



TECHNICAL ADVISORY COMMITTEE

August 26, 2015

10:00 – 11:30 a.m.

McCloskey Room (#135)

- I. Call to Order and Introductions
- II. Approval of Minutes
 - a. June 24, 2015
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Project Updates
- V. Reports from MPO Staff
 - a. Administrative Modification
 - b. Quarterly Tracking Report
 - c. Annual Completion Report
 - d. 2016 Meeting Schedule
- VI. Old Business
 - a. Complete Streets Policy Review
- VII. New Business
 - a. 2040 MTP
 - b. Functional Classification Review
 - c. TAP/HSIP Transportation Improvement Program Amendments*
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Technical Advisory Committee – September 23, 2015 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – September 23, 2015 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – September 11, 2015 at 1:30 p.m. (Council Chambers)
- X. Topic Suggestions Under Consideration for Future Discussion

Adjournment

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



Bloomington/Monroe County Metropolitan Planning Organization

Technical Advisory Committee Meeting Minutes June 24, 2015 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.

Technical Advisory Committee: Tom Micuda, Perry Maull, Lew May, Dave Williams, Andrew Cibor, Jane Fleig, Jim Ude, Amy Leyenbeck, Jason Eakin, Laura Haley

MPO Staff: Anna Dragovich, Josh Desmond

Others: James Culbertson

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. May 27, 2015 – Mr. May motioned to approve minutes, Mr. Maull seconded, motion passed
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Project Updates
- V. Reports from MPO Staff
 - a. 2040 MTP Update
- VI. Old Business
- VII. New Business
 - a. Complete Streets Policy Review
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas

Adjournment

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

These minutes were adopted by the Technical Advisory Committee at their meeting held on



MEMORANDUM

To: BMCMPO Technical Advisory and Citizens Advisory Committees
From: Anna Dragovich, Senior Transportation Planner
Date: August 19, 2015
Re: Transportation Improvement Program (TIP) Administrative Approval

Since the last TAC and CAC meetings, the Bloomington Transit and Rural Transit requested an amendment to the FY 2016-2019 Transportation Improvement Program. As detailed in the Public Participation Plan, the requests were processed as “administrative approvals”. All Policy Committee members had the required three business days to object to the proposed amendments. No objections were received, leaving the amendments to be processed as requested.

Bloomington Transit and Rural Transit have partnered to request an amendment to the TIP that qualifies for administrative approval. The administrative approval process, as outlined in the [Public Participation Plan](#), allows the BMCMPO Director and Chair of the Policy Committee to approve certain amendments to the TIP after review by the membership. Any Policy Committee member may object to the administrative amendment. If this happens, the administrative amendment would be treated as a “minor amendment” and brought before the entire Policy Committee as an item on the next agenda.

Proposed Amendment to Bloomington Transit/ Rural Transit Project

DES #1500402 - Rehabilitation and preventative maintenance of the Rural Transit bus fleet in FY 2016.

Funding Source	2016	2017	2018	2019	Total
STP	\$150,000	\$-	\$-	\$-	\$150,000
Local Match	\$37,500	\$-	\$-	\$-	\$37,500
Totals	\$187,500	\$-	\$-	\$-	\$187,500

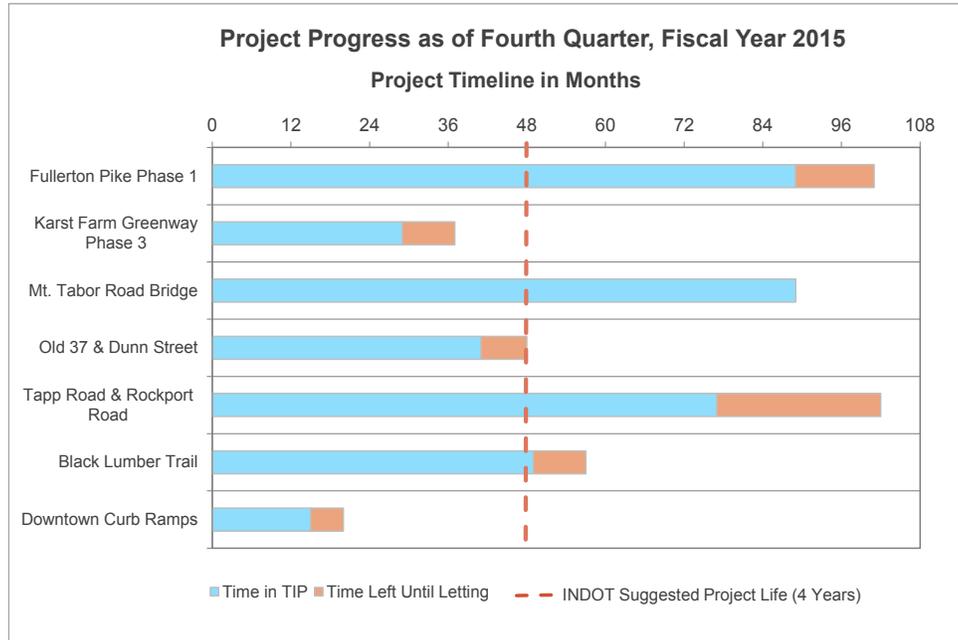
This project was recently approved in the FY 2016-2019 TIP. The initiative is to flex Surface Transportation Program (STP) funds from The Federal Highway Administration (FHWA) to The Federal Transit Administration (FTA) for use by Rural Transit. In order to flex STP funds for use under a transit operator, the funds must be transferred to an FTA designated recipient. Rural Transit is *not* a designated recipient of the FTA, however, Bloomington Transit is, and so has graciously agreed to partner with Rural Transit in order to administer the funds on their behalf. In case you are wondering how Rural Transit receives the rest of its funding, the organizations’ operation funds are administered by INDOT and not the FTA. It is here that we arrive at the need for an administrative amendment.

Currently, the funding is shown in the TIP as being administered by Rural Transit. This amendment would remove the funds from under Rural Transit and move it to be administered under Bloomington Transit. The funding will still be used for preventative maintenance and rehabilitation of Rural Transit vehicles, but will be administered by Bloomington Transit. There will be no changes to the funding amount, the year it will be spent or the activity it will be spent on.

Action Requested

No action requested. This memorandum is to inform the TAC and CAC that no objections from the Policy Committee were received and that the amendment request was approved and amended in to the TIP.

Fourth Quarter, Fiscal Year 2015 Quarterly Project Progress



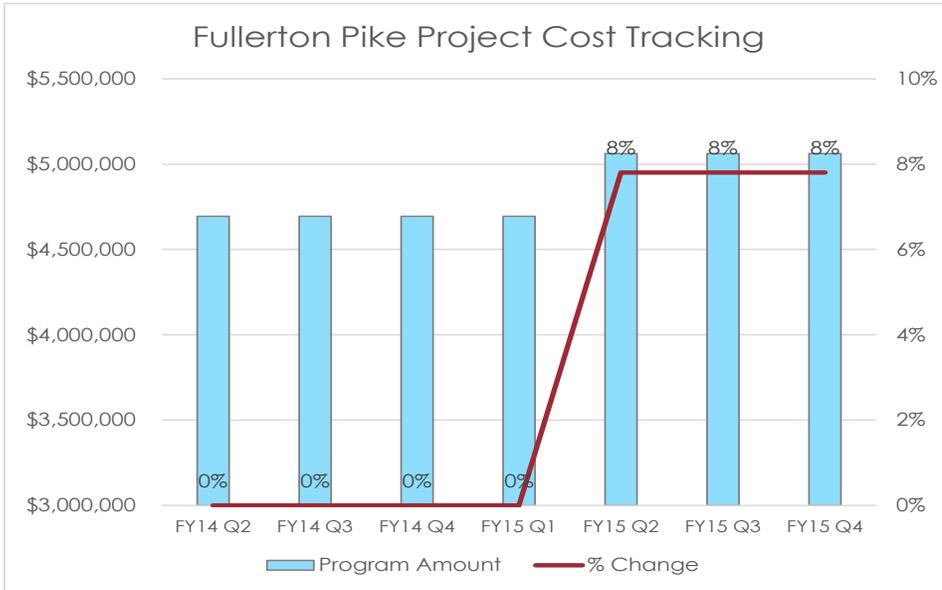
The figure above illustrates project progress from initial adoption in to the TIP to the most recent quarterly tracking meeting on July 8, 2015. Ideally projects would get through the process from adoption into the TIP through construction in four years. This has been illustrated as a red dashed line. For many reasons, projects don't always make this deadline. This is often to no fault of their own. Nonetheless, four years serves as a good baseline comparison.

Project Name	Original Program Date	Estimated Letting Date
Fullerton Pike Phase 1	January 2, 2008	July 13, 2016
Karst Farm Greenway Phase 3	January 2, 2013	March 2, 2016
Old 37 and Dunn Street	January 2, 2012	February 3, 2016
Tapp and Rockport Road	January 2, 2009	August 9, 2017
Black Lumber Trail	May 13, 2011	December 9, 2015
Downtown Curb Ramps	March 2, 2014	November 2, 2016

The table above corresponds with the Project Progress figure. Each project has an initial programming date also known as the date that it was first programmed in the TIP. Subsequently, each project has a letting date. This is a major milestone which signifies that the project can be bid out to contractors who can then begin to construct the project.

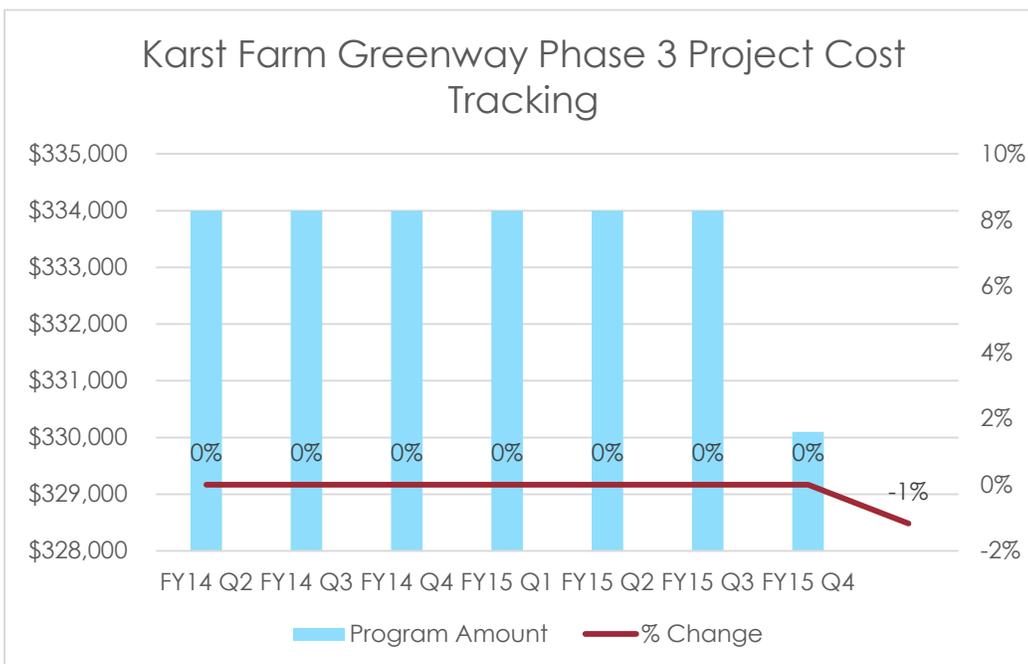
Fourth Quarter, Fiscal Year 2015 Quarterly Project Cost Tracking

The following graphs serve to illustrate project funding fluctuations from the original program amount to the most recent quarter. Project costs include both federal and local funding amounts reported at each quarterly meeting.



Fullerton Pike Phase 1
DES # 0801059

Design work continues. LPA and consultant met with the Bachelor Heights Neighborhood Association in July.



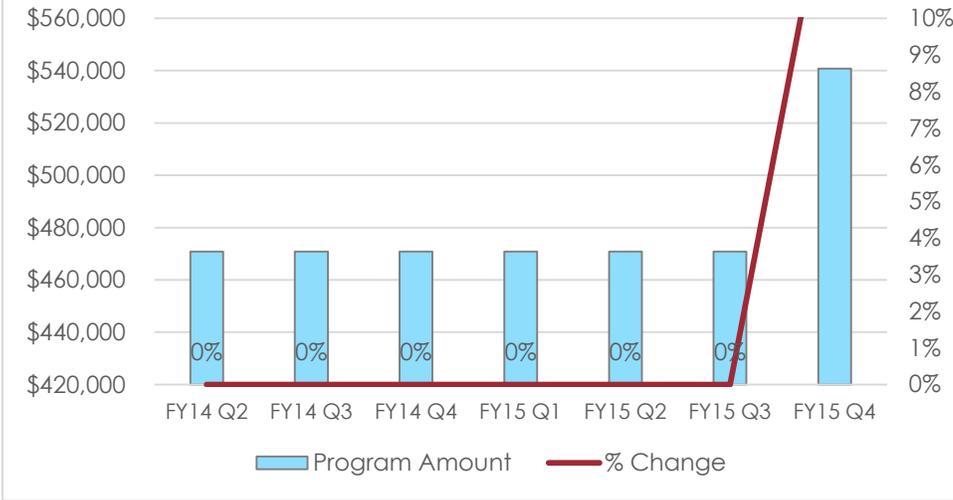
Karst Farm Trail Phase 3
DES # 1382431

Consultant PE contract signed by Commissioners on 2/10/15, Notice to Proceed given to Consultant on 2/18/15. PE underway.

Downtown Curb Ramps Project Cost Tracking

Downtown Curb Ramps
DES # 140067

Letting has been rescheduled from November FY 2016 to March FY 2017. INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.



Old 37 & Dunn Project Cost Tracking

Old 37 & Dunn St.
DES # 1297060

Potential claim by Vectren for reimbursable utility relocation has been resolved with no relocation required in the project area. This was accomplished by a design revision to steepen the slopes slightly to avoid embankment work over the Vectren gas main.

Right of Way work underway by another City-hired consultant.



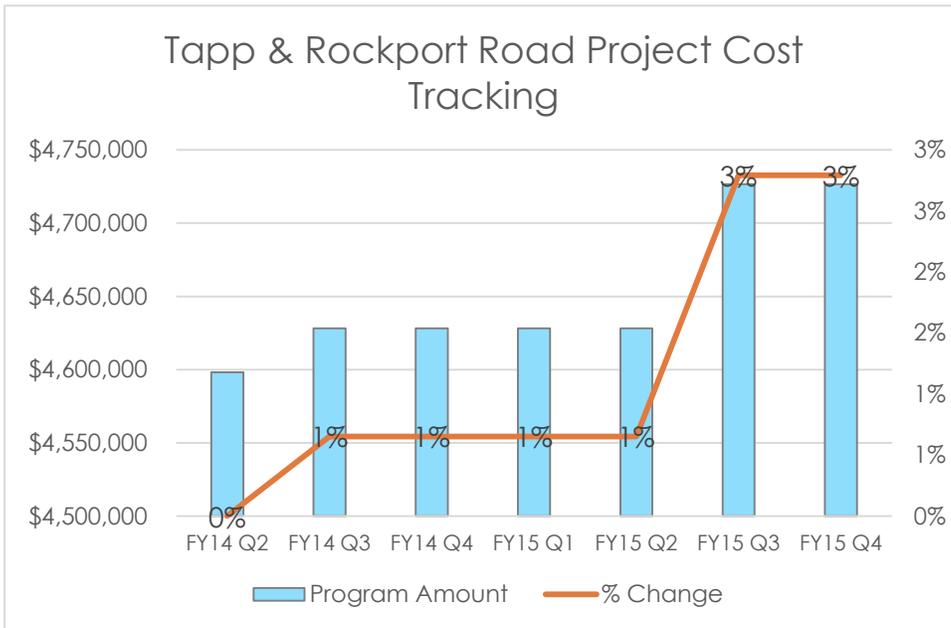
Tapp & Rockport Road Project Cost Tracking

Tapp & Rockport Road
DES # 0901730

PFC plans will be submitted in July 2015. Karst Report has been completed and sink holes identified. The project is not expected to impact any sink hole. However, there is on Swallow Hole on the North Leg (along Rockport Road) that will be impacted and will need to be filled.

NEPA Update:

- Red Flag Investigation approved by INDOT
- Re-coordination with the



resource agencies

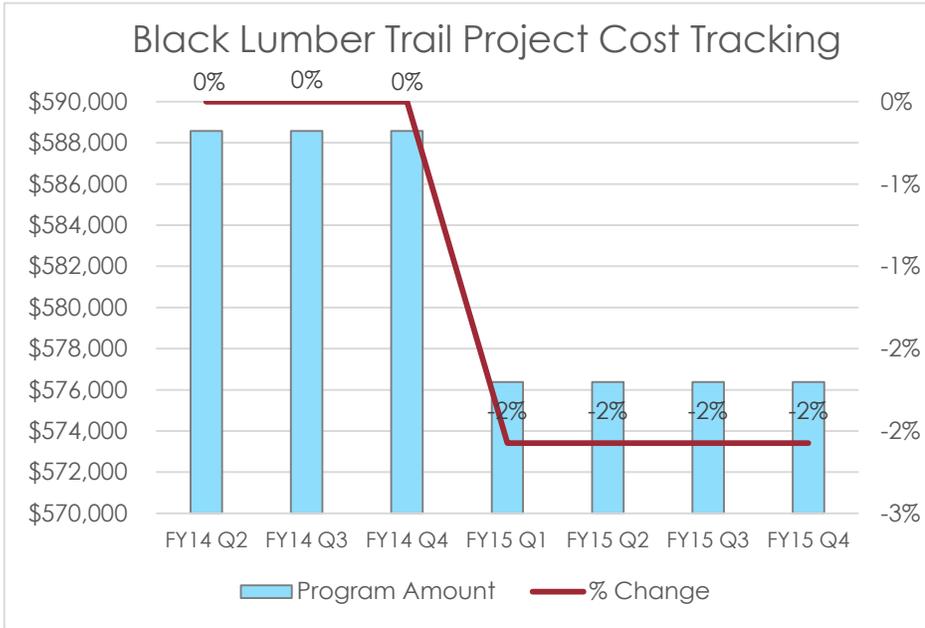
- Draft Karst Report reviewed by INDOT
- Draft "No Historic Properties Effected" documentation review by INDOT

NEPA Tasks in Progress:

- Re-coordination document sent to the cultural resource consulting parties on June 26th, 30 day response period pending. When the consulting party 30-day response period concludes, we will resubmit updated "No Adverse Effect" documentation and INDOT/FHWA will issue a determination and finding.
- When we have the signed INDOT/FHWA finding we can publish the Section 106 Public Notice and send the concurrent consulting party notifications.
- The Karst Report is pending final INDOT approval
- When the Section 106 30-day public notice period concludes and we have the SHPO's concurrence letter, we can submit the CE.

Anticipated CE document's release for Public Hearing is November 2015. Depending on if a Hearing is requested/conducted, final Environmental document approval is anticipated in Jan 2016.

Black Lumber Trail Project Cost Tracking



Black Lumber Trail
DES # 1382429

We have met with individual property owners to discuss project. Public meeting is unlikely to be needed for project, but could be held at local discretion.

The outstanding issue of potential right of way being needed has been cleared up with no additional right of way needed. Also, the potential need to include new fencing for Black Lumber as part of the project has been resolved with these needs to be completed by the City separate from the project.

A contract supplement was obtained for the detailed design and modeling of a concrete spillway structure. Modeling is completed and in review with CBU, then will need to be submitted to INDOT.

Revised Environmental Document has been submitted and is pending final approval.

Lastly, potential sanitary sewer relocation within the project limits has been scoped and turned over to CBU. It appears at this time that CBU plans to implement the needed work themselves, outside of the project. This will be discussed at the field check to determine if any impact to the project is likely.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

Fullerton Pike Phase 1 0801059

Bill Williams, Highway Engineer, 812.349.2555

Local Public Agency: Monroe County

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$385,400	\$385,400	\$-	\$385,400
b. right of way	\$811,800	\$811,800	\$-	\$811,800
TOTAL (PE & RW, lines a+b)	\$1,197,200	\$1,197,200	\$-	\$1,197,200
c. construction (including inflation)*	\$3,457,524	\$3,457,524	\$2,766,019	\$691,505
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)	\$-	\$-	\$-	\$-
e. construction engineering	\$406,731	\$406,731	\$325,385	\$81,346
f. contingency	\$-	\$-	\$-	\$-
TOTAL (all construction, lines c-f)	\$3,864,255	\$3,864,255	\$3,091,404	\$772,851
Total All Phases	\$5,061,455	\$5,061,455	\$3,091,404	\$1,970,051
Federal Fund %	80			
Federal Fund Shortfall	n/a			

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized			6/14/13	Complete	
Final Environmental Document Approval			3/30/15	Complete	
Authorize Funds for PE			6/14/13	Complete	
Start Plan Development			6/14/13	Complete	
Prelim. Field Check			3/27/14	Complete	
Hearing Certification			1/29/15	Complete	
R/W Clear	2/19/16	On Target	2/19/16		
Stage 3 Final Plans	2/19/16	On Target	2/19/16		
Railroad Coordination	n/a	n/a	n/a		
Ready for Contracts	5/4/16		5/4/16		
Letting	7/13/16		7/13/16		
Contract Award	9/1/16		9/1/16		
Final Audit	9/1/18		9/1/18		

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N	-	-	-	-
404	N	-	-	-	-
DNR	N	-	-	-	-
Rule5	Y	2/19/16	Antic. 9/2015	~ Jan 2016	~ Jan 2021
FAA	N	-	-	-	-
Flood Protection	N	-	-	-	-

Complete Streets Policy Compliance

Project Description: Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities.

