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan.

G. Allied Projects: Childs Safe Routes to School, Jackson Creek Trail Phase 1, and Fullerton Pike

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

☐ Yes ☒ No

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

☐ Yes ☒ No

I. Anticipated Letting Date: March 4, 2020

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	Local	$	$	$ 50,000	$ 38,000	*$ 0*
	TAP	$	$	$ 200,000	$ 152,000	*$ 0*
		$	$	$ 0	$ 0	*$ 0*
RW	Local	$	$	$ 0	$ 0	*$ 40,000*
	STP	$	$	$ 0	$ 0	*$ 160,000*
		$	$	$ 0	$ 0	*$ 0*
CE	Local	$	$	$ 0	$ 0	*$ 246,918*
		$	$	$ 0	$ 0	*$ 0*
		$	$	$ 0	$ 0	*$ 0*
CN	Local	$	$	$ 0	$ 0	*$ 352,740*
	STP	$	$	$ 0	$ 0	*$ 1,258,960*
	TAP	$	$	$ 0	$ 0	*$ 152,000*
	Totals:	$	$	$250,000.00	$190,000.00	*$2,210,618.00*

Does the financial plan include the required costs for construction engineering in the CN phase?

☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

Bloomington/Monroe County Metropolitan Planning Organization

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: Dave Williams **Phone:** 812-349-3423

Address: 401 N. Morton St. Suite 130 **Fax:** 812-349-3520

Bloomington, IN **Email:** williamd@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Jackson Creek Trail **DES Number:** # TBD

Project Location: Southeast Park/Arden Drive to High Street and then to Sherwood Oaks Park/Goat Farm heading south to Rhorer Road and then east to Sare Road.

Brief Project Description: Multi-use Trail extension of the Jackson Creek Trail going south to Rhorer Road and going north to Southeast Park.

Allied Projects (other projects related to this one): Jackson Creek Trail/Goat Farm, Childs Safe Routes to School, and Fullerton Pike.

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	$	$	$ 50,000	$ 38,000	*$ 0*
	TAP	$	$	$ 200,000	$ 152,000	*$ 0*
		$	$	$ 0	$ 0	*$ 0*
RW	Local	$	$	$ 0	$ 0	*$ 40,000*
	STP	$	$	$ 0	$ 0	*$ 160,000*
		$	$	$ 0	$ 0	*$ 0*
CE	Local	$	$	$ 0	$ 0	*$ 246,918*
		$	$	$ 0	$ 0	*$ 0*
		$	$	$ 0	$ 0	*$ 0*
CN	Local	$	$	$ 0	$ 0	*$ 352,740*
	STP	$	$	$ 0	$ 0	*$ 1,258,960*
	TAP	$	$	$ 0	$ 0	*$ 152,000*
	Totals:	$	$	$250,000.00	$190,000.00	*$2,210,618.00*

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.

This project would complete approximately 2 miles of uninterrupted multi-use trail of the Jackson Creek Trail system. Phase one has been partially completed within the Goat Farm and Southeast Park properties, but many more phases of this trail system remain to be completed both within Bloomington and Monroe County. Completion of these sections (phase one and phase four) will provide key linkages to area schools (Childs Elementary and Jackson Creek Middle School) and community parks (Sherwood Oaks, Olcott, Southeast, and Winslow Sports Parks, and the YMCA). It also will enhance access to transit service along High Street (route # 5) and provide safe pedestrian crossings at all intersection crossings. Enhancements will include warning signs, crosswalk pavement markings and other countermeasures to improve safety. An existing sidewalk will be upgraded to a multi-use trail along High Street and Arden Drive to accommodate a more diverse range of users. A new multi-use trail going south from Sherwood Oaks Park to Rhorer Road will offer a more natural and park-like context as the trail transitions from urban to rural context heading south. Multi-use trails continue to be highly popular and have been ranked the number one amenity desired from recent Bloomington Parks and Recreation Department citizen surveys.

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.

Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan. All identify the trail's location with some policy guidance on design, costs, and phasing.

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

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

Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan all went through public planning processes and offered several opportunities for public comments.

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): none
- ☐ 'Top Locations by Crash Rate' Year(s): none
- ☐ 'Top Locations by Crash Severity' Year(s): none
- ☐ 'Eligible HSIP Locations' Year(s): none
- ☐ 'Top Bicycle and Pedestrian Crash Locations' Year(s): none

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

No crashes were identified within the proposed project corridor.

