



POLICY COMMITTEE

June 14, 2024

1:30 pm - 3:00 pm

Bloomington City Hall - Council Chambers and Virtual Location via Zoom

Join Zoom Meeting

<https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09>

Meeting ID: 865 723 1124

Passcode: BMCMPPO

Dial by your location: +1 312 626 6799 US (Chicago)

Find your local number: <https://bloomington.zoom.us/u/ky1ihyfjN>

Clicking on the link will take you to the meeting. You will automatically receive a dial-in number if you want to use your phone for audio and not your computer microphone.

The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact Melissa Hirtzel at hirtzelm@bloomington.in.gov and provide your name, contact information, and a link to or description of the document or web page you are having problems with.

Agenda

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda*
- III. Approval of Minutes* **003**
 - a. May 10, 2024
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
 - a. HeatWatch Program & Volunteers **006**
 - b. BMCMPPO 2050 Metropolitan Transportation Plan - Status Report **010**
- VII. Old Business
 - a. None
- VIII. New Business
 - a. BMCMPPO FY 2024-2028 TIP Amendments* **022**
 - (1) DES#2000231: SR 45 from the SR 46 bypass to N Russell Road
 - (2) DES#1800371: SR 37 at Intersection with Dillman Road
 - (3) DES#2300919: I-69 Rockport Rd
 - (4) DES#2300920: I-69 Tapp Rd
 - (5) DES#2300921: I-69 Chambers Pike
 - (6) DES#2300998: SR 45 Small Structure Replacement

- (7) DES#2301124: SR 446 S of SR 46
- (8) DES#2301227: SR 446 to Moores Pike
- (9) DES#2400106: SR 45 at Liberty Drive
- (10) DES#2101785 – Repair or Replace Lighting in Various Locations in Seymour District
- (11) DES#1902772 – Rockport Road, Bridge #308 Replacement

IX. Public Comment on Matters Not Included on the Agenda (non-voting items)
Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak.

X. Communications from Committee Members on Matters Not Included on the Agenda (non-voting items)

- a. Communications
- b. Topic Suggestions for Future Agendas

XI. Upcoming Meetings

- a. Policy Committee – August 9, 2024 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee – July 24, 2024 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee – July 24, 2024 at 5:30 p.m. (Hybrid)

XII. Adjournment

**Action Requested / Public comment prior to vote on old and new business items (limited to five minutes per speaker).*

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



POLICY COMMITTEE

May 10, 2024

1:30 pm - 3:00 pm

In-Person Meeting - City Hall Council Chambers and via Zoom

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Meeting Minutes

Members Present: Jason Banach, Courtney Daily, Doug Horn, Jillian Kinzie, Robin Bolte (V)(P), Geoff McKim, Geoff Morris (V), Lisa Ridge, Sarah Ryterband, Dan Swafford, Julie Thomas, Andrew Cibor (P), Nate Nickel (P),

Staff Present: Patrick Martin, Rachael Sargent

Meeting Recording:

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

I. Call to Order and Introductions

II. Approval of Meeting Agenda*

****Sarah Ryterband moved for approval of the meeting agenda. Geoff McKim seconded. Motion passed by a voice vote (13-0-0).* Approved.**

III. Approval of Minutes*

a. April 12, 2024

****Sarah Ryterband moved for approval of the April 12, 2024 meeting minutes. Julie Thomas seconded. Motion passed by a voice vote (11-0-2).* Approved.**

IV. Communications from the Chair and Vice Chair

V. Reports from Officers and/or Committees

a. MPO Citizens Advisory Committee

Sarah Ryterband provided update that CAC recommended approval of all FY 2024-2028 TIP Amendments.

b. MPO Technical Advisory Committee

Nate Nickel provided update that TAC recommended approval of all FY 2024-2028 TIP Amendments.

- c. Complete Streets Working Group
Lisa Ridge and Sarah Ryterband provided update for the Complete Streets Working Group, highlighting the scoring system. Working group is moving forward to revise policy with MPO Staff.

VI. Reports from the MPO Staff

- a. BMCMPPO 2050 Metropolitan Transportation Plan - Status Report
Rachael Sargent reminded the Policy Committee that the 2050 MTP Survey remains live and asked for committee members to distribute the flyer to their network. She also announced the upcoming focus group meetings, to be held on May 15 and May 16.
- b. Urban Area Boundary Based on 2020 Census - Status Report
Rachael Sargent announced that the MPO boundary will expand to encompass the three islands previously presented at various Policy Committee meetings. Discussion ensued.
- c. Complete Streets Policy Working Group - Status Report
Pat Martin updated the Policy Committee that the MPO Staff continue work to revise the Complete Streets Policy and anticipate a working draft to the Working Group by mid-June.