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

Tapp Road & Rockport Road Intersection Improvement 0901730

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS	NEW	FEDERAL/LOCAL SPLIT OF NEW TOTAL	
	TOTALS	TOTALS	APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	526,580.00	526,580.00	421,200.00	105,380.00
b. right of way	750,000.00	750,000.00	600,000.00	150,000.00
TOTAL (PE & RW, lines a+b)	1,276,213.00	1,276,213.00	1,021,200.00	255,380.00
c. construction (including inflation)*	3,000,000.00	3,000,000.00	2,280,000.00	720,000.00
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering	450,000.00	450,000.00	360,000	90,000
f. contingency	TBD	TBD		
TOTAL (all construction, lines c-f)	3,450,000.00	3,450,000.00	2,640,000.00	810,000.00
Total All Phases	4,726,580.00	4,726,580.00	3,661,200.00	1,065,380.00
Federal Fund % 80				
Federal Fund Shortfall \$120,064.00				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	05/31/2009	Completed			
Final Environmental Document Approval	5/10/10	Completed	11/26/15	85%	01/29/2016
Authorize Funds for PE	12/17/2009	Completed			
Start Plan Development	5/10/10	Completed	05/01/2017	65%	
Prelim. Field Check	04/06/2015	Completed	08/17/2015	75%	
Hearing Certification	01/25/2016		01/29/2016		
R/W Clear	01/29/2016		03/03/2017		
Stage 3 Final Plans	08/17/2015		03/03/2017		
Railroad Coordination					
Ready for Contracts	05/31/2017		05/31/2017		
Letting	08/09/2017		08/09/2017		
Contract Award	11/09/2017		12/09/2017		
Final Audit	12/09/2017		12/09/2019		

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	Y	December 2015	Anticipate Sep. 2015		
FAA	N				
Flood Protection	N				

Complete Streets Policy Compliance

Project Description: *Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities.*

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

PFC plans will be submitted in July 2015. Karst Report has been completed and sink holes identified. The project is not expected to impact any sink hole. However, there is on Swallow Hole on the North Leg (along Rockport Road) that will be impacted and will need to be filled.

NEPA Update:

- *Red Flag Investigation approved by INDOT*
- *Re-coordination with the resource agencies*
- *Draft Karst Report reviewed by INDOT*
- *Draft "No Historic Properties Effected" documentation review by INDOT*

NEPA Tasks in Progress:

- *Re-coordination document sent to the cultural resource consulting parties on June 26th, 30 day response period pending. When the consulting party 30-day response period concludes, we will resubmit updated "No Adverse Effect" documentation and INDOT/FHWA will issue a determination and finding.*
- *When we have the signed INDOT/FHWA finding we can publish the Section 106 Public Notice and send the concurrent consulting party notifications.*
- *The Karst Report is pending final INDOT approval*
- *When the Section 106 30-day public notice period concludes and we have the SHPO's concurrence letter, we can submit the CE.*

Anticipated CE document's release for Public Hearing is November 2015. Depending on if a Hearing is requested/conducted, final Environmental document approval is anticipated in Jan 2016.

BMCMPPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

BMCMPQ QUARTERLY PROJECT UPDATE FORM

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FY 2015 Fourth Quarter

Old SR 37 & Dunn St. 1297060

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	222,970		0	222,970
b. right of way	50,000	125,000	100,000	25,000
TOTAL (PE & RW, lines a+b)	347,970		100,000	247,970
c. construction (including inflation)*	1,615,000	1,683,809	1,516,471	167,338
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)	0			
e. construction engineering	225,000		180,000	45,000
f. contingency	0			
TOTAL (all construction, lines c-f)	1,840,000	1,908,809	1,696,471	212,338
Total All Phases	2,112,970	2,256,779	1,796,471	460,308
Federal Fund % 80				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	01/06/2014	C	01/11/2014	C	
Final Environmental Document Approval	05/11/2014	C	01/15/2015	C	
Authorize Funds for PE		C		C	
Start Plan Development	01/11/2014	C	05/11/2014	C	
Prelim. Field Check	05/11/2014	C	12/09/2014	C	
Hearing Certification	NA	NA	NA	NA	
R/W Clear	01/15/2015	C	09/11/2015	U	
Stage 3 Final Plans	01/15/2015	C	09/11/2015	U	
Railroad Coordination	NA	NA	NA	NA	
Ready for Contracts	01/11/2014	C	11/25/2015	U	
Letting	01/11/2014	C	02/03/2016	U	
Contract Award	02/03/2016	L	03/04/2016	L	
Final Audit	03/04/2016	L	03/04/2018	L	

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	Y		9/9/2013	12/20/2013	12/20/2015*
Rule5	Y		6/17/2014	7/18/2014	7/18/2016
FAA	N				
Flood Protection	N				

*This permit will need renewal prior to letting.

Complete Streets Policy Compliance

Project Description: Curve correction of Old SR 37 east of Dunn Street and Profile Correction of Dunn Street at Old SR 37. Incorporation of paved trail in southwest quadrant of Old SR 37 and Dunn Street to extend the Cascades Trail along the project area.

Potential claim by Vectren for reimbursable utility relocation has been resolved with no relocation required in the project area. This was accomplish by a design revision to steepen the slopes slightly to avoid embankment work over the Vectren gas main.

Right of Way work underway by another City-hired consultant.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 – Fourth Quarter

Black Lumber Trail 1382429

Dave Williams, Operations & Development Dir. Parks & Rec., 812.349.3706

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	67,800		54,240	13,560
b. right of way	0			
TOTAL (PE & RW, lines a+b)	67,800		54,240	13,560
c. construction (including inflation)*	508,583		406,866	101,717
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)	0			
e. construction engineering	0			
f. contingency	0			
TOTAL (all construction, lines c-f)	508,583		461,106	115,277
Total All Phases	576,383		461,106	115,277
Federal Fund % 80				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	5/4/2013	C	7/15/2013	C	
Final Environmental Document Approval	11/20/2014	C	7/15/2015	U	
Authorize Funds for PE	5/4/2015	C	7/15/2015	C	
Start Plan Development	11/20/2014	C	11/20/2014	C	
Prelim. Field Check	11/20/2014	C	4/10/2015	C	
Hearing Certification	NA	C	NA	C	
R/W Clear	NA	C	NA	C	
Stage 3 Final Plans	4/10/2015	C	7/15/2015	U	9/15/2015
Railroad Coordination	NA	C	NA	C	
Ready for Contracts	7/15/2015	L	9/30/2015	L	11/25/2015
Letting	9/30/2015	L	12/9/2015	L	2/3/2016
Contract Award	12/9/2015	L	1/8/2016	L	
Final Audit	1/8/2016	L	1/7/2018	L	

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	Y	8/15/2015	Pending		
FAA	N				
Flood Protection	N				

Complete Streets Policy Compliance

Project Description: New paved recreational (shared use) trail.

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

Public Participation Process: We have met with individual property owners to discuss project. Public meeting is unlikely to be needed for project, but could be held at local discretion.

The outstanding issue of potential right of way being needed has been cleared up with no additional right of way needed. Also, the potential need to include new fencing for Black Lumber as part of the project has been resolved with these needs to be completed by the City separate from the project.

A contract supplement was obtained for the detailed design and modeling of a concrete spillway structure. Modeling is completed and in review with CBU, then will need to be submitted to INDOT.

Revised Environmental Document has been submitted and is pending final approval.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

Karst Farm Greenway Phase 3 1382431

Bill Williams, Highway Engineer, 812.349.2555

Local Public Agency: Monroe County

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	67,800	67,800	54,240	13,560
b. right of way	10,000	10,000	8,000	2,000
TOTAL (PE & RW, lines a+b)	58,000	77,800	62,240	15,560
c. construction (including inflation)*	236,000	220,350	176,280	44,070
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)	0	0	0	0
e. construction engineering	40,000	31,950	25,560	6,390
f. contingency	0	0	0	0
TOTAL (all construction, lines c-f)	276,000	252,300	201,840	50,460
Total All Phases	334,000	330,100	264,080	66,020
Federal Fund % 80				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	04/29/2013	Complete	04/29/2013	Complete	
Final Environmental Document Approval	09/01/2013	Complete	01/30/2015		08/01/2015
Authorize Funds for PE					
Start Plan Development	05/04/2013	Complete	09/01/2013	Complete	
Prelim. Field Check	09/01/2013	Complete	12/24/2014		09/01/2015
Hearing Certification					09/01/2015
R/W Clear	01/30/2015		04/09/2015		10/15/2015
Stage 3 Final Plans	12/24/2014		03/13/2015		10/09/2015
Railroad Coordination	n/a	n/a	n/a	n/a	n/a
Ready for Contracts	03/13/2015		05/27/2015		12/23/2015
Letting	04/29/2013	Complete			03/02/2016
Contract Award	08/05/2015		09/05/2015		04/02/2016
Final Audit	09/05/2015		09/05/2016		

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	Y	11/09/2015			
Rule5	Y	10/09/2015			
FAA	N				
Flood Protection	N				

Complete Streets Policy Compliance

Project Description: Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities.

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

Downtown Curb Ramps 1400166

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$70,000			\$70,000
b. right of way	\$0			
TOTAL (PE & RW, lines a+b)	\$70,000			\$70,000
c. construction (including inflation)*	\$470,800			
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
TOTAL (all construction, lines c-f)	\$470,800		\$423,720	\$47,080
Total All Phases	\$540,800		\$423,720	\$117,480
Federal Fund % 78%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	2/7/2014	Complete	2/7/2014	Complete	
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/7/2018				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Complete Streets Policy Compliance

Project Description: [Retrofitting or reconstructing intersection curb ramps to ensure compliance with ADA. Includes the areas within Rogers St., Indiana RR tracks, Indiana Ave., and 2nd St.. As well as the 3rd St./Atwater and 10th St. corridors through Indiana University.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

BMCMPQ QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

17th St. Reconstruction 1500375

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$500,000		\$400,000	\$100,000
b. right of way	\$755,281		\$604,225	\$151,056
TOTAL (PE & RW, lines a+b)	\$1,255,281		\$1,004,225	\$251,056
c. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
TOTAL (all construction, lines c-f)	\$3,511,620		\$2,145,501	\$1,366,119
Total All Phases	\$4,766,901		\$3,149,726	\$1,617,175
Federal Fund % 66%				
Federal Fund Shortfall \$663,795				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/6/2019				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Complete Streets Policy Compliance

Project Description: [Reconstruct 17th Street to create one travel lane in each direction. For bicycle and pedestrian users, a 10 foot wide multiuse on the north side of the reconstructed street would be installed to tie into the multiuse being constructed by INDOT on the Vernal Pike overpass. Sidewalk would also be constructed on the south side of the street to tie into multiuse 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.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. The City is planning on pursuing a local funding agreement with INDOT as a result of the I-69 construction project that if successful would remove this project from the TIP and federal funding process.](#)

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

2nd& College Ave. Signal Replacement 1500376

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$23,800			\$23,800
b. right of way	\$15,000			\$15,000
TOTAL (PE & RW, lines a+b)	\$38,800			\$38,800
c. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
TOTAL (all construction, lines c-f)	\$206,250		\$165,000	\$41,250
Total All Phases	\$245,050		\$165,000	\$80,050
Federal Fund % 67%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/1/2017				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Complete Streets Policy Compliance

Project Description: [Traffic signal upgrade at the 2nd Street & College Avenue Intersection.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

Moore's Pike Guardrail 1500377

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$4,700			\$4,700
b. right of way				
TOTAL (PE & RW, lines a+b)	\$4,700			\$4,700
c. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
TOTAL (all construction, lines c-f)	\$39,845		\$35,000	\$4,845
Total All Phases	\$44,545		\$35,000	\$9,545
Federal Fund % 79%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/1/2017				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Complete Streets Policy Compliance

Project Description: [Installation of guardrail on the south side of Moores Pike at Southeast Park.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

Allen St. & Walnut St RRFB 1500378

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$3,432			\$3,432
b. right of way				
TOTAL (PE & RW, lines a+b)	\$3,432			\$3,432
c. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
TOTAL (all construction, lines c-f)	\$28,625		\$25,000	\$3,625
Total All Phases	\$32,057		\$25,000	\$7,057
Federal Fund % 78%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/1/2017				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Complete Streets Policy Compliance

Project Description: [Installation of Rectangular Rapid Flashing Beacon at the Allen St. & Walnut St. Intersection.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

4th St. & Rogers St. Pedestrian Island 1500379

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$9,121			\$9,121
b. right of way				
TOTAL (PE & RW, lines a+b)	\$9,121			\$9,121
c. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
TOTAL (all construction, lines c-f)	\$93,750		\$75,000	\$18,750
Total All Phases	\$102,871		\$75,000	\$27,871
Federal Fund % 73%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/1/2017				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Complete Streets Policy Compliance

Project Description: [Construction of pedestrian refuge island at the 4th St. & Rogers St. intersection.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

Woodlawn Ave. Railroad Crossing 1500380

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$123,835	\$166,531		\$166,531
b. right of way				
TOTAL (PE & RW, lines a+b)	\$123,835	\$166,531		\$166,531
c. construction (including inflation)*		\$1,843,226	\$395,118	\$1,448,108
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering		\$276,484		\$276,484
f. contingency				
TOTAL (all construction, lines c-f)	\$1,700,000	\$2,119,710	\$395,118	\$1,724,592
Total All Phases	\$1,823,835	\$2,286,241	\$395,118	\$1,891,123
Federal Fund % 17%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	05/08/2015		05/21/2015	100%	
Final Environmental Document Approval	09/15/2015		10/01/2015	10%	
Authorize Funds for PE	06/22/2015		05/21/2015	100%	
Start Plan Development	05/21/2015		06/22/2015	100%	
Prelim. Field Check	08/07/2015		09/07/2015		
Hearing Certification	n/a		n/a		
R/W Clear	10/01/2015		10/09/2015		
Stage 3 Final Plans	10/09/2015		11/09/2015		
Railroad Coordination	05/21/2015		11/09/2015		
Ready for Contracts	11/23/2015		12/23/2015		
Letting	-----		03/02/2016		
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	Y	11/23/2015			
FAA	N				
Flood Protection	N				

Complete Streets Policy Compliance

Project Description: [Construction of at-grade railroad crossing at Woodlawn Ave. between 12th & 13th Streets.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

3rd St. & Woodscrest Signal Replacement 1500381

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$31,500			\$31,500
b. right of way	\$15,000			\$15,000
TOTAL (PE & RW, lines a+b)	\$46,500			\$46,500
c. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
TOTAL (all construction, lines c-f)	\$268,750		\$215,000	\$53,750
Total All Phases	\$315,250		\$215,000	\$100,250
Federal Fund % 68%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/1/2017				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Complete Streets Policy Compliance

Project Description: [Traffic signal modernization at intersection of 3rd St. and Woodscrest Dr.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

E. Rogers Rd. Multiuse Path 1500382

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$75,000		\$60,000	\$15,000
b. right of way				
TOTAL (PE & RW, lines a+b)	\$75,000		\$60,000	\$15,000
c. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
TOTAL (all construction, lines c-f)				
Total All Phases	\$75,000		\$60,000	\$15,000
Federal Fund % 80%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	TBD				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Complete Streets Policy Compliance

Project Description: [Multiuse path on the north side of E. Rogers Rd. at the Jackson Creek bridge to The Stands Dr.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Preliminary Engineering funding is not available until FY2017. Right of way and construction funding is not yet identified.](#)

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

Winslow Rd. Multiuse Path 1500383

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$150,000		\$120,000	\$30,000
b. right of way				
TOTAL (PE & RW, lines a+b)	\$150,000		\$120,000	\$30,000
c. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
TOTAL (all construction, lines c-f)				
Total All Phases	\$150,000		\$120,000	\$30,000
Federal Fund % 80%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	TBD				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Complete Streets Policy Compliance

Project Description: [Multiuse path on Winslow Rd. from S. Walnut St. to S. Highland Ave.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Preliminary Engineering funding is not available until FY2017. Right of way and construction funding is not yet identified.](#)

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

S. Henderson St. Multiuse Path 1500384

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$200,000		\$160,000	\$40,000
b. right of way				
TOTAL (PE & RW, lines a+b)	\$200,000		\$160,000	\$40,000
c. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
TOTAL (all construction, lines c-f)				
Total All Phases	\$200,000		\$160,000	\$40,000
Federal Fund % 80%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	TBD				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Complete Streets Policy Compliance

Project Description: [Multiuse path on S. Henderson from the eastern termini of Black Lumber Trail to Winslow Rd.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Preliminary Engineering funding is not available until FY2017. Right of way and construction funding is not yet identified.](#)

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

Signal Backplates 1500397

Bill Williams, Highway Engineer, 812.349.2555

Local Public Agency: Monroe County

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$20,000.00	\$20,000.00	\$0.00	\$20,000.00
b. right of way				
TOTAL (PE & RW, lines a+b)	\$20,000.00	\$20,000.00	\$0.00	\$20,000.00
c. construction (including inflation)*	\$75,000.00	\$75,000.00	\$67,500.00	\$7,500.00
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering	\$7,250.00	\$7,250.00	\$6,525.00	\$725.00
f. contingency				
TOTAL (all construction, lines c-f)	\$82,250.00	\$82,250.00	\$74,025.00	\$8,225.00
Total All Phases	\$102,250.00	\$102,250.00	\$74,025.00	\$28,225.00
Federal Fund % 90 % (CN & CE)				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	03/17/2015	Complete	03/17/2015	Complete	
Final Environmental Document Approval	04/17/2015	Complete	5/11/2015	Complete	
Authorize Funds for PE					
Start Plan Development	04/17/2015	Complete		50%	
Prelim. Field Check	N/A				
Hearing Certification	N/A				
R/W Clear	N/A				
Stage 3 Final Plans	04/17/2015	Complete	10/09/2015	50%	
Railroad Coordination	N/A				
Ready for Contracts	12/23/2015		12/23/2015	0%	
Letting	03/02/2016		03/02/2016	0%	
Contract Award	04/02/2016		05/02/2016	0%	
Final Audit	05/02/2016		05/02/2018	0%	

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

Complete Streets Policy Compliance

Project Description: Install Traffic Signal Backplates at various intersections within the County.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2015 Fourth Quarter

Fullerton Pike Phase 2 1500523

Bill Williams, Highway Engineer, 812.349.2555

Local Public Agency: Monroe County

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	n/a	\$680,000	--	\$680,000
b. right of way	n/a	\$450,000	--	\$450,000
TOTAL (PE & RW, lines a+b)	n/a	\$1,130,000	--	\$1,130,000
c. construction (including inflation)*	n/a	\$3,825,000	\$2,622,278	\$1,202,722
Inflation rate used:	-----	-----	-----	-----
d. credits (if applicable)	n/a	--	--	--
e. construction engineering	n/a	\$475,000	--	\$475,000
f. contingency	n/a	--	--	--
TOTAL (all construction, lines c-f)	n/a	\$4,300,000	\$2,622,278	\$1,677,722
Total All Phases	n/a	\$5,430,000	\$2,622,278	\$2,880,444
Federal Fund % 61				
Federal Fund Shortfall \$817,722				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized			6/14/13	Complete	
Final Environmental Document Approval			3/30/15	Complete	
Authorize Funds for PE			6/26/15	Complete	
Start Plan Development	6/26/15	Complete	6/26/15	On Target	
Prelim. Field Check	12/15/15	On Target	12/15/15		
Hearing Certification			1/29/15	Complete	
R/W Clear	2/16/18		2/16/18		
Stage 3 Final Plans	2/16/18		2/16/18		
Railroad Coordination	n/a	n/a	n/a		
Ready for Contracts	5/2/18				
Letting	7/11/18				
Contract Award	9/1/18				
Final Audit	9/1/20				

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019
404	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019
DNR	N	-	-	-	-
Rule5	Y	2/16/18	~Aug 2017	~Dec 2017	~Dec 2019
FAA	N	-	-	-	-
Flood Protection	N	-	-	-	-

Complete Streets Policy Compliance

Project Description: Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities.

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

**Bloomington Monroe County Metropolitan Planning
Organization**

Unified Planning Work Program

Fiscal Year 2015 Annual Completion Report



Executive Summary

The Annual Completion Report for Fiscal Year 2015 summarizes the activities undertaken by the Bloomington/ Monroe County Metropolitan Planning Organization (BMCMPPO) as identified in the Unified Planning Work Program Fiscal Years 2015-2016 (UPWP). This report describes activities accomplished in Fiscal Year (FY) 2015 between July 1, 2014 and June 30, 2015. This document is prepared to meet Federal financial reporting requirements.