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

d. No fatal or incapacitating crashes occurred within the proposed project corridor.

e. 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)**

Bloomington Transit Route # 5 runs along High Street and multiple stops are within the project's corridor.

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 area is not within the locations identified in the LRTP for traditionally underserved populations.

Project Readiness (30 points maximum):

a. What percentage of design work is currently completed for the project? **(10 points maximum)**

The project is in the conceptual design phase with design and general cost estimates provided within the Jackson Creek Trail Master Plan.

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 the project is expected to be within the City's right of way. There are a few parcels currently identified on the southern section that will need to have some right of way acquired by the City.

c. Is this project eligible for a categorical exclusion from NEPA reviews? (**5 points maximum**)

Yes, it is anticipated the northern section of the project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has been initiated and a determination made by INDOT/FHWA. However it is anticipated the southern section will need to go through some higher level of environmental review due to its proximity to Jackson Creek.

d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**

The funding request will fully fund the design phase for this project and further help leverage funding options for right of way acquisition and construction. The applications for this project (TAP and TIP) are requesting to use STP funds for rights of way and construction in outlaying years, with the assumption that TAP funds are awarded for FY 2018 and FY 2019 for the preliminary engineering for the north and south sections of the trail respectively. The annual allocation for TAP projects is much less than the estimated construction costs for this project, phased or not, and therefore STP funds are required. Furthermore, additional phasing into a multi-year project is not practically feasible given the scope, respective costs, site constraints, and project delivery time necessary to complete this project.

PLEASE ATTACH THE FOLLOWING:

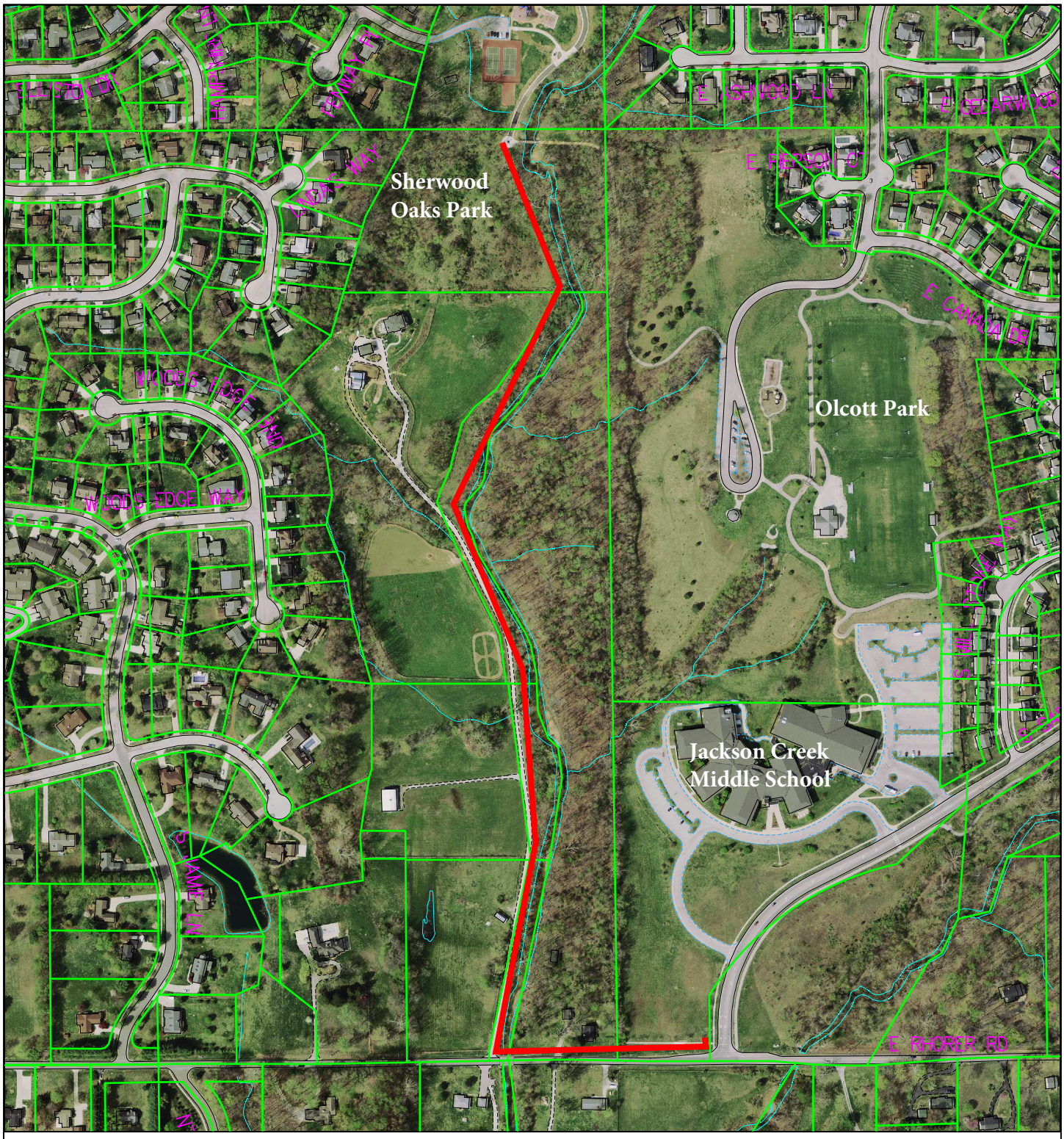
- **Cover letter signed by the highest elected local official as well as the highest financial officer of the LPA**
- **Project Map**
- **NEPA Approval Letter** (if applicable)
- **Letters of support** (if applicable)