VII. Old Business

- a. None

VIII. New Business

- a. BMCMPPO FY 2024-2028 TIP Amendments*
 - (1) DES#2000231: SR 45 from the SR 46 bypass to N Russell Road
 - (2) DES#1800371: SR 37 at Intersection with Dillman Road
 - (3) DES#2300919: I-69 Rockport Rd
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 - (7) DES#2301124: SR 446 S of SR 46
 - (8) DES#2301227: SR 446 to Moores Pike
 - (9) DES#2400106: SR 45 at Liberty Drive

Rachael Sargent presented the BMCMPPO FY 2024-2028 TIP Amendments. Discussion ensued.

****Sarah Ryterband moved for approval of the FY 2024-2028 TIP Amendments to be moved and subsequently voted on at the June 14, 2024 meeting. Geoff McKim seconded. Motion passed by a voice vote (13-0-0). * Approved.**

IX. Public Comment on Matters Not Included on the Agenda (non-voting items)

Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak.

- X. Communications from Committee Members on Matters Not Included on the Agenda (non-voting items)
 - a. Communications
Sarah Ryterband updated the Policy Committee that the CAC meeting on May 22, 2024 will be held at the Monroe County Public Library Ellettsville Branch.
 - b. Topic Suggestions for Future Agendas

- XI. Upcoming Meetings
 - a. Policy Committee – June 14, 2024 at 1:30 p.m. (Hybrid)
 - b. Technical Advisory Committee – May 22, 2024 at 10:00 a.m. (Hybrid)
 - c. Citizens Advisory Committee – May 22, 2024 at 5:30 p.m. (Hybrid)