The BMCMPPO had a budget totaling \$688,886 for fiscal years 2015 and 2016. This report focuses on FY 2015 which budgeted \$371,105 total dollars in the Unified Planning Work Program FY 2015-2016. The BMCMPPO completed, satisfactorily completed, and/or continued all work elements with total expenditures of \$182,225.24 and a remaining balance of \$114,629.56.

The following report summarizes the accomplishments of the BMCMPPO and identifies the amount of money spent on each work element. The last section of the report, Expenditure Summary, is a synopsis of all expenditures made in FY 2015 broken down by quarter and by Work Element.

WORK ELEMENT EVALUATION

This section of the Annual Completion Report analyzes each work element of the Unified Planning Work Program and identifies the tasks to be accomplished, the work completed by the BMCMPPO and its contract service agencies, a budgetary breakdown of the element, and the status of the element at the end of FY 2015.

Work Program Elements

1.0 Administration

1.1 Intergovernmental Coordination

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

The fourteen Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association, known as the Indiana MPO Council, which meets monthly to discuss and act on matters of mutual interest. The monthly meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA. MPO staff will attend these meetings to represent the interests of BMCMPPO on the State and Federal levels. The structure and function of the MPO are defined by a Memorandum of Understanding between the MPO, the local transit operator, and the Indiana Department of Transportation. The MOU for BMCMPPO has not been updated since the early 1990s. INDOT has asked all MPOs to undertake a review and update of their MOUs to ensure that they reflect the latest policies and procedures. Every four years, each MPO must undergo a certification review by the Federal Highway Administration. The last BMCMPPO certification review was completed in May 2011. This puts the MPO on schedule for the next review to occur in calendar year 2016. Lastly, the BMCMPPO will ensure that the public participation process is followed and improved upon.

Tasks performed:

- Staff attended the following meetings:
 - Eleven meetings of the Indiana MPO Council
 - Two meetings of the Monroe County Coalition for Access and Mobility (MCCAM)
 - One meeting of the Active Living Coalition
- Staff coordinated the following meetings
 - Ten Policy Committee meetings (minutes, packets, staff support at meetings)
 - Ten Technical Advisory Committee meetings (minutes, packets, staff support at meetings)
 - Ten Citizens Advisory Committee meetings (minutes, packets, staff support at meetings)
- Staff organized ten lunch meetings with the Citizens Advisory Committee chair and vice-chair

1.2 Unified Planning Work Program (UPWP)

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the metropolitan transportation planning process. The UPWP

describes all planning activities that are anticipated in the MPO study area over the next two fiscal years and documents the work that will be performed with federal planning monies and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal to be used in determining billing rates for MPO staff. MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2015-2016 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2015-2016 UPWP will be provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that have occurred pursuant to the completion of the UPWP.

Tasks performed:

- Tracked receipts, expenditures, and activities for four quarters of FY 2015
- Produced quarterly billings for four quarters
- Amended FY 2015-2016 UPWP to include FY 2016

1.3 Staff Training and Education

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

Tasks performed:

- Staff attended trainings/conferences:
 - Cost Allocation Plan training on January 27 and 28
 - National Bike Summit on March 10 and 11
 - Purdue Road School on March 10 and 11
 - Indiana MPO Conference on October 14, 15, and 16
 - Play City Leadership Summit on October 23 and 24
 - FHWA Carbon Estimator Webinar on September 30
 - League Certified Instructor Seminar on August 8, 9 and 10
 - Indiana Walk Summit on August 27 and 28
 - ITE Complete Streets webinar on June 16 and July 9

1.4 Public Outreach

The MPO will continue to implement its Public Participation Plan (PPP), last updated in 2011, to ensure that appropriate public participation occurs for all MPO activities and programs. Staff will post meeting notices, agendas, minutes and MPO documents on-line and in hard copy for access by interested citizens. Staff will assist the CAC with recruitment materials, such as a brochure and letter to local organizations, to provide diverse representation among CAC participants. Staff will maintain the MPO web site (a subsection of the City of Bloomington web site) as a key point of public engagement. Citizens, businesses, and other community members can access and download reports, data, updates, and other information related to the functions of the MPO, in addition to the traditional forms of correspondence that are available. Staff will continue to explore new methods of

communication, such as social media, in order to enhance public engagement with the MPO.

Tasks performed:

- On-going efforts to ensure all meetings, materials, and processes are accessible and allow for public participation. No specific tasks outside of standard procedures were accomplished this fiscal year with the Public Participation Process
- Staff managed web pages
 - Posted meeting materials related to BMCMPO Committees webpages
 - Maintained the BMCMPO website to include updates to Metropolitan Transportation Plan Task Force, bicycle and pedestrian planning webpages
 - Posted materials related to the ADA Transition Plans

2.0 Programming

2.1 Transportation Improvement Program

The development of a Transportation Improvement Program (TIP) is a Federal requirement for MPOs that intend to implement projects with Federal funds. All federal-aid projects must be included in the TIP, and the adopted program of projects must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT). The MPO will coordinate with its LPAs to develop and administer a valid TIP on an on-going basis.

Tasks performed:

- Staff organized four MPO quarterly tracking meetings
- Developed a new TIP covering FY 2016 through FY 2019
- Processed amendments and modifications as needed to both the FY 2014-2017 and FY 2016-2019 TIPs
- Staff conducted a red flag analysis on all relevant projects programmed in the FY 2016-2019 TIP

2.2 Highway Safety Improvement Program Administration

The Bloomington/Monroe County MPO has established a local Highway Safety Improvement Program (HSIP) in compliance with MAP-21 and the directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and HSIP funding will be awarded depending on project compliance with HSIP selection criteria

Tasks performed:

- Staff conducted two calls for projects in FY 2015 to use HSIP funds for program years FY 2016-2019

2.3 Transportation Alternatives Program Administration

The Bloomington/Monroe County MPO has an established local Transportation Enhancement (TE) program in compliance with SAFETEA-LU and the directives of INDOT. With the adoption of the new MAP-21 legislation, this program will be

revised to reflect the new Transportation Alternatives (TA) program that replaced Transportation Enhancements. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and TA funding will be awarded depending on project compliance with TA selection criteria.

Tasks performed:

- Staff conducted a call for projects to use TAP funds for program years FY 2016-2019

3.0 Planning

3.1 Metropolitan Transportation Plan (MTP)

Federal requirements mandate that the Metropolitan Transportation Plan (MTP) maintain a 20 year time horizon. The MPO is currently developing a new 2040 Metropolitan Transportation Plan. MPO staff began the update process during FY 2011 and expects to complete it in FY 2015. The new MTP will include a complete update of the BMCMPPO Travel Demand Model, done with the assistance of a consultant. Public input will be a significant component of the plan's development. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the region. The BMCMPPO Travel Demand Model (TDM) is built using TransCAD modeling software. This software requires an annual license fee that pays for software support and periodic upgrades.

Tasks performed:

- Developed and adopted an interim 2035 Long Range Transportation Plan
- Organized meetings with The Corradino Group to receive updates on development of the Travel Demand Model
- Organized two public workshops on November 12 and 13 in conjunction with development of the 2040 MTP

3.2 ADA Transition Plans

The Americans with Disabilities Act (ADA) provides standards that ensure the accessibility of public services and facilities for people with disabilities. FHWA has made compliance with ADA a priority, specifically as it relates to the role of the MPO in allocating Federal funding to local agencies. The MPO must ensure that LPAs have complied with ADA, or that LPAs have a plan for compliance in place, as a condition for allocating Federal funding. At this time, Monroe County and Ellettsville have completed plans while Bloomington is on track to have a complete plan by the end of calendar year 2014. MPO staff will continue to work with the LPAs to ensure that ADA Transition Plans are complete reported their completion status to INDOT and FHWA.

Tasks performed:

- The Town of Ellettsville and Monroe County finished their ADA Transition Plans. The City of Bloomington an ADA Transition plan in September of 2014.

3.3 Functional Class Review

The BMCMPPO recently updated its Urbanized Area and Metropolitan Planning Area boundaries in response to the issuance of the 2010 Census data. The MPO must now review the functional classifications of the roadways within the planning area to determine if any changes are necessary. Functional class designations determine which roadways are eligible for Federal funding. Along with functional class, the MPO must also review and update (as needed) the local portions of the National Highway System and National Truck Network. Changes to these three networks will require concurrence

Tasks performed:

- Staff met with LPAs through FY 2015 to work towards finalization of the functional classification review
- Development of the functional classification continues in to FY 2016

3.4 Annual Crash Report

The Bloomington/Monroe County MPO produces an Annual Crash Report. The report identifies hazardous intersections and corridors within the MPO study area. The analysis of crash data allows local jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report is also used to determine project locations that may be eligible for funding through the MPO Highway Safety Improvement Program (HSIP).

Tasks performed:

- Staff has begun work on the annual crash report using 2012 - 2013 data
- Completion of the document is anticipated for the first quarter of FY 2016

3.5 Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. MAP-21 has since eliminated those programs, but their eligible activities have been incorporated into the 5307 Urban Formula Grant Program. Certain eligibilities are also included in the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program. In order for local transit operators to use these funding sources, any project proposed to be funded must be included in a locally developed Coordinated Human Services Public Transit Plan, which the MPO originally completed in 2007. A significant update to this plan was completed in February 2012. This update expanded the list of eligible transportation providers, identified new transportation needs in the community, and provided new strategies for addressing those needs. In Fiscal Years 2015 and 2016, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

Tasks performed:

- No work has been performed this fiscal year.

3.6 Bicycle and Pedestrian Coordination

In conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC), MPO staff will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation. One MPO staff member is certified to teach bicycle safety curricula developed by the League of American Bicyclists. The MPO will utilize this skill set to host bicycle skills and safety training seminars that are open to the public. Educational outreach activities may include structured classes developed by the League of American Bicyclists or may be informal presentations to target populations on the subject of bicycle and pedestrian safety. Staff will assist the BBPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians.

Tasks performed:

- Staff attended and provided staff support to the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC) at the monthly meetings
- Staff assisted the BBPSC with the bicycle light campaign on September 16 and September 17.
- Staff organized two bicycle education classes on September 17 and September 21
- Staff coordinated with University School to create a safe route to school

3.7 Bloomington Transit Studies

In the coming fiscal years, Bloomington Transit will be required to prepare certain plans and studies as mandated by Federal authorities. The implementation of performance measures as required by MAP-21 will necessitate the completion of two specific studies by Bloomington Transit. The first is an Asset Management Plan that sets a foundation for managing the service's fleet and operations infrastructure in the future. The second is a Safety Plan that provides policy and operational guidance for protecting the safety of Bloomington Transit customers and employees. Both of these plans will be produced with the assistance of planning consultants

Tasks performed:

- No work has been performed this fiscal year

3.8 Rose-Hulman Student Study

The BMCMPPO has, in the past, worked with Senior Engineering students from the Rose-Hulman Institute to conduct small-scale studies in the local community. These studies have been helpful in providing creative design options for the community to consider as it addresses infrastructure issues. Examples of these studies include a 10th Street Extension and Modernization Study, a Rogers Street Corridor Context Sensitive Design Study, and a State Road 37 Bicycle and Pedestrian Crossing Study. The Citizens Advisory Committee has expressed interest in conducting a similar study in the near future. The exact scope of the study will be determined prior to the application submission deadline (August of each year).

If selected by Rose-Hulman, MPO Staff and the CAC will work with the assigned students to complete the study.

Tasks performed:

- No work has been performed this fiscal year

3.9 Bus Stop Accessibility Study

Bloomington Transit operates nine routes throughout Bloomington, serving over three million riders each year. All fixed-route transit stops should be accessible to pedestrians seeking to access transit service, especially those with disabilities. MPO Staff proposes to conduct an inventory of all Bloomington Transit fixed route stops to determine their level of accessibility, and use this data to prioritize improvements. Factors to be evaluated may include the presence of a level lift area, connecting sidewalk, accessible shelter, and certain other amenities. This study would serve as a starting point for discussions about how to implement improvements in the future.

Tasks performed:

- No work has been performed this fiscal year

4.0 Data Collection and Analysis

4.1 Traffic Volume Counting

The MPO staff, in conjunction with Bloomington Engineering, Monroe County Engineering, and the Town of Ellettsville, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network. In addition to the above-mentioned counts, provisions need to be made to allow for special counts to be conducted upon the request of local entities to assist with engineering alternatives analysis and design decisions. Specifically, information may be needed to conduct traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, and corridor studies. Traffic volume link and segment counts will be conducted throughout the MPO urbanized area on a rotating basis of once every three (3) years, or as requested.

The traffic volume sampling program will also be used to support INDOT's HPMS data collection efforts and to continuously refine link volumes, capacities, and speeds for calibration of the MPO's travel demand forecast model. Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to battery replacements, Hi-Star portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials necessary for the maintenance and capital replacement of traffic counting equipment.

Tasks performed:

- Staff performed traffic, pedestrian and bicycle counts for HPMS
- Staff organized volunteers to count pedestrians and bicyclists

-
- The Town of Ellettsville conducted volume counts

4.2 Infrastructure Management Plan

The BMCMPPO has historically supported the efforts of its LPAs to establish and maintain robust asset management systems. The City of Bloomington, Monroe County, and the Town of Ellettsville regularly collect asset condition data for infrastructure components such as pavement, signs, and street markings, and manage it using an appropriate software package. This methodology allows the respective jurisdictions to develop long term management plans for their infrastructure assets. These asset management systems will be continuously updated to maintain the quality of their data and to ensure that the most recent conditions are reflected.

Tasks performed:

- The Monroe County staff performed data review and infrastructure management duties

4.3 Intelligent Transportation System Architecture Maintenance

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

Tasks performed:

- No work has been performed this fiscal year

4.4 Transit Ridership Counts

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

Tasks performed:

- Bloomington Transit performed over 400 surveys during this fiscal year



Fiscal Year 2015 Unified Planning Work Program
Annual Completion Report

Quarterly Spending Summary												
Quarter	Q1 / FY 2015			Q2 / FY 2015			Q3 / FY 2015			Q4 / FY 2015		
Period	07/01/2014 - 09/30/2014			10/01/2014 - 12/31/2014			01/01/2015 - 03/31/2015			04/01/2015 - 06/30/2015		
Element	PL/FTA	Local	Total									
1.0	\$ 23,638.78	\$ 5,909.70	\$ 29,548.48	\$ 22,752.30	\$ 5,688.08	\$ 28,440.38	\$ 20,718.97	\$ 5,179.74	\$ 25,898.72	\$ 19,642.27	\$ 4,910.57	\$ 24,552.83
2.0	\$ 3,127.46	\$ 781.87	\$ 3,909.33	\$ 5,267.00	\$ 1,316.75	\$ 6,583.75	\$ 10,165.85	\$ 2,541.46	\$ 12,707.31	\$ 2,594.06	\$ 648.51	\$ 3,242.57
3.0	\$ 15,633.57	\$ 3,908.39	\$ 19,541.97	\$ 6,900.41	\$ 1,725.10	\$ 8,625.51	\$ 4,601.08	\$ 1,150.27	\$ 5,751.35	\$ 8,283.14	\$ 2,070.79	\$ 10,353.93
4.0	\$ 6,749.36	\$ 1,687.34	\$ 8,436.70	\$ 12,141.97	\$ 3,035.49	\$ 15,177.47	\$ 8,957.83	\$ 2,239.46	\$ 11,197.29	\$ 11,081.17	\$ 2,770.29	\$ 13,851.46
Total	\$ 49,149.18	\$ 12,287.30	\$ 61,436.48	\$ 47,061.69	\$ 11,765.42	\$ 58,827.11	\$ 44,443.74	\$ 11,110.93	\$ 55,554.67	\$ 41,600.63	\$ 10,400.16	\$ 52,000.79

Fiscal Year Budget Summary												
Element	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio		
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Expended	Unspent	
1.0	\$ 84,668.80	\$ 21,167.20	\$ 105,836.00	\$ 86,752.33	\$ 21,688.08	\$ 108,440.41	\$ (2,083.53)	\$ (520.88)	\$ (2,604.41)	102.5%	-2.5%	
2.0	\$ 44,146.40	\$ 11,036.60	\$ 55,183.00	\$ 21,154.37	\$ 5,288.59	\$ 26,442.96	\$ 22,992.03	\$ 5,748.01	\$ 28,740.04	47.9%	52.1%	
3.0	\$ 104,006.40	\$ 26,001.60	\$ 130,008.00	\$ 35,418.21	\$ 8,854.55	\$ 44,272.76	\$ 68,588.19	\$ 17,147.05	\$ 85,735.24	34.1%	65.9%	
4.0	\$ 64,063.20	\$ 16,015.80	\$ 80,079.00	\$ 38,930.33	\$ 9,732.58	\$ 48,662.91	\$ 25,132.87	\$ 6,283.22	\$ 31,416.09	60.8%	39.2%	
Total	\$ 296,884.80	\$ 74,221.20	\$ 371,106.00	\$ 182,255.24	\$ 45,563.81	\$ 227,819.05	\$ 114,629.56	\$ 28,657.39	\$ 143,286.95	61.4%	38.6%	



Fiscal Year 2015 Unified Planning Work Program
Annual Completion Report

Bloomington											
Element	Programmed			Spent			Remaining			%	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
4.0	\$ 35,200.00	\$ 8,800.00	\$ 44,000.00	\$ 2,330.40	\$ 582.60	\$ 2,913.00	\$ 32,869.60	\$ 8,217.40	\$ 41,087.00	6.6%	93.4%
Totals	\$ 35,200.00	\$ 8,800.00	\$ 44,000.00	\$ 2,330.40	\$ 582.60	\$ 2,913.00	\$ 32,869.60	\$ 8,217.40	\$ 41,087.00	6.6%	93.4%
Ellettsville											
Element	Programmed			Spent			Remaining			%	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
4.0	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	\$ 459.19	\$ 114.80	\$ 573.99	\$ 7,540.81	\$ 1,885.20	\$ 9,426.01	5.7%	94.3%
Totals	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	\$ 459.19	\$ 114.80	\$ 573.99	\$ 7,540.81	\$ 1,885.20	\$ 9,426.01	5.7%	94.3%
Monroe County											
Element	Programmed			Spent			Remaining			%	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
4.0	\$ 7,200.00	\$ 1,800.00	\$ 9,000.00	\$ 4,332.90	\$ 1,083.22	\$ 5,416.12	\$ 2,867.10	\$ 716.78	\$ 3,583.88	60.2%	39.8%
Totals	\$ 7,200.00	\$ 1,800.00	\$ 9,000.00	\$ 4,332.90	\$ 1,083.22	\$ 5,416.12	\$ 2,867.10	\$ 716.78	\$ 3,583.88	60.2%	39.8%
Bloomington Transit											
Element	Programmed			Spent			Remaining			%	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
4.0	\$ 2,000.00	\$ 500.00	\$ 2,500.00	\$ 3,283.53	\$ 820.88	\$ 4,104.41	\$ (1,283.53)	\$ (320.88)	\$ (1,604.41)	164.2%	-64.2%
Totals	\$ 2,000.00	\$ 500.00	\$ 2,500.00	\$ 3,283.53	\$ 820.88	\$ 4,104.41	\$ (1,283.53)	\$ (320.88)	\$ (1,604.41)	164.2%	-64.2%

Prepared by: Bloomington/Monroe County Metropolitan Planning Organization Staff August 2015

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Dept. of Transportation.



2016 Meeting Schedule

	POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
January	1/08/2016; 1:30pm	1/27/2016; 10:00am	1/20/2016; 6:30pm
February	2/12/2016; 1:30pm	2/24/2016; 10:00am	2/24/2016; 6:30pm
March	3/11/2016; 1:30pm	3/23/2016; 10:00am	3/23/2016; 6:30pm
April	4/08/2016; 1:30pm	4/27/2016; 10:00am	4/27/2016; 6:30pm
May	5/13/2016; 1:30pm	5/25/2016; 10:00am	5/25/2016; 6:30pm
June	6/10/2016; 1:30pm	6/22/2016; 10:00am	6/22/2016; 6:30pm
July	Summer Recess - No Meetings		
August	8/12/2016; 1:30pm (Tentative)	8/24/2016; 10:00am	8/24/2016; 6:30pm
September	9/09/2016; 1:30pm	9/21/2016; 10:00am	9/21/2016; 6:30pm
October	10/14/2016; 1:30pm (Tentative)	10/26/2016; 10:00am	10/26/2016; 6:30pm
November	11/11/2016; 1:30pm	11/16/2016; 10:00am	11/16/2016; 6:30pm
December	Winter Recess - No Meetings		

Meetings are held at: City of Bloomington City Hall at the Showers Complex
 Policy Committee - Council Chambers; Suite 115
 Technical & Citizens Advisory Committees - McCloskey Room; Suite 135
 401 N. Morton Street
 Bloomington, IN 47404

MEMORANDUM

To: TAC and CAC Committee
From: Anna Dragovich, Senior Transportation Planner
Date: August 19, 2015
Re: Complete Streets Policy Discussion

At our last meeting on June 24, I gathered some initial input from you on the complete streets policy. We are now to the point where we can begin to dial on where we want to focus our energy. I received some great feedback from all of the MPO committees as well as meetings from Monroe County Highway Department staff and City of Bloomington Planning Department staff. I've included my notes from those meetings as well as my notes from Smart Growth Americas report that was discussed in June. You can expect a suggested plan of action from staff at your meetings next week.