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

Signature

1/9/15

Date



Jackson Creek Trail – South

City of Bloomington
Planning & Transportation

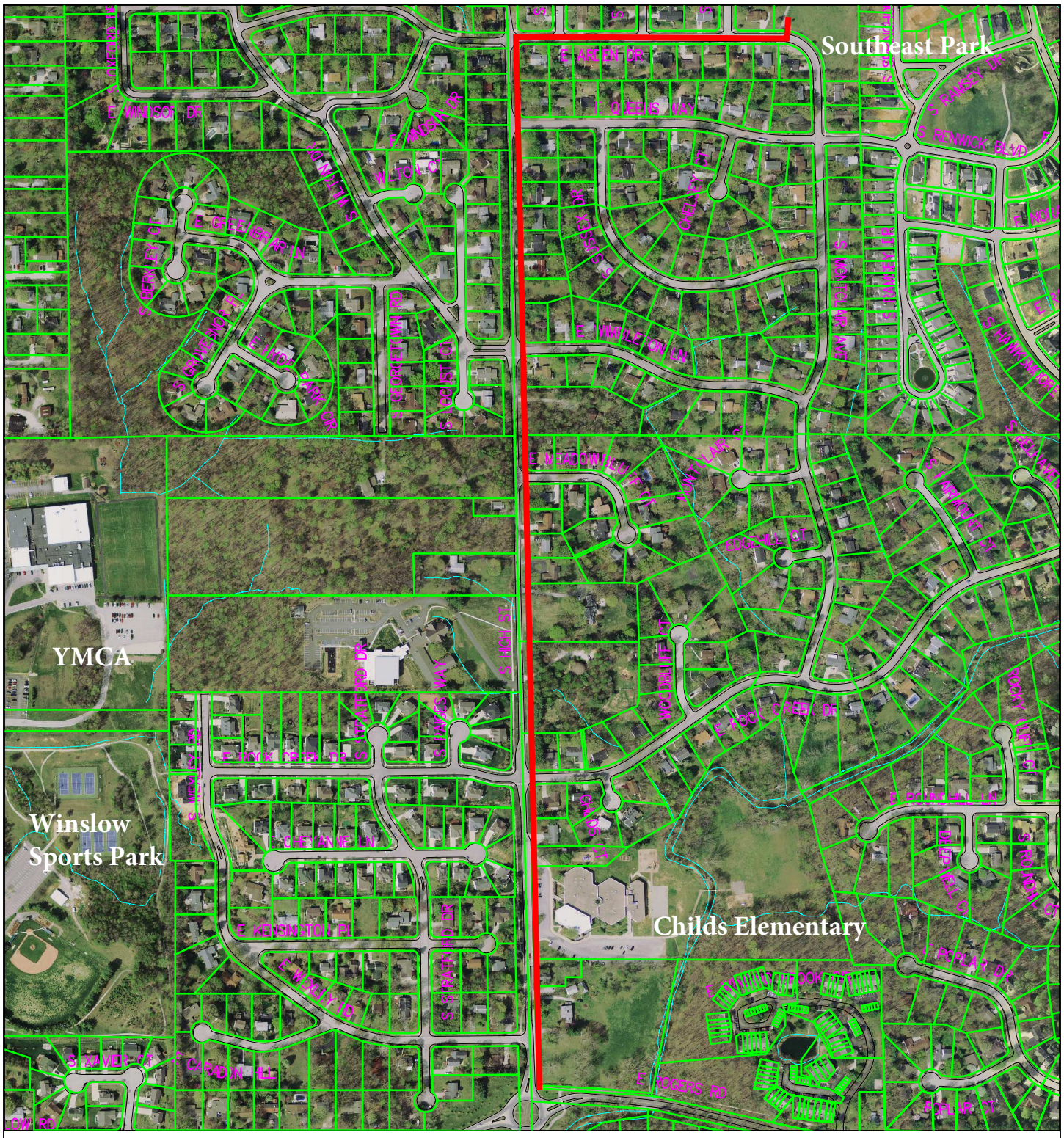
By: robinsos
29 Dec 14

400 0 400 800 1200

N

Scale: 1" = 400'

For reference only; map information NOT warranted.



Jackson Creek Trail – North

City of Bloomington
Planning & Transportation

By: robinsos
29 Dec 14

525 0 525 1050 1575

N

Scale: 1" = 525'

For reference only; map information NOT warranted.

January 5, 2014

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Winslow Road Sidepath Project

RE: Transportation Alternatives Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the TAP call for projects for our Winslow Road Sidepath project. This project will provide approximately 3,800 feet of an 8' wide (minimum) ADA compliant sidepath from S. Walnut Street to S. Highland Avenue. Intersection pedestrian crossing safety enhancements will also be provided across Walnut Street, Walnut Street Pike, Henderson Street, Winslow Court, Burberry Lane, Winslow Farm Drive, and Highland Avenue. Enhancements will include warning signs, crosswalk pavement markings and other countermeasures to improve safety at all intersection crossings. Once completed, this sidepath will create a safe off-street bicycle and pedestrian route from I69 to Xavier Court. This is over 3 miles of safe bicycle and pedestrian facilities that links parks, the YMCA, shopping areas, a community farm and orchard, schools, and the Clear Creek Trail and B-line Trail.

This project qualifies under the Transportation Alternatives Program for off-street bicycle infrastructure. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost of the project (local and federal) is estimated at $1,126,300 and we are requesting a TAP match of 80%, or $105,920 for the design phase. Right of way acquisition is anticipated along three residential units or five platted lots just west of Highland Avenue. Construction is anticipated for FY 2017.

We are committed to commencing the design phase in calendar year 2015 and are pursuing a contract letting in for construction March 1, 2017. Roy Aten will serve as the Employee Responsible in Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Tom Micuda, AICP
Planning and Transportation Director

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: 1/9/15

Section 3: Project Information

A. Project Name: Winslow Road Sidepath

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

C. DES # (if assigned): TBD

D. Project Location (detailed description of project termini): North side of Winslow Road from S. Walnut Street to S. Highland Avenue.

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

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

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

G. Allied Projects: 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 (ITS) component?
☐ Yes ☒ No
If yes, is the project included in the MPO's ITS Architecture?
☐ Yes ☒ No

I. Anticipated Letting Date: March 1, 2017

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	$ 27,660	$ 0	$	$	$
	TAP	$ 110,640	$ 0	$	$	$
		$ 0	$ 0	$	$	$
RW	Local	$ 0	$ 18,200	$	$	$
	STP	$ 0	$ 72,800	$	$	$
		$ 0	$ 0	$	$	$
CE	Local	$ 0	$ 117,000	$	$	$
		$ 0	$ 0	$	$	$
		$ 0	$ 0	$	$	$
CN	Local	$ 0	$ 156,000	$	$	$
	STP	$ 0	$ 642,000	$	$	$
		$ 0	$ 0	$	$	$
	Totals:	$138,300.00	$988,000.00	$	$	$

Does the financial plan include the required costs for construction engineering in the CN phase?
☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