For reference, the BMCMPPO Complete Streets Policy can be found online [here](#).

Meeting Notes

- Exemptions – are they still warranted?
- Education – on what complete streets is; let's all get on the same page.
- Process of involvement of projects – for example, take projects to other groups such as Bloomington Community Council for Accessibility. Policy could be more specific on which groups to involve.
- ADA access during construction.
- Have a complete streets discussion before projects are chosen; more early coordination.
- Make policy more understandable for the public; include infographics, images, show what we don't want our streets to look like.
- Make policy update a visible piece of the MTP update process.
- Engage other jurisdictions.
- Policy tends to be a prescriptive checklist approach – is this what we want? Perhaps, we want more of an open process?
- Policy could be about input gathering/collaboration with various groups.
- Collect data before project conception via survey (ie: how do people use the streets, what should be here?)
- Compliance with the policy should be determined before stage 1 designs are due. This process could include involvement before conception.

- Hit marks of getting to design via public involvement. Compliance is the result of the process, the final designs are a result of information gather/ collaboration process.
- Policy require that LPA has listened and responded to input. If project changes, should LPA have to get input again? Where is the line drawn?
- Look at redefining what type of project triggers a “reconstruction”. Does this mean adding lanes, upgrading signals, adding crosswalks, infrastructure within the existing roadway, what? More clearly define new construction and reconstruction.
- Use maintenance projects as an opportunity to see if other modes can be accommodated
- What actions should be taken, if any, if a project is deemed not compliant? What steps are taken? Can the project still be programmed in the TIP?
- Continue to allow incomplete/pending application materials?
- Update LPA reporting portion from 2 to 4 times/year.
- Use maintenance projects as opportunity to see if other modes can be accommodated but be cautious of excessive administrative work.
- Reference specific best practice guidance documents.
- Remove “grandfathering” language.

Best Complete Streets Policies of 2014 by Smart Growth America

1. Vision and intent –Visions cannot be empirically compared across policies, so this criterion compares the strength and clarity of each policy's commitment to Complete Streets. Clarity of intent and writing makes it easy for those tasked with implementation to understand the new goals and determine what changes need to be made to fulfill the policy's intent.

5 points: The strongest policies are those that are clear in intent, saying facilities that meet the needs of people traveling on foot or bicycle “shall” or “must” be included in transportation projects. Full points also are awarded to policies in which the absolute intent of the policy is obvious and direct, even if they do not use the words “shall” or “must,” because there is a complete lack of other equivocating language.

3 points: Many policies are clear in their intent—defining what a community expects from the policy—but use equivocating language that waters down the directive. For example, an average policy says that the needs of pedestrians and bicyclists “will be considered” or “may be included” as part of the process.

1 point: Some policies are indirect: they refer to implementation of certain principles, features, or elements defined elsewhere; refer to general “Complete Streets” application with no clear directive; or instruct the development of a more thorough policy document.

✓ **BMCMPO Score: 5**

Max Score Possible: 5

2. All users and modes – No policy is a Complete Streets policy without a clear statement affirming that people who travel by foot or on bicycle are legitimate users of the transportation system and equally deserving of safe facilities to accommodate their travel. It is therefore a requirement to include both modes—walking and bicycling—in the policy before it can be further analyzed. Beyond the type of user is a more nuanced understanding that not all people who move by a certain mode are the same.

3 points: Policy includes two more modes, in addition to walking, bicycling, and public transportation. Such modes include cars, freight traffic, emergency response vehicles, or equestrians.

2 points: Policy includes one more mode, in addition to walking, bicycling, and public transportation.

1 point: Policy includes public transportation, in addition to walking and bicycling. • 0 points: Policy includes walking and bicycling only. The needs of people—young, old, with disabilities, without disabilities—are integral to great Complete Streets policies.

Two additional points are available, awarded independently of each other and the above points for modes.

1 point: A policy references the needs of people young and old.

1 point: A policy includes the needs of people of all abilities.

✓ **BMCMPO Score: 5**

Max Score Possible: 5

The BMCMPO policy received extra points because it specifically references the needs of young and old people as well as people with disabilities.

3. All projects and phases – The ideal result of a Complete Streets policy is that all transportation improvements are viewed as opportunities to create safer, more accessible streets for all users.

3 points: Policy applies to reconstruction and new construction projects.

2 points: Policy clearly includes maintenance, operations, resurfacing, repaving, or other types of changes to the transportation system.

0 points: Policy does not apply to projects beyond newly constructed roads, or is not clear regarding its application.

x BMCMPO Score: 3 Max Score Possible: 5

BMCMPPO received three points because the policy applies to new construction and reconstruction projects. Our policy could include maintenance, operations, resurfacing, repaving and other types of changes to the transportation system in order to earn two more points.

4. Clear, accountable exceptions –Making a policy work in the real world requires a process for exceptions to providing for all modes in each project. The Coalition believes the following exceptions are appropriate with limited potential to weaken the policy. They follow the Federal Highway Administration’s guidance on accommodating bicycle and pedestrian travel and identified best practices frequently used in existing Complete Streets policies.
 1. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls.
 2. Cost of accommodation is excessively disproportionate to the need or probable use.
 3. A documented absence of current and future need. Many communities have included other exceptions that the Coalition, in consultation with transportation planning and engineering experts, also feels are unlikely to create loopholes:
 1. Transit accommodations are not required where there is no existing or planned transit service.
 2. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
 3. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand. In addition to defining exceptions through good policy language, there must be a clear process for granting them, preferably with approval from senior management. Establishing this within a policy provides clarity to staff charged with implementing the policy and improves transparency and accountability to other agencies and residents.

5 points: Policy includes one or more of the above exceptions—and no others—and stating who is responsible for approving exceptions.

4 points: Policy includes any exceptions, including those that weaken the intent of the Complete Streets policy, and stating who is responsible for approval.

3 points: Policy includes one or more of the above exceptions—and no others—but does not assign responsibility for approval.

1 point: Policy includes any exceptions, including those that weaken the intent of the policy, but does not assign responsibility for approval.

0 points: Policy lists no exceptions.

✓ **BMCMPPO Score: 5** **Max Score Possible: 5**

5. Network – policy recognizes the need for an integrated network, transportation projects are approached as part of the overall network and not as single segments to ensure safe access to destinations. The Coalition encourages additional discussion of connectivity, including block size and intersection density. An ideal Complete Streets policy recognizes the need for a connected, integrated network that provides transportation options to a resident’s many potential destinations. Approaching transportation projects as part of the overall network—and not as single segments—is vital for ensuring safe access to destinations. Successful Complete Streets processes recognize that all modes do not receive the same type of accommodation and space on every street, but that everyone can safely and conveniently travel across the network. The Coalition encourages additional discussion of connectivity, including block size and intersection density.

5 points: Policy simply acknowledges the importance of a network approach.

0 points: Policy does not reference networks or connectivity

✓ **BMCMPPO Score: 5** **Max Score Possible: 5**

6. Jurisdiction – Creating Complete Streets networks is difficult because many different agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Individual jurisdictions do have an opportunity to influence the actions of others, through funding or development review, and through an effort to work with their partner agencies on Complete Streets. These two types of activities are awarded points independently.

3 points: A state’s or Metropolitan Planning Organization’s policy clearly notes that projects receiving money passing through the agency

are expected to follow a Complete Streets approach. County and municipal policy applies to private development.

2 points: Policy, at any level, articulates the need to work with others in achieving the Complete Streets vision.

0 points: Policy does not recognize the ways an agency can work with other organizations and developers to achieve Complete Streets.

✘ BMCMPO Score: 3 Max Score Possible: 5

The BMCMPO policy notes projects receiving funding are expected to follow the complete streets approach, but fails to articulate the need to work with others in achieving the complete streets vision.

7. Design - Complete Streets implementation relies on using the best and latest design standards to maximize design flexibility. Agencies should be aware that design solutions need to balance modal and user needs. Points are awarded independently for these concepts.

3 points: Policy clearly names specific recent design guidance, or references using the best available.

2 points: Policy addresses the need for a balanced or flexible design approach.

0 points: Policy does not address design guidance, balancing of user needs, or design flexibility.

✓ BMCMPO Score: 5 Max Score Possible: 5

8. Context sensitivity - An effective Complete Streets policy must be sensitive to the surrounding community, its current and planned buildings, and current and expected transportation needs. Given the range of policy types and their varying ability to address this issue, a policy at minimum should mention context sensitivity in making decisions. The Coalition encourages more detailed discussion of adapting roads to fit the character of the surrounding neighborhood and development.

5 points: Policy mentions community context as a factor in decision-making.

0 points: Policy does not mention context.

✓ BMCMPO Score: 5 Max Score Possible: 5

9. Performance measures - Communities with Complete Streets policies can measure success a number of different ways, from miles of bike lanes to percentage of the sidewalk network completed to the number of people who choose to ride public transportation.

5 points: Policy includes at least one performance measure. A direction to create measures without naming any is credited in the below section, "Implementation steps."

0 points: Policy does not include any performance measures.

✘ BMCMPO Score: 0 Max Score Possible: 5

The BMCMPO policy does not have any performance measures, however, the MTP will. There may be an opportunity to include these in the updated policy.

10. Implementation steps - A formal commitment to the Complete Streets approach is only the beginning. The Coalition has identified four key steps to take for successful implementation of a policy:

1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project.
2. Develop new design policies and guides or revise existing to reflect the current state of best practices in transportation design. Communities may also elect to adopt national or state level recognized design guidance.
3. Offer workshops and other training opportunities to transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision.
4. Develop and institute better ways to measure performance and collect data on how well the streets are serving all users. Assigning oversight of implementation or requiring progress reports is a critical accountability measure, ensuring the policy becomes practice. Policies can also influence the funding prioritization system to award those projects improving the multimodal network. Points for either type of activity are awarded independently.

3 points: Policy specifies the need to take action on at least two of the four steps identified above.

1 point: Policy includes at least one of the above four implementation steps.

1 point: Policy identifies a specific person or advisory board to oversee and help drive implementation, or establishes a reporting requirement.

1 point: Policy changes the way transportation projects are prioritized.

0 points: Policy does not include any implementation or accountability measures

✘ BMCMPO Score: 1 Max Score Possible: 5

The BMCMPO policy does not have much as far as an implementation component. We received one point based on our requirement that LPAs report on their projects twice per year.



MEMORANDUM

To: MPO Technical & Citizens Advisory Committees
From: Josh Desmond, MPO Director
Date: August 19, 2015
Re: 2040 Metropolitan Transportation Plan

Background

The MPO is in the process of developing the 2040 Metropolitan Transportation Plan, tentatively titled *Transform 2040*. While the new Travel Demand Model is being completed by a consultant, staff has begun drafting some components of the new plan document. Several pieces of that draft material are being shared with the Committee in order for members to become familiar with the proposed structure and content of the final 2040 MTP. This memo provides an overview of three components of the developing MTP Document: an outline of the structure of the Plan, a draft of the Vision, Goals and Objectives section, and an overview of the performance measures by which the travel demand model scenarios will be evaluated.

Document Outline

Staff is developing a document that will be user-friendly for all audiences, including MPO decision-makers, local officials, technical staff, and members of the public. Detailed technical data will be confined to appendices and separate volumes so that key plan information can be clearly conveyed in the body of the document. The document is proposed to be organized around four key themes (preceded by an Executive Summary):

Executive Summary

- (1) **Who We Are**
 - What is *Transform 2040*?
 - MTP Requirements (MAP-21, etc.)
 - Interagency Collaboration
 - Public Involvement
 - Guiding Principles, Vision and Goals

- (2) **Where We Are**
 - Regional Profile
 - Current Transportation System
 - Transit
 - Bicycle & Pedestrian
 - Roads
 - Freight
 - Analysis of Existing Transportation System

- Summary of Existing Conditions
- (3) ***Where We're Going***
- Population & Employment Projections
 - Predicted Future Transportation Conditions
 - Anticipated Transit Needs
 - Anticipated Bicycle & Pedestrian Needs
 - Anticipated Roadway Needs
 - Anticipated Freight Needs
 - Summary of Future Transportation Needs
- (4) ***How We'll Get There***
- Performance Measurement
 - Challenges & Opportunities
 - Financial Plan & Fiscal Constraint
 - Strategies
 - Plan Implementation

Vision Statement, Goals and Objectives

Attached is a draft Vision Statement, Goals and Objectives for *Transform 2040*. This material is presented in a proposed format for the overall document, though that format is open to further development. The language of the proposed Vision, Goals and Objectives reflects information collected from public involvement, multiple conversations with the MTP Task Force, and staff input. This material is not final and is open to revision based on Committee discussion. The final Vision, Goals and Objectives will serve as a guide for implementation of the new plan, from infrastructure project selection and funding to development of new or revised MPO policies and standards.

Performance Measures

The new Travel Demand Model will be used to test a variety of future scenarios for the regional transportation system. The results of each model scenario must be evaluated to determine which combination of growth predictions and infrastructure projects yields the best overall system performance. It is important to note that the model is not designed to test projects on an individual basis, but to illustrate overall transportation system performance. In order to measure this performance, a variety of metrics were developed. For each model scenario, this standardized set of metrics will be produced, allowing performance comparisons across all scenarios. The performance measures established for this model are in five categories as follows:

Travel Demand

- Person Trips Per Day
- Daily Vehicle Trips
- Daily Vehicle Miles
- Daily Vehicle Hours
- Daily Transit Boardings
- Mode Shares

Travel Efficiency

- Vehicle Hours of Delay
- Accessibility by Mode
 - Number of jobs within X minutes
 - Shopping within X minutes
- Transit Person Hours
- Weighted Average Transit Walk Distance
- Weighted Average Transit Headway
- 5D Variables (see attached chart)

Economic

- Infrastructure Costs
- Monetized System User Benefits (time, cost, etc.)
- Potential Jobs Impacts
- Prosperity Index

Safety

- Predicted Number of Crashes
 - Fatal, Injury, Property Damage

Environmental

- Greenhouse Gas Emission Tonnage
- GHG Per Trip
- GHG Per Capita

In comparison, the previous travel demand model relied primarily on Vehicle Level of Service as a tool for comparing project alternatives. This new model will provide a more comprehensive and sophisticated methodology for analyzing system performance.

Next Steps

At the time of this memo, the consultant has begun running the various scenarios on the model. Results should be available soon thereafter, followed by installation of the model on a local computer as well as training for staff. It is anticipated that a description of all proposed scenarios and their results will be presented at the next meeting. Staff will also begin work on a financial forecast for the next 25 years as well as a methodology for estimating the approximate cost of future transportation infrastructure projects.

Action Requested

No formal action is requested of the Committee at this time. The materials are being presented for discussion purposes only.

03 A BOLD NEW VISION



The purpose of the 2040 Metropolitan Transportation Plan (MTP), known as *Transform 2040*, is to provide a broad policy framework for improving the transportation system of the Bloomington Urbanized Area. Prepared by the Bloomington Monroe County Metropolitan Planning Organization, this plan addresses the regional transportation needs and challenges for the next 25 years.

A TRANSPORTATION PLAN FOR THE NEXT 25 YEARS

A new transportation plan for the Bloomington Urbanized Area cannot begin without recognizing the significance of the Interstate 69 project. This project will convert State Road 37 through the MPO into an interstate highway, linking the region to a wider national network of highways. Though the impacts of Interstate 69 have not yet been fully realized, it is clear that significant new demand will be placed upon local roadways as a result of access changes along the highway corridor. The MPO will be challenged to balance investments required by this new demand with implementation of the broader regional vision articulated by *Transform 2040*.

Traditionally, growth has followed a cycle whereby as an area develops, existing roads cannot effectively handle the increased traffic. Growing traffic congestion, concerns over traffic safety, and the increasing cost of upgrading roads have elevated the importance of managing access to the roadway system. When new, multi-lane facilities are constructed to relieve the pressure, they attract more traffic with the promise of limited delays and reasonable travel speeds. Additional development is naturally attracted to these facilities and a variety of new growth begins to compound, leading once again to traffic congestion that overwhelms the transportation network. This cycle typically continues until it becomes physically or economically impossible to add more capacity to the roadway.

The transportation network of the future must provide a wide range of effective choices for community mobility without creating an unnecessary expansion of Bloomington's urbanized area. Access management, or the ability to reach desired destinations, together with effective land use management and a variety of modal choices, can preserve roadway capacity and, in turn, effectively improve efficiency while slowing down or even halting the cycle. Transform 2040 recognizes the link between transportation and land use planning to ensure that the transportation system effectively and efficiently serves existing and future development within the region.

A safe travel environment is a high priority for motorists, bicyclists, pedestrians and neighborhoods. The reduction of human and economic losses from death and injury attributed to transportation must be a priority. Innovative approaches to crash reduction must be included in the planning process, including the use of electronics and telecommunications, the use of roadway design best practices, as well as increased enforcement, encouragement and education that promotes safety and civil courtesy among all roadway users.

Paying the bill for transportation facilities is a challenge in every community. Limited fiscal resources are met with the demand for improvement in overall transportation system performance. This means that local agencies must be strategic in selecting transportation investments, whether for new or upgraded transportation infrastructure or for programs and policies that reduce the need for such projects. Reconstruction and new construction activities, or "hard projects", are important when working to improve and maximize the movement of traffic. In contrast, the less tangible "soft projects" such as traffic signal coordination, GPS transit trackers or simply smaller scale projects can have major positive effects for transportation. It is when these two types of projects are implemented concurrently that an extremely effective and efficient transportation network is created. Regardless of project type, transportation improvements should be viewed as long-term investments in the quality of life of the community.

Transform 2040 expresses a bold new vision for the future of the transportation system in the Bloomington Urbanized Area. The goals and objectives that follow provide specific guidance for progress toward that vision. Together, the vision, goals and objectives will support the BMCMPPO as it builds an effective, progressive transportation system.

VISION

We will build a transportation system that ensures the safe, efficient movement of motor vehicles, transit, freight, bicyclists and pedestrians, that is directed by all relevant adopted land use and transportation plans, that is compatible with citizen desires and that ultimately links our communities to each other, our region, our state, and our nation.