Bloomington/Monroe County Metropolitan Planning Organization

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: Roy Aten **Phone:** 812-349-3423

Address: 401 N. Morton St. Suite 130 **Fax:** 812-349-3520

Bloomington, IN **Email:** atenro@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Winslow Road Sidepath **DES Number:** # TBD

Project Location: Winslow Road along the north side from S. Walnut Street to S. Highland Avenue

Brief Project Description: This project will provide approximately 3,800 feet of an 8' wide (minimum) ADA compliant sidepath from S. Walnut Street to S. Highland Avenue. Intersection pedestrian crossing safety enhancements will also be provided across Walnut Street, Walnut Street Pike, Henderson Street, Winslow Court, Burberry Lane, Winslow Farm Drive, and Highland Avenue.

Allied Projects (other projects related to this one): I69, Tapp Road Phase I,II, and III, Clear Creek Trail, Rockport/Tapp/Country Club Intersection, B-line Trail, S. Rogers Street and Country Club Intersection, Country Club sidepath Phase I, II, and III,

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	$27,660	$ 0	$	$	$
	TAP	$ 110,640	$ 0	$	$	$
	0	$ 0	$ 0	$	$	$
RW	Local	$ 0	$ 18,200	$	$	$
	STP	$ 0	$ 72,800	$	$	$
	0	$ 0	$ 0	$	$	$
CE	Local	$ 0	$ 117,000	$	$	$
		$ 0	$ 0	$	$	$
	0	$ 0	$ 0	$	$	$
CN	Local	$ 0	$ 156,000	$	$	$
	STP	$ 0	$ 624,000	$	$	$
	0	$ 0	$ 0	$	$	$
	Totals:	$138,300.00	$988,000.00	$	$	$

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.

This project will provide approximately 3,800 feet of an 8' wide (minimum) ADA compliant sidepath from S. Walnut Street to S. Highland Avenue. Intersection pedestrian crossing safety enhancements will also be provided across Walnut Street, Walnut Street Pike, Henderson Street, Winslow Court, Burberry Lane, Winslow Farm Drive, and Highland Avenue. Enhancements will include warning signs, crosswalk pavement markings and other countermeasures to improve safety at all intersection crossings. An existing sidewalk is present from Walnut Street to Burberry Lane, but has ADA compliance issues, lacks a consistent, safe, and consistent layout, and generally is substandard given the range of destinations and locations of higher residential densities this corridor serves. Missing links present significant barriers to many who use the existing sidewalk. This project will improve access to a wider range of users and minimize site and design barriers currently present. Once completed, this project will create an off-street bicycle and pedestrian corridor from I69 to Xavier Court. This is over 3 miles of safe bicycle and pedestrian facilities that link parks, the YMCA, shopping areas, a community farm and orchard, schools, and the Clear Creek Trail, B-line Trail, and Jackson Creek Trail.

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.

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.

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

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

The BTGSP was adopted by City Council in 2008. This process involved public workshops, a resolution adoption through the City Plan Commission, and finally at City Council. Through all steps of the process the public had opportunity to comment and provide detailed feedback.

The BMCMPO 2030 Long Range Transportation Plan was adopted by the committees of the BMCMPO in 2006. This adoption process also provided several opportunities for public comments and participation.

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): Ranked #31 2009-2011
- ☐ 'Top Locations by Crash Rate' Year(s): Ranked #19 2009-2011
- ☐ 'Top Locations by Crash Severity' Year(s):
- ☐ 'Eligible HSIP Locations' Year(s): ranked #25 - 2009-2011
- ☐ 'Top Bicycle and Pedestrian Crash Locations' Year(s): None

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

The 2009-2011 crash report listed 38 at the intersection of Winslow Road and Walnut Street Pike.

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

The 2009-2011 crash report listed one at the intersection of Winslow Road and Walnut Street Pike.

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)**

Three transit routs are within the project scope, the #1, #4, and #7 routes.

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 within the areas identified in the 2030 LRTP for underserved populations. However, there are higher density residential units within the study area (1/4 mile) and some units are subsidized for lower income families.

Project Readiness (30 points maximum):

a. What percentage of design work is currently completed for the project? **(10 points maximum)**

Project is only in the conceptual phase and no preliminary engineering has been completed. A detailed engineer's estimate was prepared.

b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

Based on the detailed engineers estimate and existing site conditions it is anticipated that the project will need to acquire right of way from at least three single family residences on five lots or about 600 linear feet. This acquisition area would equate to approximately 15 % of the total project length, thus 85% is owned by the City.

c. Is this project eligible for a categorical exclusion from NEPA reviews? (**5 points maximum**)

Yes, it is anticipated the project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has initiated and a determination made by INDOT/FHWA.

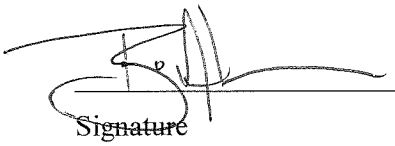
d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**

The funding request will fully fund the design phase for this project and further help leverage funding options for right of way acquisition and construction. The applications for this project (TAP and TIP) are requesting to use STP funds for rights of way and construction in FY 2017, with the assumption that TAP funds are awarded for FY 2016. The annual allocation for TAP projects is much less than the estimated construction costs for this project and therefore STP funds are required. Furthermore, phasing into a multi-year project is not practically feasible given the scope, respective costs, site constraints, and project delivery time necessary to complete this project.

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)

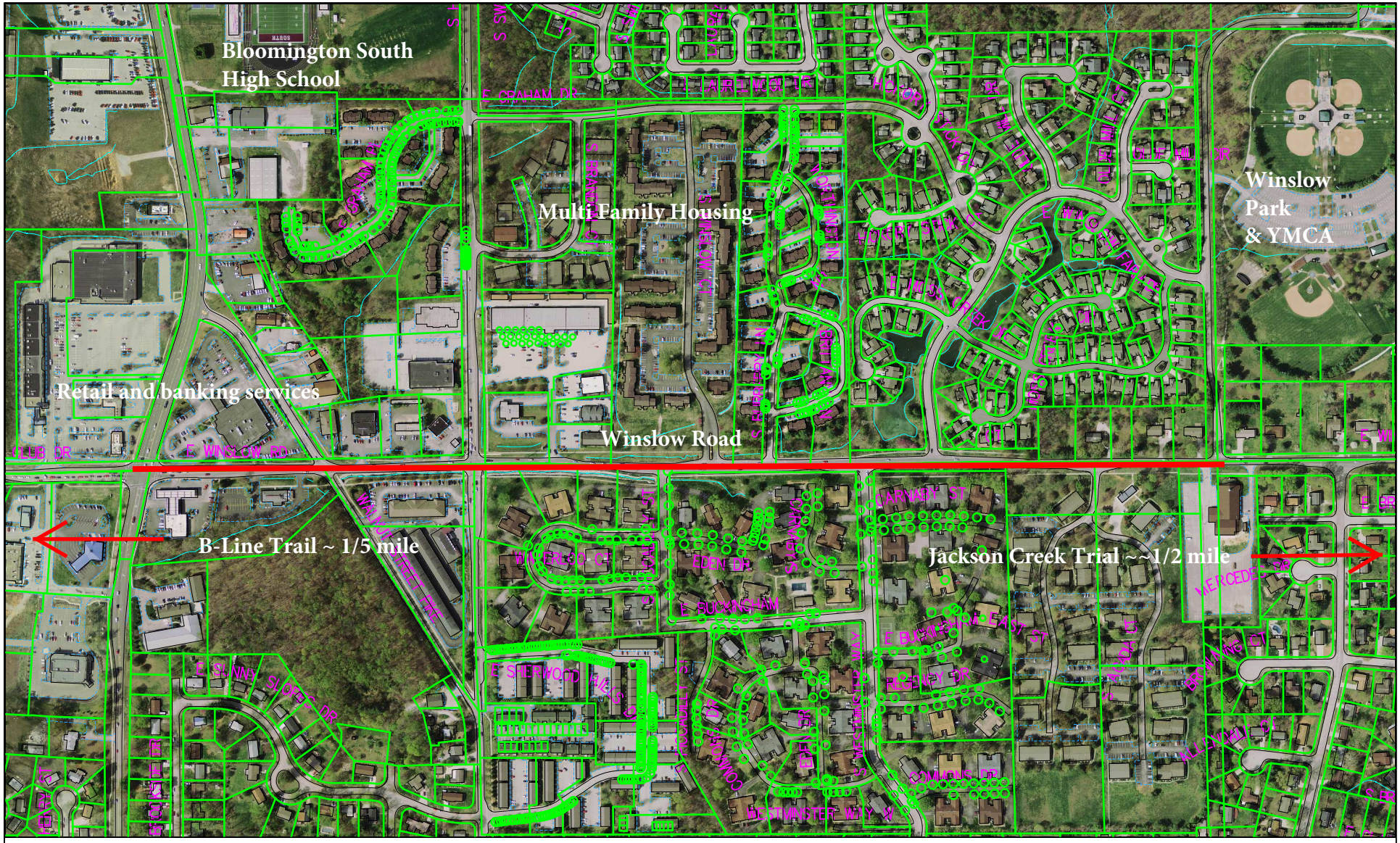
I hereby certify that the information submitted as part of this application is accurate.