GOALS

Mobility & Accessibility

Improve the movement of people through the transportation system as a means to create modal and social equity within the community

- Select transportation projects that do not induce sprawl development and that are sensitive to community character
- Encourage development patterns that are walkable, bikeable, and readily served by public transit
- Encourage infill development to most effectively utilize existing utilities and infrastructure
- Enhance the efficient movement of freight through maintenance, operational and capital investment decisions
- Annually allocate 20% of Surface Transportation Program funds, or their equivalent in future transportation bills, to independent non-motorized transportation projects that are not part of a larger roadway project
- Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure proper integration of ADA components into the transportation system

Transit

Provide the community with efficient, affordable, frequent and reliable transit services

- Expand, enhance, and increase the use of transit services throughout the region
- Pursue all possible funding opportunities to increase public transit capital and operating investment
- Prioritize projects that will create or improve direct access to transit services
- Use the BMCMPPO Coordinated Human Services Transportation Plan to identify and remove gaps in transit services to elderly, disabled and low-income citizens in the region
- Encourage transit projects that increase “choice-riders” who choose to take transit even though they may have other travel options.
- Continue to fund transit projects that maintain or upgrade current facilities
- Encourage the expansion of both geographic coverage and hourly services offered by transit
- Encourage the use of advanced technologies such as hybrid buses in regular transit services and operations

Community

Ensure that transportation projects maximize the community's quality of life and are compatible with local land use plans and policies

- Involve the public in transportation project selection and scoping
- Incorporate context sensitive solutions and best design practices into all projects
- Select and design transportation projects in compliance with local comprehensive plans, alternative transportation plans, subdivision control ordinances and site design review processes
- Pursue all possible funding opportunities to increase trail use and investment
- Plan, design, develop, construct and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures and neighborhoods
- Incorporate aesthetic elements such as streetscape features into transportation projects such that they are compatible with the abutting area
- Implement public outreach programs that create awareness of the impact that travel mode choices have on the transportation system, the environment, and the community

Safety

Improve the safety of the transportation system for all modes and all users

- Fund non-traditional, non-capacity adding projects that encourage and educate the public about safe driving, biking, walking, and using transit
- Encourage safety and civility among roadway users of all modes
- Analyze the causes of traffic safety hazards and reduce those hazards in a comprehensive, systematic and sustainable way
- Annually evaluate the top 10 crash locations by crash rate and crash severity and implement quick, low-cost improvements while also seeking funding for more comprehensive changes if necessary

Rebuild and Renew

Directly focus on maintaining existing transportation facilities before building new ones

- Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities
- Support “soft projects” that maximize the use of existing infrastructure through systematic and operational best practices
- Evaluate proposed project alternatives that maximize existing transportation facilities for all modes including freight
- Maintain and improve existing infrastructure through projects such as surface treatment, bridge repairs, improved striping paint, sign replacements and drainage improvements
- Create a Transportation Improvement Program that effectively directs spending in compliance with this Metropolitan Transportation Plan

Aggregate Statistics

Urban Design Variables					
Elements	Variables		Data Source		Units
Density					
DENS1	Households Densiity		No. Households from TAZ data	TAZ land area in sq.mi	households per sq. mi.
DENS2	Employment Density		No. of Jobs from TAZ data	TAZ land area in sq.mi	jobs per sq.mi.
Diversity					
DIVERS	Jobs/Housing Ratio		No. of Jobs within 1 mile radius	No. Households within 1 mile radius	Jobs per household ratio
Design					
DESGN1	Walkability		Pct. Of TAZ streets that are walkable		miles walkable per total centerline miles
DESGN2	Average Blockface (miles)		Centerline miles of road (non-freeway)	Number of links (non-freeway)	Miles per link
DESGN3	Street Density		Centerline miles of road (non-freeway)	Land area of TAZ	road miles/square mile
Destinations					
DEST1	Commercial establishments within 10 min walk		Selection set of commercial parcels	Count parcels within 0.1667 mi	Number of establishments
DEST2	Retail jobs within 10 min walk		No. of Retail jobs from TAZ data	Count jobs within 0.1677 mi	Number of retail jobs
Distance to Transit					
DTT1	Street Coverage within 10min. Walk to Transit Stop		Street miles within a 10 min walk of transit stops		Pct. Of Centerline Miles
DTT2	Access to destinations via transit		Number of stops within 5 miles via transit		Number of stops

Performance Measures

An important goal of the 2040 Metropolitan Transportation Plan (MTP) is to ensure that the regional transportation system will remain efficient and effective well into the foreseeable future. In the plan development process, policy makers and planners analyze the performance of the existing and potential transportation system, and evaluate suitable strategies to achieve the overall transportation goals of the region. The purpose of this memorandum is to document the development of performance measures to evaluate existing conditions, the impact of future travel demand on transportation facilities, and identify future system performance along with specific corridor deficiencies.

The plan development process applies performance based planning principles, supported by scenario planning and technical modeling. The results from this analysis will feed into the planning, decision making, project selection and overall action plan to be documented in the remainder of the 2040 Metropolitan Transportation Plan document.

1.0 Factors Considered During Development of Performance Measures

Long-range planning is driven by a number of factors: local growth and land use changes; federal emphasis on performance-based planning; the need to maintain the major highway system; the local city and county roads and multimodal alternatives; available funding; and, the planning process of the Bloomington-Monroe County MPO which integrates these considerations.

1.1 MTP Vision, Goals, and Objectives

To be consistent with a transparent, performance-based planning approach for the 2040 Metropolitan Transportation Plan, a “performance framework” was designed to convey the linkage to long-range transportation vision, goals, and objectives, to ensure decisions are made with the desired end-state in mind. The plan’s overall Goals and Objectives are described below.



Mobility and Accessibility

Goal: Improve the movement of people through the transportation system as a means to create modal and social equity within the community. Specific objectives are listed below:

- Select transportation projects that do not induce sprawl development and that are sensitive to the community's character.
- Encourage development patterns that are walkable, bikeable, and readily served by public transit.
- Encourage infill development to most effectively utilize existing space, utilities and infrastructure.
- Enhance the efficient movement of freight through maintenance, operational and capital investment decisions.
- Adopt a policy that annually allocates 30% of STP, or it's equivalent in future transportation bills, to fund independent non-motorized projects that are not part of a larger roadway project.
- Use local Americans with Disabilities Act (ADA) Transition Plans as tools to identify deficiencies and implement projects that promote proper integration of ADA components into the transportation system to achieve genuine accessibility.

Transit

Goal: Provide the community with efficient, affordable, frequent and reliable transit services. Specific objectives are listed below:

- Pursue all possible funding opportunities to increase public transit capital and operating investment and expand, enhance, and increase the use of transit services.
- Prioritize projects that will create or improve direct access to transit services.

- Use the BCMPO Coordinated Human Services Transportation Plan to identify and implement gaps in transit services to elderly, disabled and low-income citizens in the region.
- Encourage transit projects that increase the ridership of "choice-riders" who choose to take transit even though they may have other modal choices at hand.
- Continue to fund transit projects that replace or maintain current facilities.
- Encourage the expansion of both geographic coverage and hourly services offered by transit.
- Encourage the use of advanced technologies such as hybrid buses into regular transit services and operations.

Community

Goal: Ensure that all transportation projects maximize the community's quality of life and are compatible with the most up to date land use plans and policies. Specific objectives are listed below:

- Involve the public in transportation project selection and scoping.
- Incorporate context sensitive solutions and best practices into all project designs as set forth in alternative transportation plans, comprehensive plans, subdivision control ordinances and site design review processes.
- Pursue all possible funding opportunities to increase trail use and investments.
- Plan, design, develop, construct and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures and neighborhoods.
- Incorporate aesthetic elements such as streetscape features into transportation projects such that they are compatible with the abutting area.
- Implement one public outreach program per year that will create awareness of the impact that travel mode choices have on the

transportation system, the environment, and the community.

Safety

Goal: Improve the safety of the transportation system for all modes and all users. Specific objectives are listed below:

- Fund non-traditional, non-capacity adding transportation projects that encourage and educate the public about safe driving, biking, walking, and using transit.
- Encourage roadway safety and civility amongst all road users.
- Gather data to determine the causes of traffic safety hazards and reduce those hazards in a comprehensive, systematic and sustainable way.
- Annually evaluate the top 10 crash locations by “crash rate” and “crash severity” in the most recent MPO Crash Report and implement quick, low-cost improvements while seeking funding for more comprehensive changes.

Rebuild and Renew

Goal: Focus on existing transportation facilities before building new. Specific objectives are listed below:

- Adopt a “fix-it-first” mentality that directs transportation funding and project selection to focus on maintenance or renewal of existing roadway facilities.
- Support “soft projects” that maximize the use of existing infrastructure through systemic and operational best practices.
- Evaluate proposed project alternatives that maximize existing transportation facilities for all modes including freight.
- Create an objective Transportation Improvement Program that effectively directs spending in compliance with this Metropolitan Transportation Plan.

The five planning goals listed there provide statements of purpose that reflect a desired end. The objectives provide specific steps needed to reach each goal and are more focused and more easily measured.

1.2 Relationship to MAP-21 Emphasis Areas

Moving Ahead for Progress in the 21st Century (MAP-21) includes an overarching performance-based framework, within which the long-range planning process is embedded. The technical analysis for the 2040 Metropolitan Transportation Plan begins by classifying the 2040 MTP Vision against several MAP-21 Planning Categories as shown in Figure 1 below. Most of the 2040 Plan Goals had elements which were quantifiable within the technical analysis. From these general planning categories, a set of performance measures were developed and used to evaluate a set of investment/development scenarios.

1.3 Relationship to Federal Livability Principals

The MTP Vision, Goals, and Objectives development also account for the livability principals that resulted from a 2009 collaboration of the U.S. Department of Transportation, U.S. Environmental Protection Agency, and the U.S. Department of Housing and Urban Development.

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.

Vision against several MAP-21 Planning Categories as shown in Figure 1 below.

Figure 1 MTP Vision Relationship to Performance Measure Categories

Performance Measure Categories	MTP Vision				
	Mobility and Accessibility	Transit	Community	Safety	Rebuild and Renew
Travel Demand	●	●			
System Efficiency	●	●	●		
System Condition					●
Safety				●	
Environmental Concerns			●		
System Investment & Economics		●	●		

Figure 2 Livability Principals Relationship to Performance Measure Categories

Performance Measure Categories	Livability Principles					
	Provide more transportation choices	Promote equitable, affordable housing	Enhance economic competitiveness	Support existing communities	Coordinate policies and leverage investment	Value communities and neighborhoods
Travel Demand	●		●		●	
System Efficiency	●		●	●	●	●
System Condition			●	●	●	●
Safety			●	●	●	●
Environmental Concerns			●	●	●	●
System Investment & Economics		●	●	●	●	●

2.0 Summary of Performance Measures

Generally, performance measures are used to evaluate investment options and monitor progress towards achieving goals and objectives. The specific measures used here are listed in Table 1 below. Criteria for selecting measures included: feasibility of calculating, policy sensitivity, ease of understanding, and usefulness in decision-making. They are intended to help address questions such as:

- Are the proposed investment strategies helping to achieve longer-term transportation goals?
- Is the planning process identifying and evaluating appropriate transportation strategies?
- Is the region investing in transportation as efficiently and effectively as possible?

From a long-range planning perspective, performance measures are normally used for tracking progress towards overall system-wide or corridor goals and objectives, rather than tracking the performance of individual projects. However, the technical process also generates link specific performance outputs for the auto/truck traffic using each road segment.

Each of the performance measures is computed from a component of the travel demand model as shown in Figure 3.

Figure 3 Model Components' Contribution to System Measures

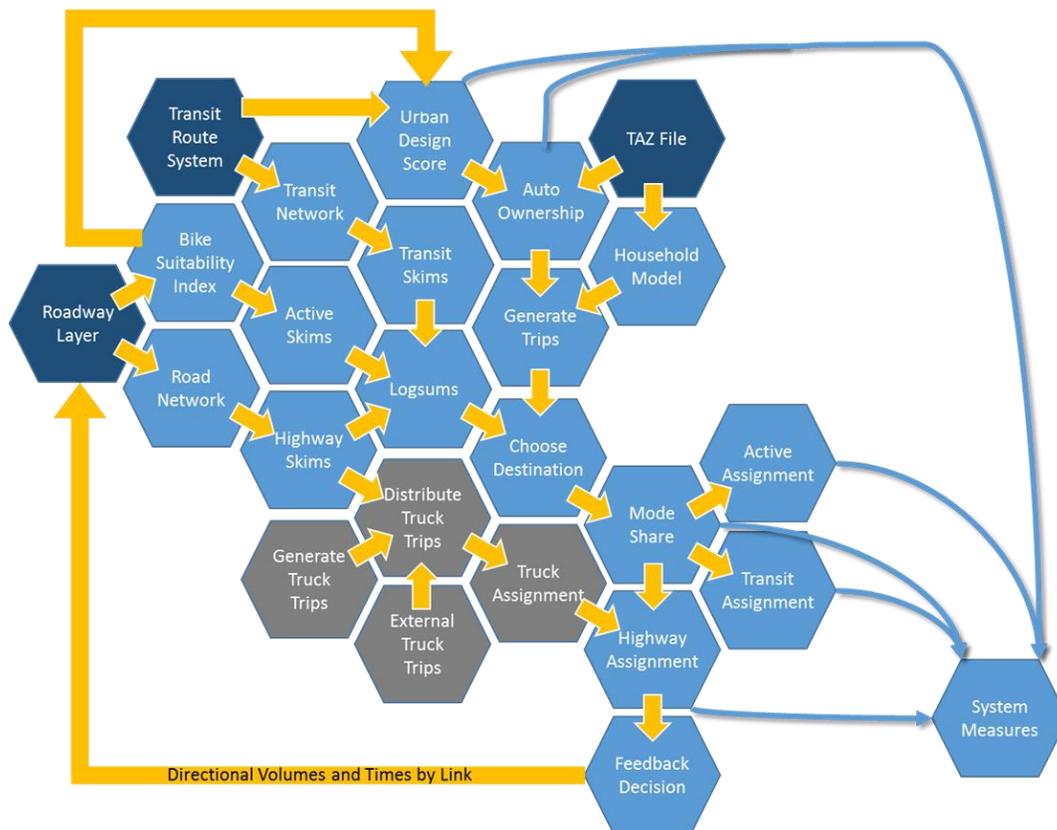


Table 1: Performance by Planning Category

Travel Demand	
Vehicle Miles (VMT)	VMT is calculated by multiplying the amount of daily traffic on a roadway segment by the length of the segment, then summing all the segments' VMT to give a total for the geographical area.
Vehicle Hours (VHT)	VHT is calculated by multiplying the amount of daily traffic on a roadway segment by the travel time of the segment, then summing all the segments' VHT to give a total for the geographical area.
Work Trip - Vehicle Occupancy	Average number of auto occupants for work trips
Person Trips	Total trip generation output for a given scenario. These represent all trips, regardless of mode.
Transit Share	Percentage of all trips choosing the transit modes under a given network scenario
Daily Ridership	Daily transit ridership under a given network scenario (Note: a trip involving a transfer has two boardings)
Transit Trips	The number of person trips
Transit Person Miles	Aggregate number of miles traveled by all transit riders in one day (one person travelling one mile equals one transit person mile)
Transit Person Hours	Aggregate number of hours traveled by all transit riders in one day (one person travelling one hour equals one transit person hour)
Non-Motorized Share	The percentage of person trips using non-motorized modes
Non-Motorized Trips	The aggregate number of person trips using non-motorized modes
Non-Motorized Person Miles	The aggregate number of miles travelled by all non-motorized travellers in one day
Non-Motorized Person Hours	The aggregate number of hours travelled by all non-motorized travellers in one day

System Efficiency

Vehicle Hours Under Delayed Conditions	Delay per Vehicle multiplied by the peak hour volume on that roadway segment; expressed in vehicle-hours; this performance measure facilitates the comparison of corridors by considering the number of vehicles impacted by congestion
Avg. PM Peak Speed	The average speed during peak periods (AM and PM) on all non-freeway facilities
Avg. Auto Trip Length	The average trip length of all modeled auto trips for a given scenario
Lane Miles at LOS E or worse	Number of lane miles of non-freeway links where the level of service is E or worse during at least one of the four modeled time periods
Transit Accessibility (Residents within half mile)	Number of households within a half mile of transit service
Transit Accessibility (Jobs within 20 minutes by transit)	Number of jobs within 20 minutes travel by transit
Weighted average wait time for transit	The average wait time (directly related to headways) for transit riders
Urban Design Score	See text
Non-Motorized Accessibility Index	Number of jobs within 20 minutes travel by non-motorized modes

Safety

Fatal Accidents	Number of fatal accidents predicted by current crash rates by road type
Injury Accidents	Number of injury accidents predicted by current crash rates by road type
Property Damage Accidents	Number of property damage only accidents predicted by current crash rates by road type
Bike Suitability	See text

Environment

Vehicle Emissions (Tons CO2)

Daily tons of carbon dioxide emitted by on-road vehicles under a given scenario. This measure is dependent upon operating speeds and miles traveled. The emission rates were derived from the MOVES model.

Economic

Roadway User Costs

These costs account for both time and operating costs for autos and trucks. Vehicle operating costs include fuel and non-fuel costs.

Capacity Added to Meet Standards (Road Lane Miles)

This is an estimated number of lane miles needed to improve all model links to level of service D or better.

Total Cost of Capacity Improvements

This is an estimated cost to improve all model links to level of service D or better. This is based a rough estimate of the remaining needs (see measure of lane miles at LOS e or worse), and costs per lane mile to add roadway capacity.

Prosperity Index

Housing costs plus transportation costs for a given zone, in relation to the regional average

Regional GDP Change

Estimated GDP using INDOT MCIBAS method to estimate the effect of a scenario compared to baseline conditions

Regional Personal Income Change

Estimated Income using INDOT MCIBAS method to estimate the effect of a scenario compared to baseline conditions

Sensitivity to Active Travel Modes

Bike and walk suitability assessment has been added as part of the roadway/trail network for inclusion in multiple steps of the model. The suitability based on how many vehicles will pass a rider/walker while traversing a link, and trucks count disproportionately. The speed of vehicles and how closely they are passing the cyclist/walker is considered. The space available for the non-motorized traveler is considered, and this is based on shoulder width, or presence of bike lanes, sidewalks, sidepaths, etc. The model uses the combination of these factors to determine a suitability index. It is used as one component of an auto ownership model, and used directly for predicting routes taken by non-motorized travelers via a composite impedance combining travel time and suitability. The composite impedance is used for pathfinding during skims and assignment. The skims are used in the mode choice step, so improving system suitability can result in an increase in non-motorized travel and a reduction in auto travel.

Figure 4 Infrastructure Coding for Non-Motorized

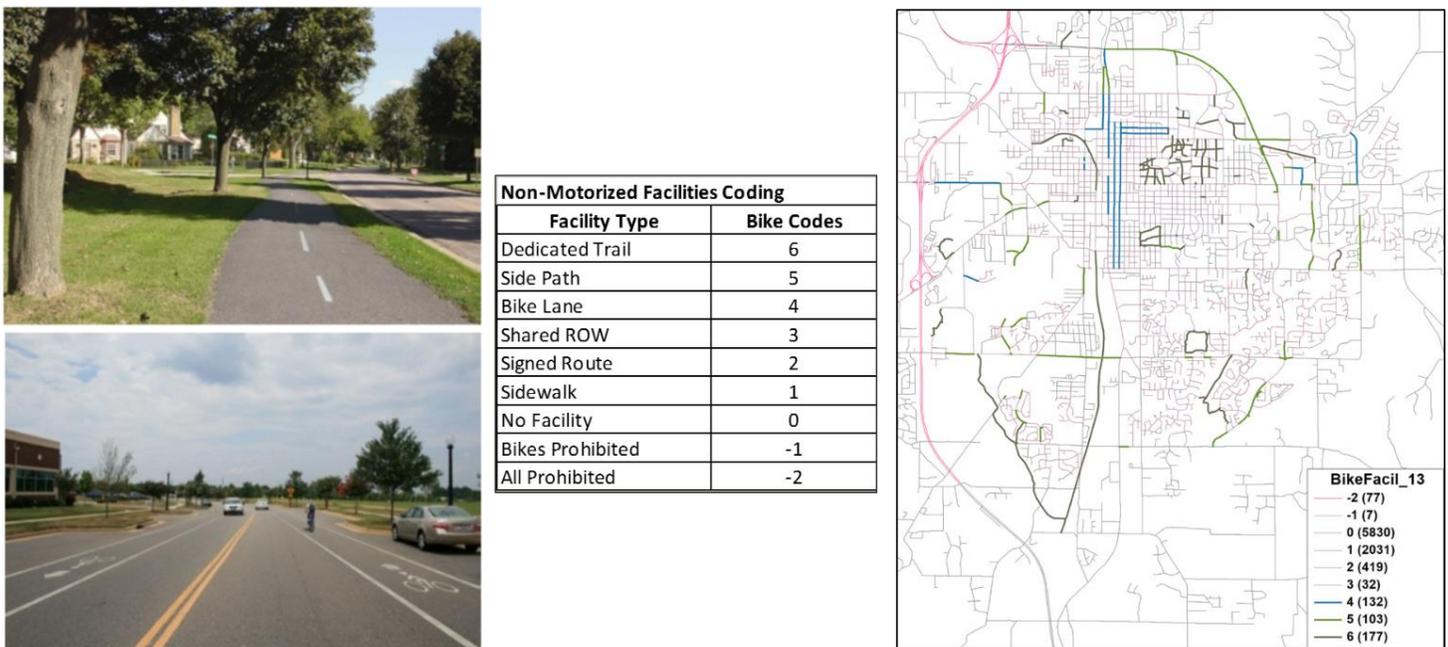


Figure 5 Suitability Index



Urban Design Score

An urban design score methodology is incorporated in the model using a synthesis of research related to land development types and their impacts on travel behavior (less VMT and vehicle trip making for smart growth). The Design Score is made up of five elements:

Density

- Household Density – Households per residential acre
- Employment Density – Employment per TAZ Area (jobs per acre)

Diversity – Jobs/Household Ratio

- Number of Jobs in 1 mile radius vs.
- Number of Households in 1 mile radius

Design

- Suitability Index – Average suitability score for the TAZ
- Average Block Length – Average centerline miles of road (non-freeway) per link

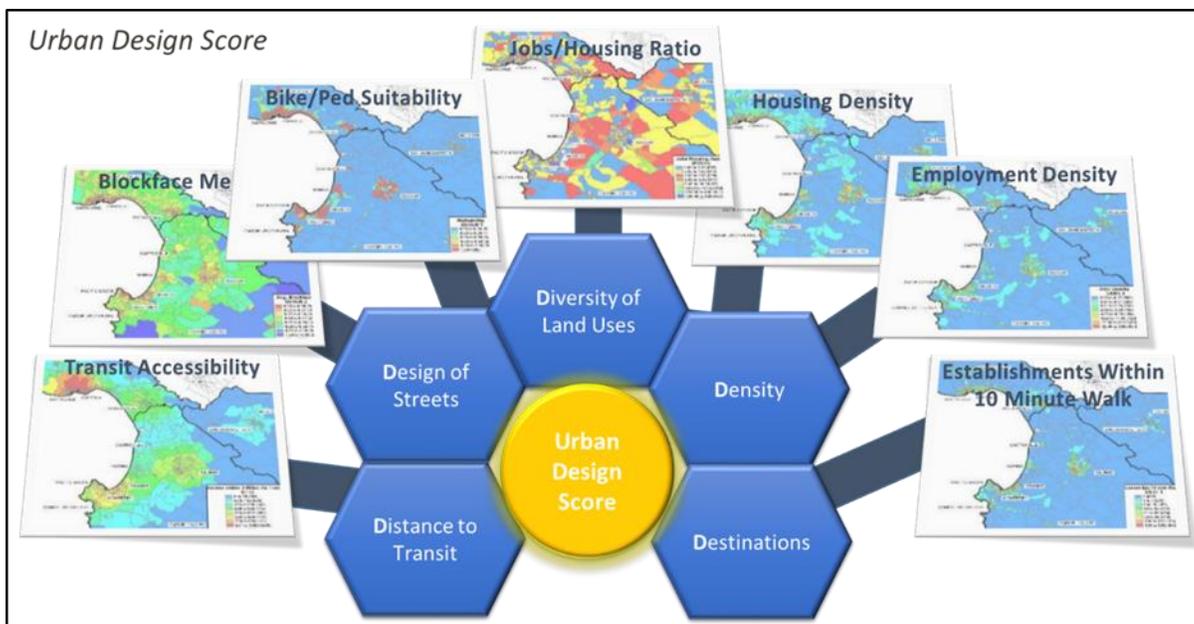
Destinations

- Commercial establishments within 10 minute walk

Distance to Transit

- Distance to nearest transit service
- Access to destinations via transit

Figure 6 Urban Design Score Elements



Economic Analysis

A post-processing tool is used to extract model data for input into INDOT’s user benefit analysis system (MCIBAS). Under this system, user benefits are monetized for time savings, operating cost savings, safety cost savings, and air quality impact cost savings. The user benefit calculations are independent of transport mode, and are in the correct format for use in later FHWA TIGER grant applications.