Signature

1/9/15

Date



Winslow Road Sidepath Project

By: robinsos
26 Dec 14

500 0 500 1000 1500 2000

N

City of Bloomington
Planning & Transportation

Scale: 1" = 500'

For reference only; map information NOT warranted.

BLOOMINGTON • MONROE COUNTY
mpo

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC) — Date: January 5, 2015

Section 3: Project Information

A. Project Name: Woodlawn Avenue Railroad Crossing

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini): Railroad crossing at Woodlawn Avenue between 12th and 13th Streets.

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

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

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

G. Allied Projects:

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

☐ Yes ☒ No

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

☐ Yes ☐ No

I. Anticipated Letting Date:

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
RW		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
CE	Local	$ 17,900	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
CN	Local	$ 119,092	$	$	$	*$*
	STP	$ 476,369	$	$	$	*$*
		$	$	$	$	*$*
	Totals:	$	$	$	$	*$*

Does the financial plan include the required costs for construction engineering in the CN phase?

☒ Yes ☐ No ☐ NA

Does the financial plan incorporate the required 4% inflation factor?

☐ Yes ☒ No

Section 5: Complete Streets Policy

A. Select one of the following:

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

☒ **Not Applicable -** This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the 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.*

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

Justification for Exemption: _____

B. Additional Information:

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

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

FY 2016-2019 Transportation Improvement Program
Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): _Susan M. Chambers__
Phone: _812-876-3383 Ext. 510
Email: _schambers@area10agency.org_

Section 2: Verification

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

_____

Employee in Responsible Charge (ERC) Date

Section 3: Project Information

A. Project Name: Maintaining Transit Capacity

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):

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

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

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

G. Allied Projects:

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

☐ Yes ☒ No

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

☐ Yes ☐ No

I. Anticipated Letting Date:

Section 4: Financial Plan

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

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	FTA 5311	$ 816,353	$ 849,007	$ 882,967	$ 918,286	*$*
	PMTF	$ 355,641	$ 369,866	$ 384,661	$ 400,047	*$*
	Local	$ 580,821	$ 604,053	$ 628,216	$ 653,344	*$*
RW		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
CE		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
CN		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
	Totals:	$ 1,752,215	$ 1,822,928	$ 1,895,845	$ 1,971,678	*$*

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

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Employee in Responsible Charge (ERC): _Susan M. Chambers__
Phone: _812-876-3383 Ext. 510
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I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPO Complete Streets Policy.

_____

Employee in Responsible Charge (ERC) Date

Section 3: Project Information

A. Project Name: Replace aging transit buses

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

C. DES # (if assigned):

D. Project Location (detailed description of project termini):

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

- ☐ Bicycle & Pedestrian
- ☐ Bridge
- ☐ Road – Intersection
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F. Project Support (local plans, LRTP, TDP, etc.):

G. Allied Projects:

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

☐ Yes ☒ No

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

☐ Yes ☐ No

I. Anticipated Letting Date:

Section 4: Financial Plan

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Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	*Outlying Years*
PE	STP	$130,000				*$*
	Local	$20,000				*$*
						$
RW		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
CE		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
CN		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
	Totals:	$ 150,000	$	$	$	*$*

Does the financial plan include the required costs for construction engineering in the CN phase?

☐ Yes ☐ No ☒ NA

Does the financial plan incorporate the required 4% inflation factor?

☒ Yes ☐ No

Section 5: Complete Streets Policy

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