Figure 7 INDOT's MCIBAS Process



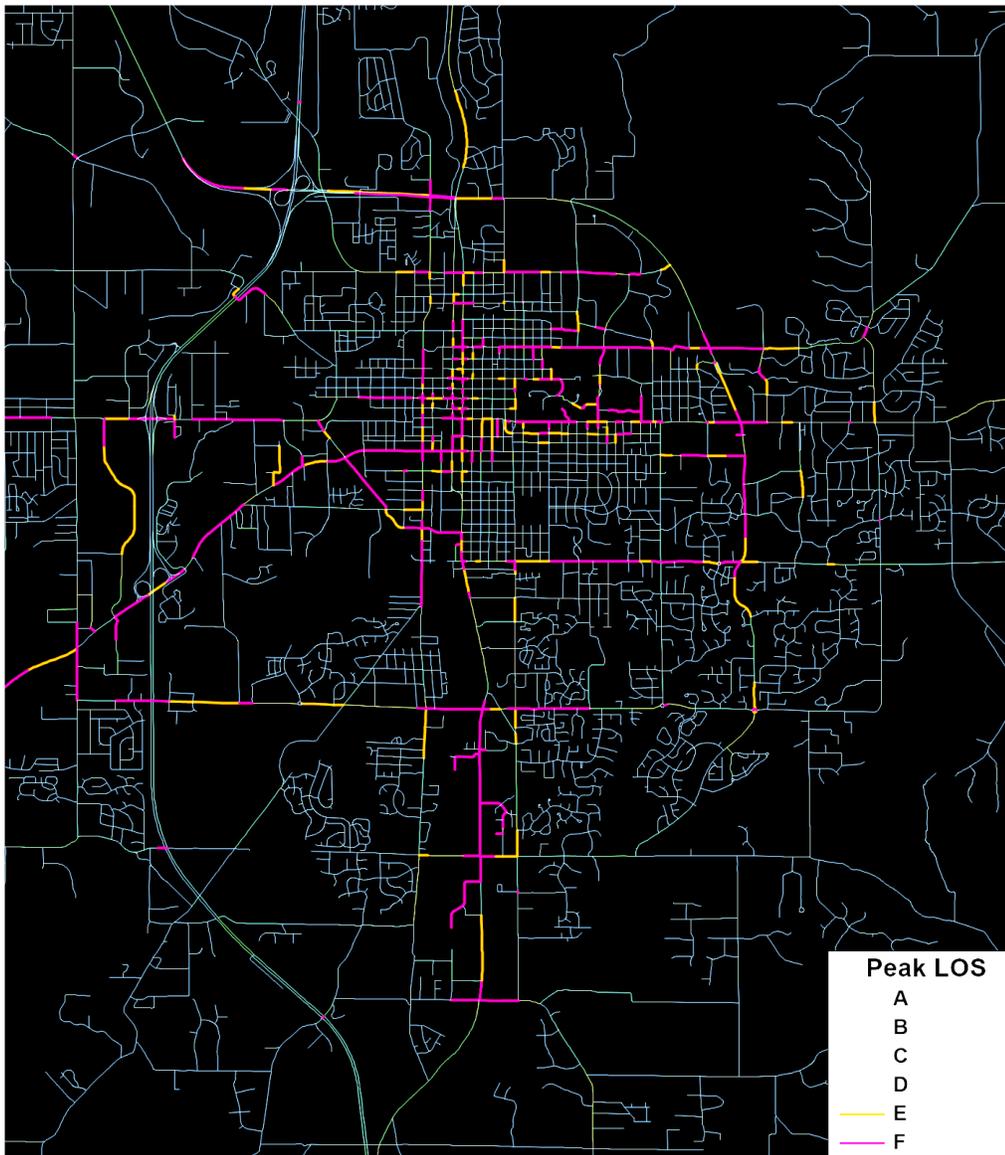
Roadway Segment Measures

The scenario modeling process also generates link specific performance outputs for the auto/truck traffic using each road segment and includes measures such as:

- Level of Service
- Peak Speeds
- Hours of Delay
- Daily Traffic

Also, these outputs can be mapped as shown in Figure 8 below.

Figure 8 Example of Peak Hour Level of Service



MEMORANDUM



To: MPO Committees

From: Vince Caristo, MPO Staff

Date: August 5, 2015

Re: National Highway System, National Truck Network, and Federal Functional Classification Review

Background

In August 2013, INDOT initiated a request to all Indiana MPO's for a comprehensive review of state and federal updates to the National Highway System (NHS), National Truck Network (NTN), and Federal functional classification networks. Each of these networks has undergone changes as a result of the passage of MAP-21 and 2010 Census. Localities served by an MPO have been asked to coordinate their review of these networks through the MPO. As of the summer of 2015, about 20% of the state has updated their networks as requested.

The maps included in this packet represent the desired changes to each of the three networks that were agreed upon by transportation staff from the City of Bloomington and Monroe County.

National Highway System (NHS), National Truck System (NTN), and Federal Functional Classification Networks

- 1) The *National Highway System (NHS)* was established in 1995 as a strategic network of roadways that are important to the nation's economy, defense, and mobility. It includes the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transportation facilities.

Highways on the NHS must comply with additional federal regulations, including those for design standards, contract administration, State-FHWA oversight procedures, Highway Performance Monitoring System reporting, National Bridge Inventory reporting, national performance measures data collection, and outdoor advertisement/junkyard control.

In October 2012, MAP-21 automatically added to the NHS those roads that were at that time functionally classified as principal arterials but not yet part of the NHS, which included many road owned by local jurisdictions.

The NHS system in Monroe County as of 2011 is included in this packet as a reference point for understanding the impact of this automatic change.

- 2) The *National Truck Network (NTN)* was established by the Surface Transportation Assistance Act of 1982 as a national network of highways designated for use by large trucks. On these highways, Federal width and length limits apply. The NTN includes almost all of the Interstate Highway System and other, specified non-Interstate highways. The network comprises more than 200,000 miles of highways.

The NTN system in Monroe County as of 2011 is included in this packet as a reference point for understanding the proposed changes that respond the I-69 construction.

Bloomington/Monroe County Metropolitan Planning Organization

- 3) *Functional classification* is the grouping of roadways based on the character of service roadways are intended to provide, with mobility and land access being the primary determinants. The functional classification of the nation's roadways provides important inputs into the Highway Performance Management System (HPMS) program and into the apportionment of federal funds, such as for the National Highway System (NHS) and Surface Transportation Program (STP).

Federal functional classifications are updated after each decennial census. In 2008, FHWA initiated a change in the number of functional classes from 12 classes to 7 classes, which are as follows: Interstate; Other Freeways or Expressways; Other Principal Arterial; Minor Arterial; Major Collector; Minor Collector; Local.

The federal functional classifications from the old 12-class system are provided in this packet as reference point for understanding the impact of this change.

Funding Implications

The Federal Highway Administration has indicated that the NHS, NTN, and federal functional classifications will not influence the amount of federal-aid funding provided to the BMCMPPO:

- *National Highway System (NHS)*: Mileage in a state does not affect the total amount of federal funding the state receives nor the distribution of funding among programs. Inclusion of a route on the NHS will not provide local governments additional funding opportunities for newly-designated NHS routes. Federal law gives states the authority for selecting projects on the NHS in consultation with local officials.
- *National Truck Network (NTN)*: There are not currently specific funding sources associated with the NTN network, nor are there any new funding sources planned.
- *Functional Classifications*: In general, STP project may not be located on roadways classified as a minor collectors or below. However, exceptions include: Road ADHS local access roads, bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, port terminal modifications, minor collectors in NHS corridors, and the two new bridge eligibilities brought over from the HBP.

Action Requested

The TAC and CAC are asked to recommend the proposed National Highway System, National Truck Network, and Federal functional classification networks in Monroe County.

Bloomington-Monroe County MPO Local Transportation Network Review

INDOT Functional Classification

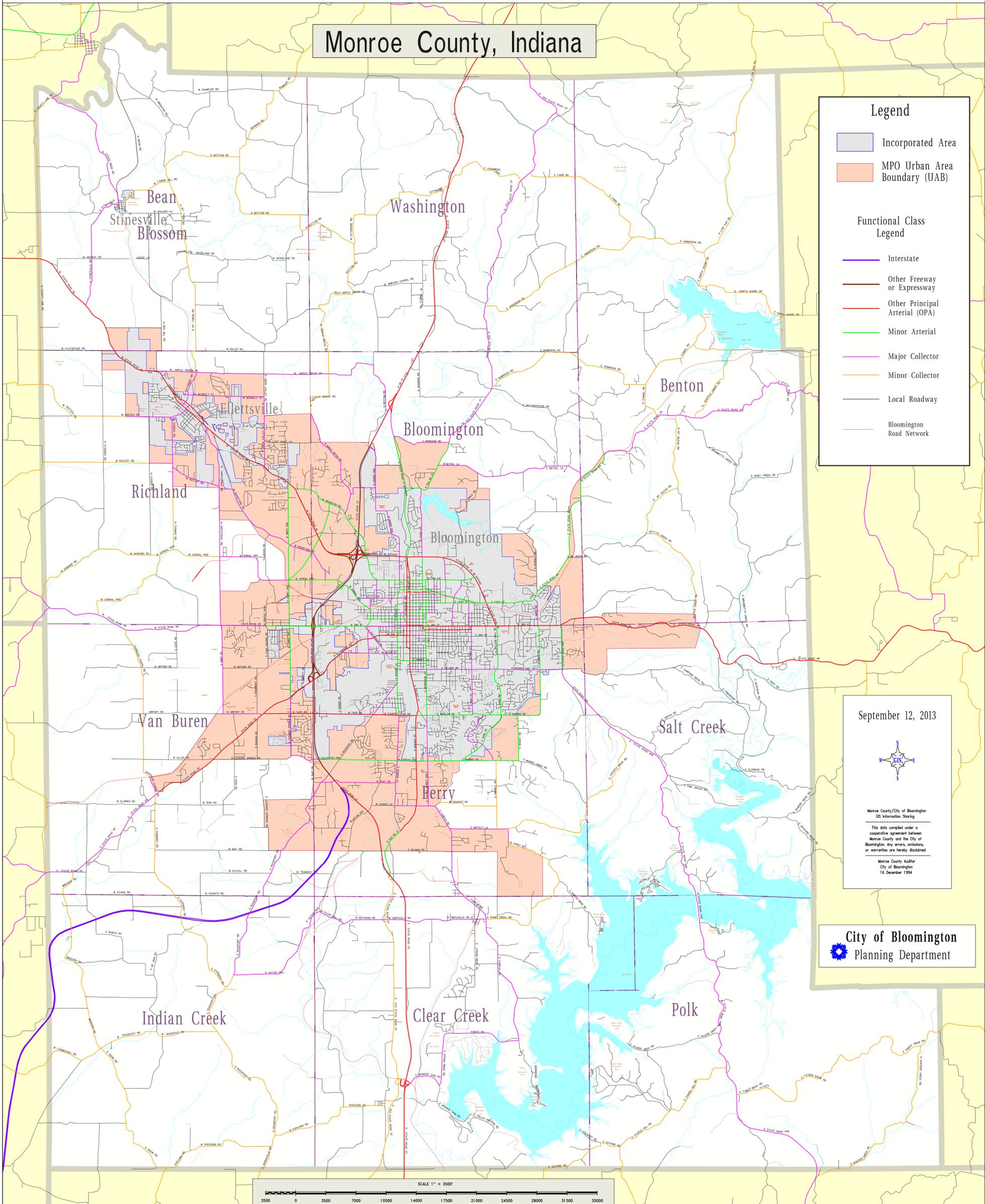
Monroe County, Indiana

Legend

-  Incorporated Area
-  MPO Urban Area Boundary (UAB)

Functional Class Legend

-  Interstate
-  Other Freeway or Expressway
-  Other Principal Arterial (OPA)
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Roadway
-  Bloomington Road Network



September 12, 2013

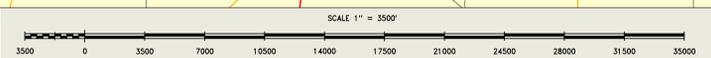


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Monroe County Auditor
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Planning Department



Bloomington-Monroe County MPO Local Transportation Network Review

National Highway System

Monroe County, Indiana

Legend

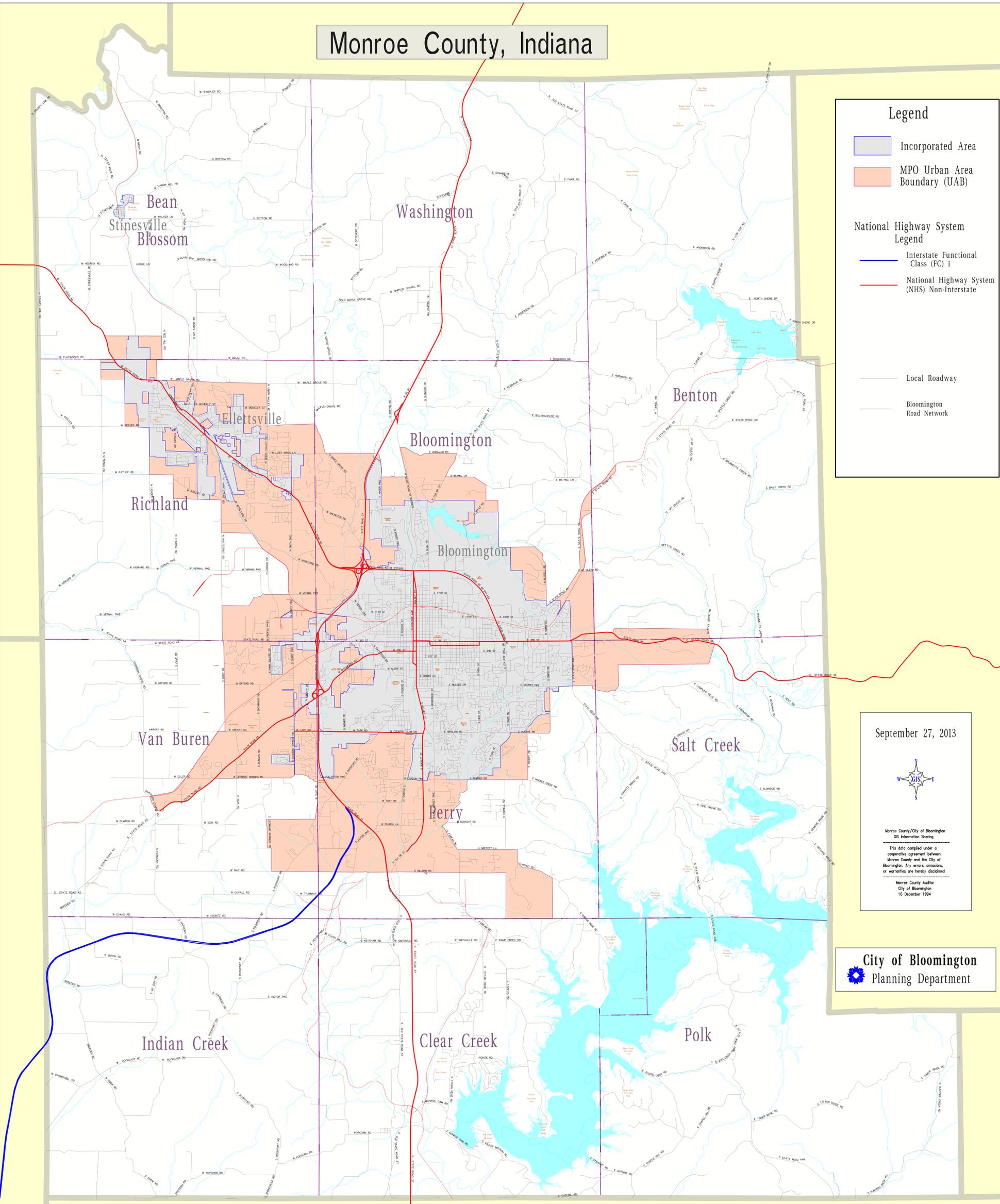
-  Incorporated Area
-  MPO Urban Area Boundary (UAB)

National Highway System Legend

-  Interstate Functional Class (FC) 1
-  National Highway System (NHS) Non-Interstate

 Local Roadway

 Bloomington Road Network



September 27, 2013

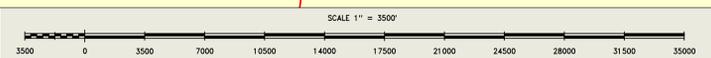


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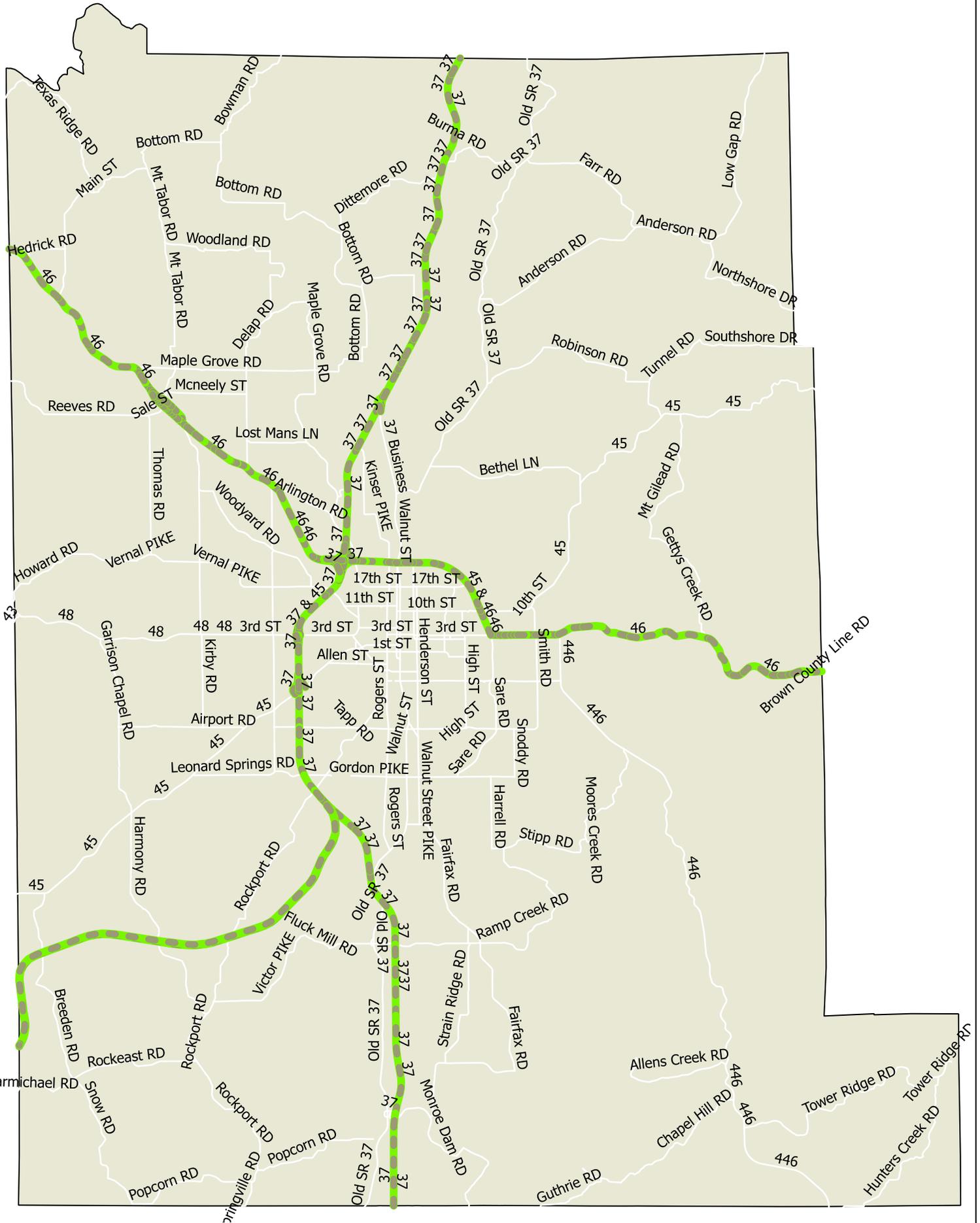
City of Bloomington
Planning Department





National Highway System (NHS)

Proposed Update - 06.22.15



Bloomington-Monroe County MPO Local Transportation Network Review

National Truck Network

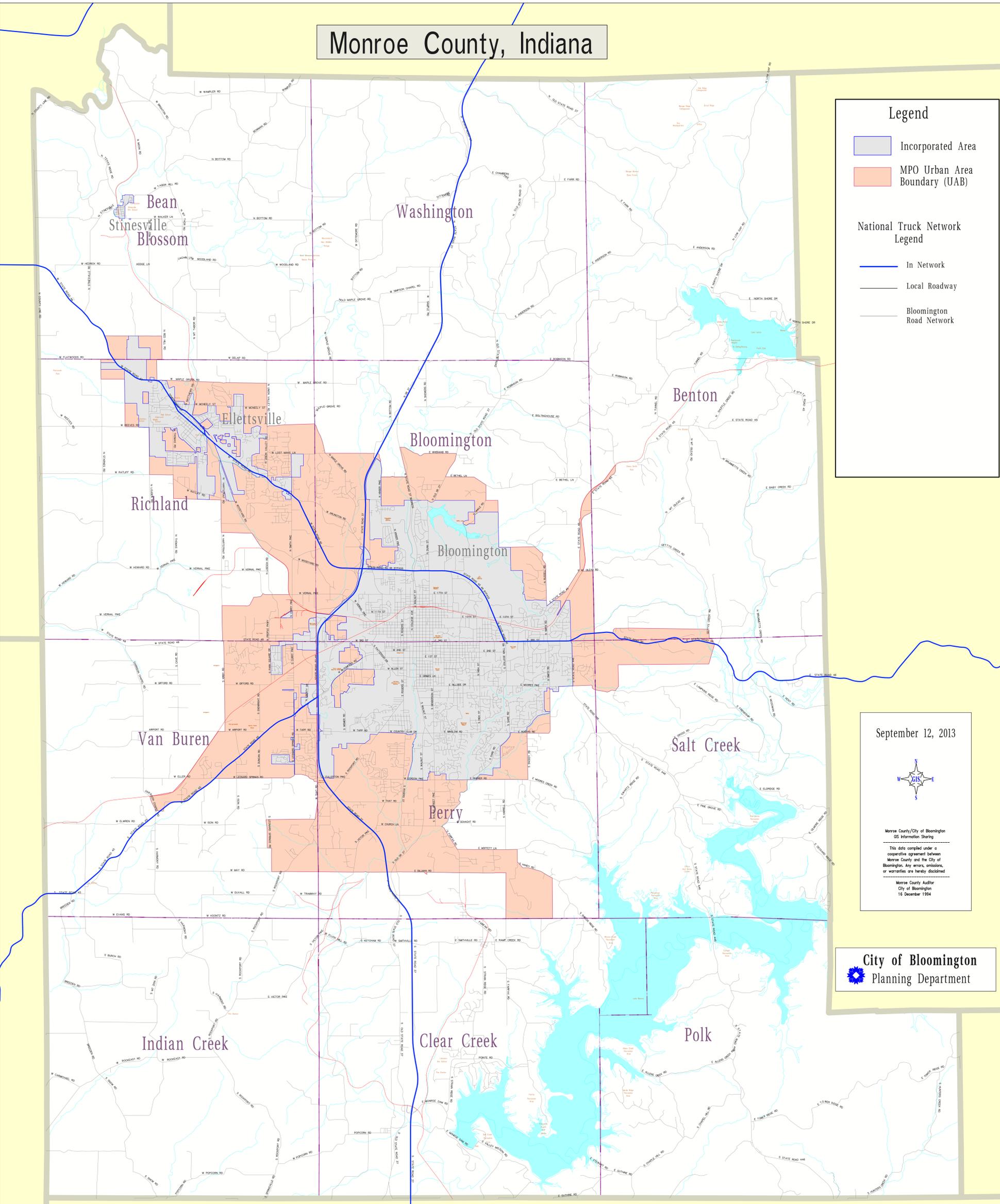
Monroe County, Indiana

Legend

-  Incorporated Area
-  MPO Urban Area Boundary (UAB)

National Truck Network Legend

-  In Network
-  Local Roadway
-  Bloomington Road Network



September 12, 2013

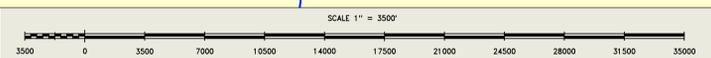


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16 December 1994

City of Bloomington
Planning Department





MEMORANDUM

To: MPO Citizens Advisory and Technical Advisory Committee
From: Anna Dragovich, Senior Transportation Planner
Date: August 19, 2015
Re: Transportation Improvement Program (TIP) Amendment

Transportation Improvement Program Amendments

Over the summer, MPO staff held a second call for projects to use both HSIP funds and TAP funds. We received two applications for projects requesting HSIP funds. The first project is sponsored by Monroe County and is a project for the installation of 6 new pedestrian crosswalk warning signs where the Karst Farm Trail meets Endwright Road and Gifford Road. The second project is sponsored by the City of Bloomington. This project would make changes to signal timings to all city maintained signalized intersections. Details on each of these projects and project applications follow this memo.

Requested Action

The TAC and CAC are asked to make a recommendation to the Policy Committee on the proposed TIP amendments.



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return fully completed by July 2, 2015

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

-OR-

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

1. Public Agency Information (Fill in all applicable fields): Monroe County Board of Commissioners

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.

June 25, 2015

Employee in Responsible Charge (ERC) Signature

Date

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

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

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

a. Project Name:

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

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

d. Brief Project Description

4. Project Information (continued)

- e. Please identify the primary transportation need you feel this project will satisfy.
- f. Support for the Project (ie: Local plans, LRTP, TDP, etc.):
- g. Allied Projects (other projects related to this one):
- h. Does the project have an Intelligent Transportation Systems component? Yes No
 If so, is the project included in the MPO's ITS architecture? Yes No
- i. What is the anticipated construction letting date for the project? _____

5. Financial Plan:

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

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

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

Construction Engineering/Inspection:

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

Year of Implementation Cost:

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

6. Is this project seeking Complete Streets Policy :

- Compliance
- Exemption
- Not Applicable

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

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

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone Email

PROJECT

Request Des No. of existing project

Road Name

Improvement Type

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

The project is located in Monroe County, Van Buren Township, west of Bloomington, IN. The specific locations are at the intersections of the Karst Farm Greenway at Endwright Road and at Gifford Road (see map).

SCHEDULE AND FUNDING

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

Existing project funding type

P/E	<input type="text" value="39,406"/>	Est. Start Date	<input type="text" value="Jul 6, 2015"/>
Land Acquisition	<input type="text" value="0"/>	Est. Start Date	<input type="text" value="N/A"/>
Construction	<input type="text" value="231,800"/>	Est. Start Date	<input type="text" value="Apr 1, 2016"/>
Construction Eng.	<input type="text" value="34,770"/>		
Total	<input type="text" value="305,976"/>		

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 compliment the construction of the Karst Farm Greenway by improving the safety of pedestrian and bicycle crossings on Endwright Road and Gifford Road (see Des. No. 0600370). It is proposed to install advance crossing warning flashers and overhead flashers or a HAWK system signal at the aforementioned intersections. Construction plans, from the Karst Farm Greenway, Phase 1, are attached for the locations of the proposed improvements.

Special Rule Narrative (attach additional pages if needed)

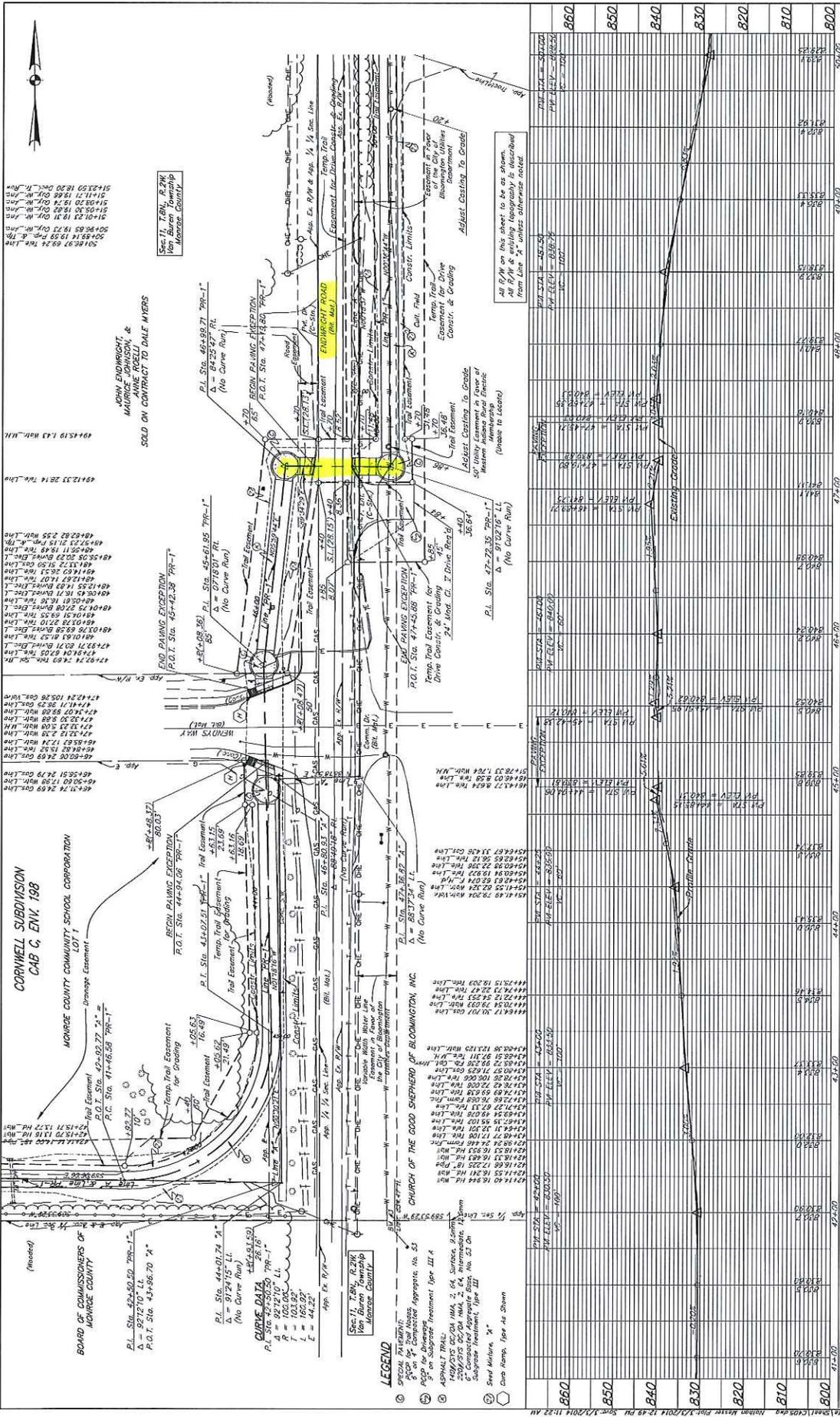
Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

These intersections are new crossings on County roads that are rural in nature. Traffic speeds on rural roads are generally high as both locations are on or near straight road segments. The Endwright Road crossing improvement is near the entrance to an elementary school, Grandview Elementary School and Clearnote Church, and will have pedestrians using the crossing. The Gifford Road crossing improvement is adjacent to the Indiana Railroad tracks. The Karst Farm Greenway at this location connects a trailer court on the south side of the railroad to an elementary school, Highland Park Elementary School. It is anticipated that school children will be utilizing this crossing.

By placement of advance warning signs and flashers, safety to pedestrians and bicyclist that use the Karst Farm Greenway will be realized by bringing attention to motorist of the upcoming trail crossing.

There exists a total of over 2,000 residential units within a mile of the Karst Farm Greenway that would utilize these crossings.

Recent plans for this area, including the Urbanize Area Plan, identified a higher concentration of low to moderate income households in this area that would benefit from improved safety measures.



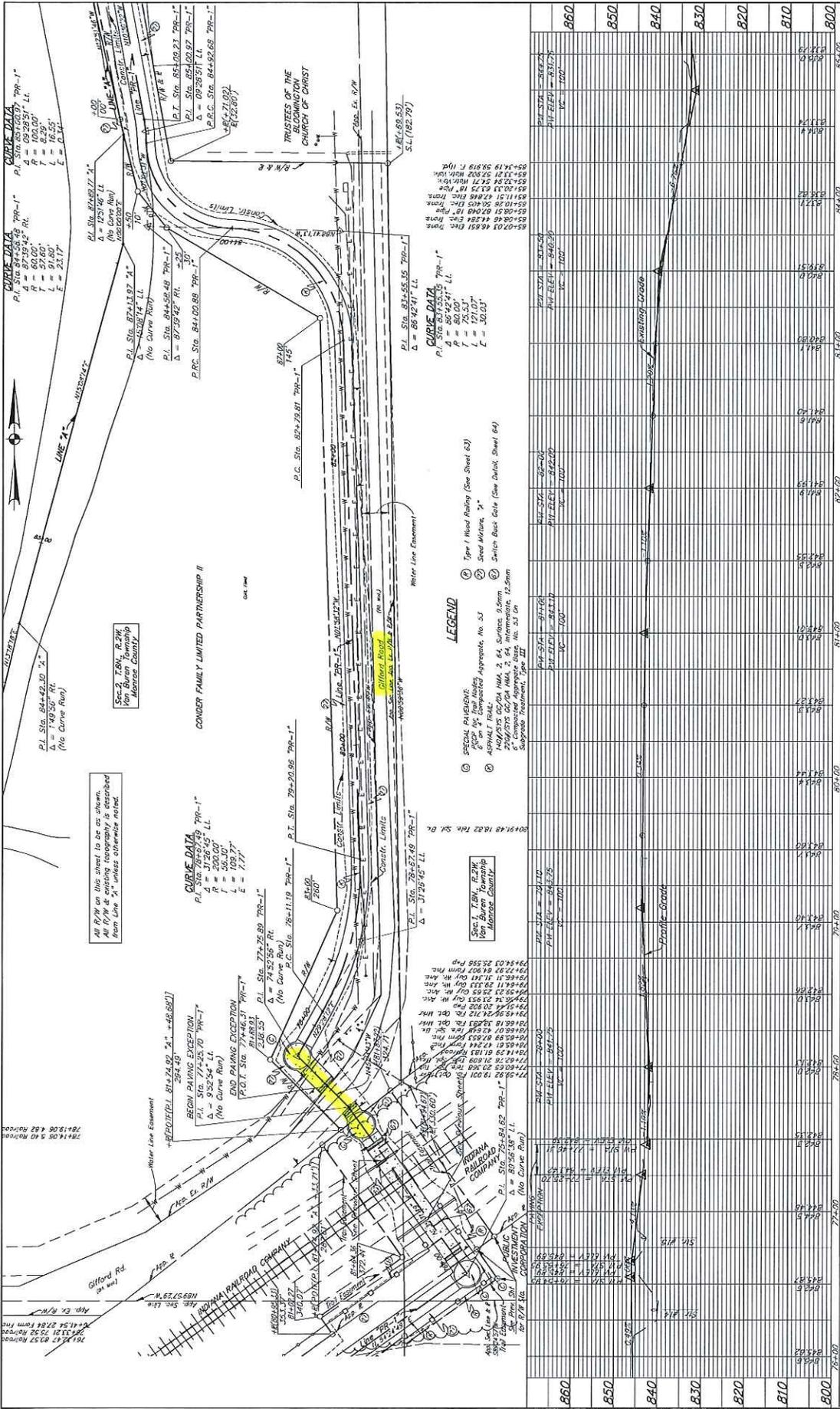
STATION	ELEVATION	REMARKS
800	800.00	800
810	810.00	810
820	820.00	820
830	830.00	830
840	840.00	840
850	850.00	850
860	860.00	860

INDIANA DEPARTMENT OF TRANSPORTATION
MONROE COUNTY, INDIANA
KARST FARM GREENWAY
PLAN & PROFILES, LINE "PR-1"

RECOMMENDED FOR APPROVAL: [Signature] DATE: 9/29/14
DESIGNED: [Signature] DATE: 9/29/14
CHECKED: [Signature] DATE: 9/29/14

DESIGN ENGINEER: [Signature]
DRAFTER: [Signature]
CHECKER: [Signature]

FILE NO. 4958
DESIGNATION: 000070
SHEET: 18
PROJECT: 42
CONTRACT: 12-19-14B



RECOMMENDED FOR APPROVAL 	DESIGN ENGINEER DATE: 9/29/22	DRAWN: KJC CHECKED: DJG	DESIGNED: KJC CHECKED: DJG	INDIANA DEPARTMENT OF TRANSPORTATION	FILE NO. 4066 DESIGNATION: 800/20
				MONROE COUNTY, INDIANA KARST FARM GREENWAY PLAN & PROFILES, LINE "PR-1"	SURVEY BOOK: 20 SHEET: 42 PROJECT: 42 CONTRACT: R-29-048
HORIZONTAL SCALE: 1" = 10' VERTICAL SCALE: 1" = 10'				HORIZONTAL SCALE: 1" = 10' VERTICAL SCALE: 1" = 10'	

ALL R/W ON THIS SHEET TO BE AS SHOWN.
 ALL R/W & EXISTING TOPOGRAPHY IS DESCRIBED FROM LINE "X" UNLESS OTHERWISE NOTED.

CURVE DATA
 P.I. Sta. 82+55.55 Twp-1"
 P.C. Sta. 82+22.81 Twp-1"
 P.T. Sta. 82+88.29 Twp-1"
 Δ = 65°42'41" LL
 R = 80.53'
 L = 121.07'
 E = 30.03'

CURVE DATA
 P.I. Sta. 83+55.55 Twp-1"
 P.C. Sta. 83+22.81 Twp-1"
 P.T. Sta. 83+88.29 Twp-1"
 Δ = 65°42'41" LL
 R = 80.53'
 L = 121.07'
 E = 30.03'

CURVE DATA
 P.I. Sta. 84+55.55 Twp-1"
 P.C. Sta. 84+22.81 Twp-1"
 P.T. Sta. 84+88.29 Twp-1"
 Δ = 65°42'41" LL
 R = 80.53'
 L = 121.07'
 E = 30.03'

CURVE DATA
 P.I. Sta. 85+55.55 Twp-1"
 P.C. Sta. 85+22.81 Twp-1"
 P.T. Sta. 85+88.29 Twp-1"
 Δ = 65°42'41" LL
 R = 80.53'
 L = 121.07'
 E = 30.03'

CURVE DATA
 P.I. Sta. 86+55.55 Twp-1"
 P.C. Sta. 86+22.81 Twp-1"
 P.T. Sta. 86+88.29 Twp-1"
 Δ = 65°42'41" LL
 R = 80.53'
 L = 121.07'
 E = 30.03'

CURVE DATA
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 P.C. Sta. 87+22.81 Twp-1"
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 Δ = 65°42'41" LL
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 L = 121.07'
 E = 30.03'

KFG

Ped Improvement Xing Project

Worksheet

	Unit Cost	Unit	Quantity	Total CN	HSIP	Local	Total
CN - Hawk Signals, wiring and advance flashers	\$115,900	each	2	\$231,800	\$208,620	\$23,180	\$231,800
CE 15% of CN				\$34,770	\$31,293	\$3,477	\$34,770
PE 17% of CN				\$39,406	\$0	\$39,406	\$39,406
RW None required				\$0	\$0	\$0	\$0
Total Project				\$305,976	\$239,913	\$66,063	\$305,976

INDOT LETTING PREPARATION SCHEDULE 2013-2020

October 15, 2013

All District documents are due to Contracts Administration by the Ready For Contracts Date - including the Ten Week Letter and the Contract Requirements Worksheet.

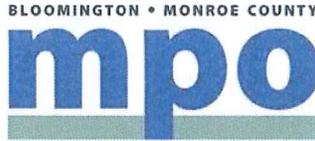
Bid Letting	LPA Deadlines							
	Stage 3 Submittal	RoW Docs due to District	Final Tracings Submission Due	Plans to DRU	Ready for Letting Docs to CA	CIB Cert Returned to Contracts Administration	Notice Posted, Documents Released	Final Revisions Due to Contracts Administration (No Later Than 11:00 AM)
	75 Days Prior to RFC	75 Days Prior to RFC	30 Days Prior to RFC	11.0 Weeks	10.0 Weeks	6.7 Weeks	4.0 Weeks	1.0 Weeks
Wed 3/4/15	Fri 10/10/14	Fri 10/10/14	Mon 11/24/14	Wed 12/17/14	Wed 12/24/14	Fri 1/16/15	Wed 2/4/15	Wed 2/25/15
Wed 4/1/15	Fri 11/7/14	Fri 11/7/14	Mon 12/22/14	Wed 1/14/15	Wed 1/21/15	Fri 2/13/15	Wed 3/4/15	Wed 3/25/15
Thu 5/7/15	Fri 12/12/14	Fri 12/12/14	Mon 1/26/15	Wed 2/18/15	Wed 2/25/15	Fri 3/20/15	Wed 4/8/15	Wed 4/29/15
Wed 7/8/15	Fri 2/13/15	Fri 2/13/15	Mon 3/30/15	Wed 4/22/15	Wed 4/29/15	Fri 5/22/15	Wed 6/10/15	Wed 7/1/15
Wed 8/5/15	Fri 3/13/15	Fri 3/13/15	Mon 4/27/15	Wed 5/20/15	Wed 5/27/15	Fri 6/19/15	Wed 7/8/15	Wed 7/29/15
Wed 9/2/15	Fri 4/10/15	Fri 4/10/15	Mon 5/25/15	Wed 6/17/15	Wed 6/24/15	Fri 7/17/15	Wed 8/5/15	Wed 8/26/15
Wed 10/7/15	Fri 5/15/15	Fri 5/15/15	Mon 6/29/15	Wed 7/22/15	Wed 7/29/15	Fri 8/21/15	Wed 9/9/15	Wed 9/30/15
Tue 11/10/15	Thu 6/18/15	Thu 6/18/15	Sun 8/2/15	Tue 8/25/15	Tue 9/1/15	Thu 9/24/15	Wed 10/14/15	Wed 11/4/15
Wed 12/9/15	Fri 7/17/15	Fri 7/17/15	Mon 8/31/15	Wed 9/23/15	Wed 9/30/15	Fri 10/23/15	Wed 11/11/15	Wed 12/2/15
Wed 1/13/16	Fri 8/21/15	Fri 8/21/15	Mon 10/5/15	Wed 10/28/15	Wed 11/4/15	Mon 11/30/15	Wed 12/16/15	Wed 1/6/16
Wed 2/3/16	Fri 9/11/15	Fri 9/11/15	Mon 10/26/15	Wed 11/18/15	Wed 11/25/15	Fri 12/18/15	Wed 1/6/16	Wed 1/27/16
Wed 3/2/16	Fri 10/9/15	Fri 10/9/15	Mon 11/23/15	Wed 12/16/15	Wed 12/23/15	Fri 1/15/16	Wed 2/3/16	Wed 2/24/16
Wed 4/6/16	Fri 11/13/15	Fri 11/13/15	Mon 12/28/15	Wed 1/20/16	Wed 1/27/16	Fri 2/19/16	Wed 3/9/16	Wed 3/30/16
Thu 5/5/16	Fri 12/11/15	Fri 12/11/15	Mon 1/25/16	Wed 2/17/16	Wed 2/24/16	Fri 3/18/16	Wed 4/6/16	Wed 4/27/16
Wed 7/13/16	Fri 2/19/16	Fri 2/19/16	Mon 4/4/16	Wed 4/27/16	Wed 5/4/16	Fri 5/27/16	Wed 6/15/16	Wed 7/6/16
Wed 8/10/16	Fri 3/18/16	Fri 3/18/16	Mon 5/2/16	Wed 5/25/16	Wed 6/1/16	Fri 6/24/16	Wed 7/13/16	Wed 8/3/16
Wed 9/14/16	Fri 4/22/16	Fri 4/22/16	Mon 6/6/16	Wed 6/29/16	Wed 7/6/16	Fri 7/29/16	Wed 8/17/16	Wed 9/7/16
Wed 10/5/16	Fri 5/13/16	Fri 5/13/16	Mon 6/27/16	Wed 7/20/16	Wed 7/27/16	Fri 8/19/16	Wed 9/7/16	Wed 9/28/16
Wed 11/16/16	Fri 6/24/16	Fri 6/24/16	Mon 8/8/16	Wed 8/31/16	Wed 9/7/16	Fri 9/30/16	Wed 10/19/16	Wed 11/9/16
Wed 12/14/16	Fri 7/22/16	Fri 7/22/16	Mon 9/5/16	Wed 9/28/16	Wed 10/5/16	Fri 10/28/16	Wed 11/16/16	Wed 12/7/16
Thu 1/19/17	Fri 8/26/16	Fri 8/26/16	Mon 10/10/16	Wed 11/2/16	Wed 11/9/16	Mon 11/28/16	Wed 12/21/16	Wed 1/11/17
Wed 2/8/17	Fri 9/16/16	Fri 9/16/16	Mon 10/31/16	Wed 11/23/16	Wed 11/30/16	Thu 12/22/16	Wed 1/11/17	Wed 2/1/17
Wed 3/1/17	Fri 10/7/16	Fri 10/7/16	Mon 11/21/16	Wed 12/14/16	Wed 12/21/16	Fri 1/13/17	Wed 2/1/17	Wed 2/22/17
Wed 4/5/17	Fri 11/11/16	Fri 11/11/16	Mon 12/26/16	Wed 1/18/17	Wed 1/25/17	Fri 2/17/17	Wed 3/8/17	Wed 3/29/17
Wed 5/10/17	Fri 12/16/16	Fri 12/16/16	Mon 1/30/17	Wed 2/22/17	Wed 3/1/17	Fri 3/24/17	Wed 4/12/17	Wed 5/3/17

Be #33

Be #30

KFG #43

FP, PA 1



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return fully completed by July 2, 2015

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

-OR-

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

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

Employee in Responsible Charge (ERC): Andrew Cibor

Phone: (812) 349-3423

Email: cibora@bloomington.in.gov

2. Verification

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

July 9, 2015

Employee in Responsible Charge (ERC) Signature

Date

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

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

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

a. Project Name:

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

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

d. Brief Project Description

4. Project Information (continued)

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

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

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

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

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

5. Financial Plan:

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

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

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

Construction Engineering/Inspection:

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

Year of Implementation Cost:

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

6. Is this project seeking Complete Streets Policy :

- Compliance
- Exemption
- Not Applicable

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

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

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone Email

PROJECT

Request Des No. of existing project

Road Name

Improvement Type

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

The project will include all 82 signalized intersections maintained and operated by the City of Bloomington (see attached map). They are located in:

 County = Monroe County
 Townships = Richland, Bloomington, Van Buren, and Perry
 City = City of Bloomington

SCHEDULE AND FUNDING

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

Existing project funding type

P/E	<input type="text" value="225,000"/>	Est. Start Date	<input type="text" value="12/30/2015"/>
Land Acquisition	<input type="text" value="0"/>	Est. Start Date	<input type="text" value="N/A"/>
Construction	<input type="text" value="0"/>	Est. Start Date	<input type="text" value="N/A"/>
Construction Eng.	<input type="text" value="0"/>		
Total	<input type="text" value="225,000"/>		

PROJECT INTENT (required)

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

The project will update the signal timing of all the City's traffic signals and pedestrian hybrid beacons. The project will update the signal timing parameters to reflect recommended yellow change intervals and required ADA walk/flashing don't walk phase lengths. Additionally, a key project metric will be to minimize vehicle stops while also attempting to manage the vehicle progression speed. Updating the change intervals and minimizing vehicle stops are expected to mitigate rear end and angle crash types. Providing sufficient time for pedestrians to cross the intersections is anticipated to improve pedestrian safety. Managing progression speeds is anticipated to enhance bicyclist safety and reduce crash severity. The project will also evaluate locations for possible use of leading pedestrian intervals, left-turn signal phasing changes, and identify additional beneficial traffic signal investments (e.g., interconnect, signal heads, flashing yellow arrow left-turn signals, etc.) to further enhance safety in the City of Bloomington.

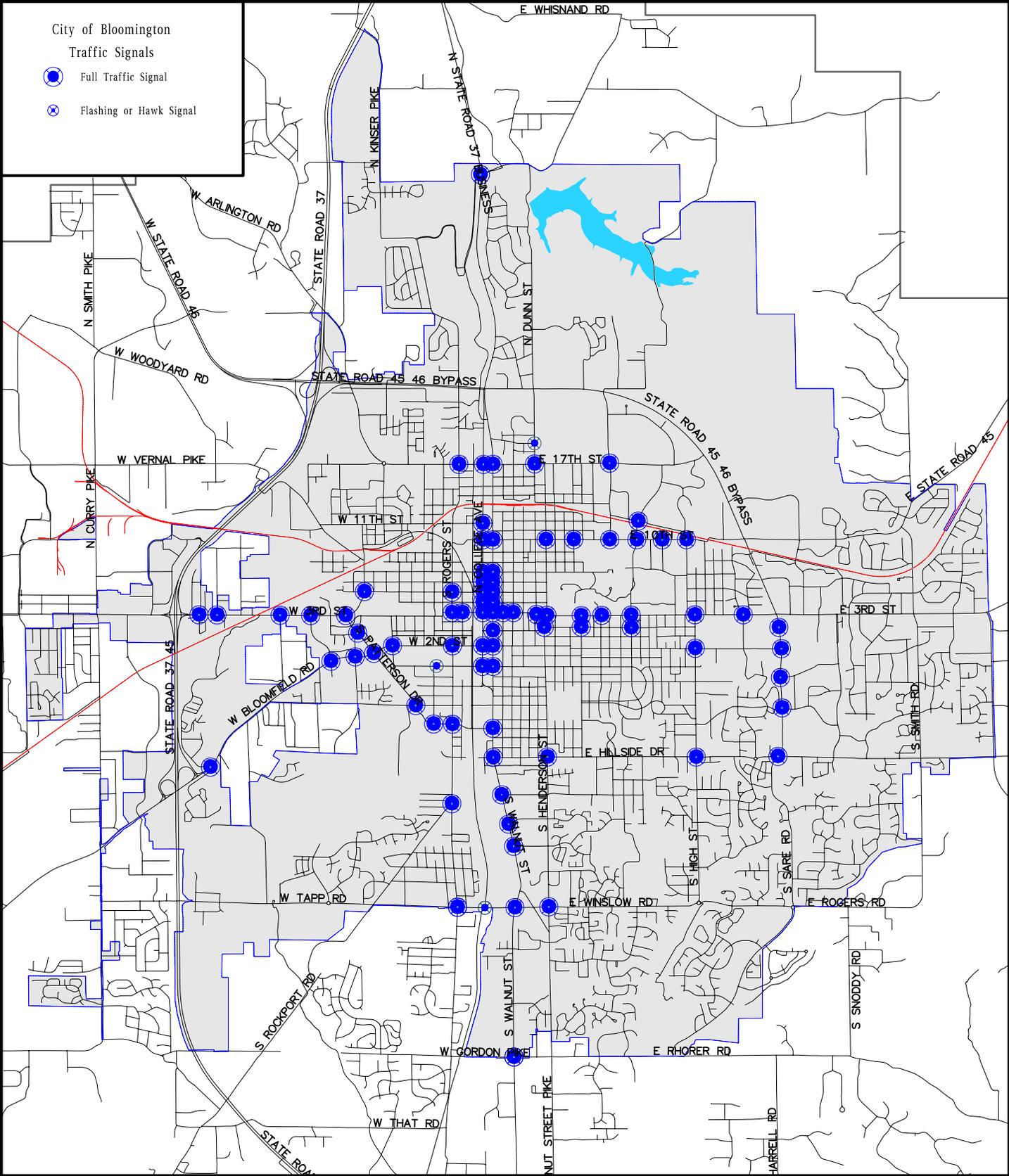
Special Rule Narrative (attach additional pages if needed)

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.

Most locations with high crash numbers and rates in the City of Bloomington are at signalized intersections per the Bloomington/Monroe County Metropolitan Planning Organization Crash Report (<http://bloomington.in.gov/media/media/application/pdf/12690.pdf>). Risk tends to be greatest at signalized intersections due to their high traffic volumes and conflict points. Additionally, signalized intersections are multimodal nodes that process conflicting traffic ranging from large trucks and buses to pedestrians and bicyclists. The City of Bloomington has a significant amount of pedestrian and bicycle traffic and the City's signalized intersections are preferred crossing locations for many of these vulnerable users. This mix of user types further exacerbates the potential for severe crashes.

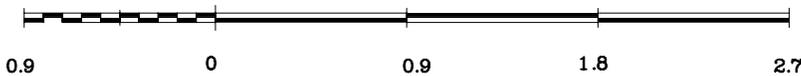
The attached table summarizes the number of and severity of crashes reported at the City's 80 signalized intersections and 2 pedestrian hybrid beacons from 2011-2013 (source ARIES). In total, all the signalized intersections experienced nearly 2,000 reported crashes over this three year period of which approximately 500 crashes resulted in injuries. These are significant numbers and highlight a concerning trend this project will attempt to help mitigate.

The proposed signal timing project will reduce severe crashes by using recommended yellow change intervals, minimizing vehicle stops, providing sufficient pedestrian crossing times, and managing vehicle speed. These changes are anticipated to reduce the number of and severity of angle, rear end, pedestrian, and bicycle crashes. Additionally, potential changes to left-turn signal phasing could also result in a reduced number of turning crashes. The City of Bloomington has not completed a signal timing project and has not had a traffic signal timing specialist on staff for several years. This combination leads the City to believe this project will have a significant and noticeable safety improvement.



City of Bloomington, Indiana
City Traffic Signals

Scale: 1 inch = 0.9 miles



Jul 2, 2015

For use as map information only, information is NOT warranted.

TtrafsigLP



City of Bloomington
ITS Department



Geographic
Information System

**Crashes at City of Bloomington Traffic Signal Locations
2011 to 2013 (3 Years)**

Number	Intersection	Total Crashes	Injuries	Fatalities
1	E 10TH ST @ N UNION ST	59	8	0
2	W 3RD ST @ S COLLEGE AVE	57	14	0
3	E 3RD ST @ S JORDAN AVE	52	12	0
4	W 10TH ST @ N COLLEGE AVE	52	10	0
5	E 4TH ST @ W 4TH ST @ S WALNUT ST	44	4	0
6	E KIRKWOOD AVE @ W KIRKWOOD AVE @ S WALNUT ST @	44	13	0
7	E 3RD ST @ W 3RD ST @ S WALNUT ST	42	8	0
8	E 7TH ST @ W 7TH ST @ N WALNUT ST	41	6	0
9	W 3RD ST @ S CORY LN	40	20	0
10	W KIRKWOOD AVE @ N ROGERS ST @ S ROGERS ST	40	13	0
11	W 2ND ST @ S COLLEGE AVE	39	9	0
12	W COUNTRY CLUB DR @ S WALNUT ST @ E WINSLOW RD	39	18	0
13	E 10TH ST @ N SUNRISE DR	38	4	0
14	E 10TH ST @ N FEE LN	37	6	0
15	E 10TH ST @ N WOODLAWN AVE	37	9	0
16	W 3RD ST @ S ADAMS ST @ S PATTERSON DR	37	11	0
17	E 3RD ST @ S WASHINGTON ST	36	10	0
18	E 3RD ST @ S WOODLAWN AVE	36	4	0
19	E 10TH ST @ N JORDAN AVE	35	7	0
20	E 2ND ST @ S COLLEGE MALL RD @ E DRIVE TO COLLEGE MALL (SOUTH)	35	11	0
21	E 17TH ST @ N DUNN ST	34	3	0
22	W 17TH ST @ N KINSER PIKE @ N MADISON ST	34	12	0
23	W 7TH ST @ N COLLEGE AVE	34	8	0
24	S BASSWOOD DR @ W BLOOMFIELD RD @ S OAKDALE DR	30	11	0
25	E GRIMES LN @ W GRIMES LN @ S WALNUT ST	29	11	0
26	N COLLEGE AVE @ S COLLEGE AVE @ W KIRKWOOD AVE	29	5	0
27	E 10TH ST @ W 10TH ST @ N WALNUT ST	28	3	0
28	S COLLEGE MALL RD @ E COVENANTER DR	28	6	0
29	W 3RD ST @ S KIMBLE DR	28	11	0
30	W 2ND ST @ S PATTERSON DR	27	9	0
31	W 2ND ST @ S ROGERS ST	27	12	0
32	W GORDON PIKE @ S OLD STATE ROAD 37 @ S WALNUT ST @	27	5	0
33	E 3RD ST @ S INDIANA AVE	26	1	0
34	E MILLER DR @ S WALNUT ST	26	6	0
35	E 17TH ST @ W 17TH ST @ N WALNUT ST	25	7	0
36	E 2ND ST @ W 2ND ST @ S WALNUT ST	25	5	0
37	W 11TH ST @ N COLLEGE AVE	25	3	0
38	E 3RD ST @ S WOODSCREST DR	24	3	0
39	E ATWATER AVE @ S JORDAN AVE	24	7	0
40	E BUICK CADILLAC BLVD @ S COLLEGE MALL RD	24	7	0
41	W 1ST ST @ S COLLEGE AVE	23	8	0
42	N JORDAN AVE @ E LAW LN	22	1	0
43	S HENDERSON ST @ E WINSLOW RD	22	6	0
44	W 17TH ST @ N COLLEGE AVE	22	3	0
45	W 6TH ST @ N COLLEGE AVE	22	1	0
46	E ATWATER AVE @ S HENDERSON ST	21	10	0
47	W 3RD ST @ S FRANKLIN RD @ S WYNNEDALE DR	21	5	0
48	W COUNTRY CLUB DR @ S ROGERS ST	21	4	0
49	E ATWATER AVE @ S DUNN ST	20	3	0
50	E HILLSIDE DR @ W HILLSIDE DR @ S WALNUT ST	19	7	0
51	N OLD STATE ROAD 37 @ N STATE ROAD 37 BUSINESS @ N WALNUT ST	19	2	0
52	W 3RD ST @ S LANDMARK AVE	19	5	0
53	W PATTERSON DR @ S ROGERS ST	19	7	0
54	E 10TH ST @ N INDIANA AVE	18	3	0
55	E 6TH ST @ W 6TH ST @ N WALNUT ST	18	3	0
56	W 4TH ST @ S COLLEGE AVE	18	4	0
57	W BLOOMFIELD RD @ S LANDMARK AVE	17	3	0
58	E 17TH ST @ N FEE LN	16	3	0

59	E 1ST ST @ W 1ST ST @ S WALNUT ST	16	4	0
60	E 3RD ST @ S HAWTHORNE DR	16	3	0
61	S HENDERSON ST @ E HILLSIDE DR	16	8	0
62	E 3RD ST @ S HIGH ST	15	4	0
63	E ATWATER AVE @ S WOODLAWN AVE	15	1	0
64	W 2ND ST @ S WALKER ST	15	7	0
65	W 3RD ST @ S ROGERS ST	15	2	0
66	E 19TH ST @ N DUNN ST	14	5	0
67	S COLLEGE MALL RD @ E MOORES PIKE @ S SARE RD	13	3	0
68	E 3RD ST @ S LINCOLN ST	12	1	0
69	N ADAMS ST @ S ADAMS ST @ W KIRKWOOD AVE	12	2	0
70	E SOUTH DR @ S WALNUT ST	10	2	0
71	W 2ND ST @ S ADAMS ST @ W BLOOMFIELD RD	10	1	0
72	S HIGH ST @ E HILLSIDE DR @ E MOORES PIKE	9	3	0
73	S WALNUT ST @ E SMITH AVE	8	2	0
74	S COLLEGE MALL RD @ E DRIVE TO COLLEGE MALL (NORTH) @ E DRIVE TO EASTLAND PLAZA	7	4	0
75	W ALLEN ST @ S PATTERSON DR	7	3	0
76	W 3RD ST @ S MADISON ST	6	2	0
77	E 2ND ST @ S HIGH ST	4	0	0
78	E NORTH DR @ S WALNUT ST	4	1	0
79	S ADAMS ST @ S PATTERSON DR	2	0	0
80	S ROCKPORT RD @ S ROGERS ST	2	0	0
81	S FAIRVIEW ST @ S PATTERSON DR @ W PATTERSON DR	1	0	0
82	W COUNTRY CLUB RD @ B-LINE TRAIL	1	0	0
TOTAL (82 Signals)		1,981	468	0