XII. Adjournment

*****Sarah Ryterband moved for adjournment.***

**Action Requested / Public comment prior to vote on old and new business items (limited to five minutes per speaker).*

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Beat the Heat

Helping Communities Develop Heat Response Plans



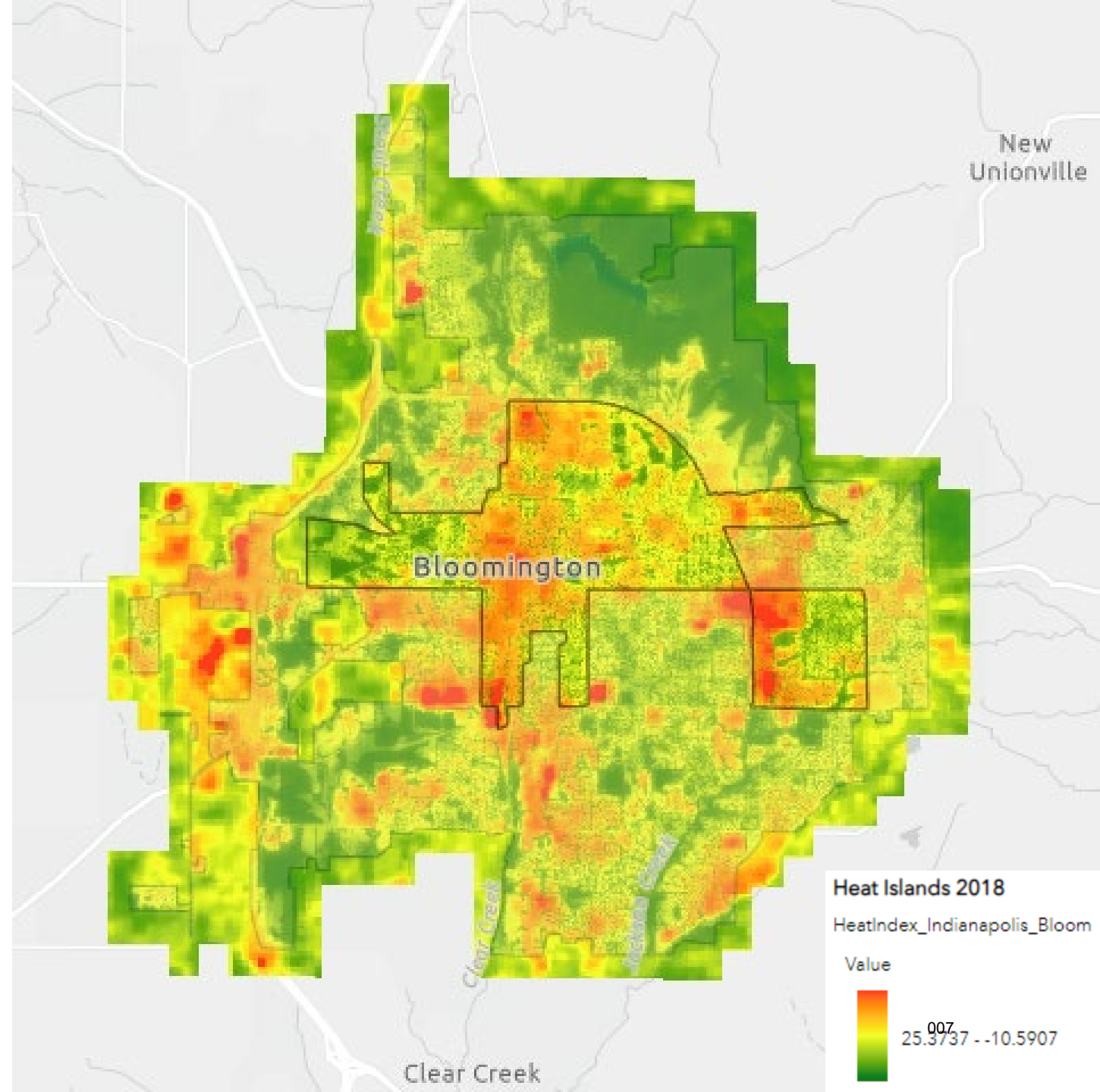
CITY OF
BLOOMINGTON
ECONOMIC AND SUSTAINABLE DEVELOPMENT



INDIANA UNIVERSITY
**ENVIRONMENTAL RESILIENCE
INSTITUTE**

Bloomington Urban Heat Island

- **Climate Resilience Map**
 - Created in 2023 by ESD and GIS
 - Includes urban tree canopy and satellite data from 2018
- **NOAA Selection for HeatWatch**
 - Collect near-surface temperature data
 - Enhance map accuracy
- **Identifying Areas for Cooling Strategies**
 - Tree plantings
 - Green infrastructure
- **Additional Initiatives**
 - Air monitoring
 - Community survey
 - Assess resident experiences with heat
 - Identify coping strategies
 - Determine desired cooling solutions



HeatWatch Urban Heat Mapping Campaign

Goal: Collect temperature data to understand and address heat distribution in Bloomington.

Date: One day between July 26th & August 8th (weather-dependent).

Activity: Driving on predetermined routes for 30 minutes (approx.)

Times: 6:00 AM, 3:00 PM, 7:00 PM.

Roles: Drivers and Navigators needed.



SCAN HERE
TO
VOLUNTEER

Volunteer Information & Incentives

Training:

Virtual: July 12th, 12:00 PM - 1:00 PM.

In-Person: July 13th, 12:00 PM - 1:00 PM

Venue: City Hall Council Chambers.

Incentives:

Food and drinks provided.

\$50 gift card for volunteering two or more time slots.

FEELING THE HEAT IN BLOOMINGTON?

TAKE ACTION!

Be a “street scientist” by participating in a community heat mapping study and help discover which areas of Bloomington are hotter and cooler during an extreme heat event!



Why is mapping heat important in Bloomington? Learn how different neighborhoods vary in terms of heat across the city and why.



Collect thousands of temperature and humidity measurements over 3 one-hour periods on a designated "Campaign Day" between July 26th and August 8th.



Reveal the distributional heat across Bloomington, helping the city plan for the future and provide much needed relief.

**For our HeatWatch
campaign, fill one of
two roles!**



Driver



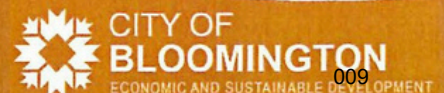
Navigator

**If you would like to participate,
please register by scanning the QR code below!**

To learn more, visit www.capastrategies.com/heat-watch



SCAN FOR
MORE
INFORMATION





BMCMPO 2050 MTP Diversity, Equity, and Inclusion Focus Group May 16th, 2024, 4:00 PM

Purpose:

BMCMPO is in the process of preparing an updated long-range Metropolitan Transportation Plan (MTP). The purpose of this meeting was to facilitate a focus group discussion on diversity, equity, and inclusion in the MTP update process.

Summary:

The meeting started with a brief presentation about the purpose of the focus group, an overview of the 2050 MTP update process, and a review of existing conditions in the region. The existing conditions presentation highlighted data from the U.S. Census Bureau's American Community Survey and included maps showing the distribution of different populations across the BMCMPO including people over the age of 65, people with disabilities, minority populations, households below the poverty level, and households with no access to a vehicle. After the presentation, the focus group discussed transportation needs and priorities for traditionally underserved populations in the region as well as opportunities and challenges related to addressing those needs. The discussion is summarized below.

QUESTION 1:

What are your thoughts in general on the current bicycle network and infrastructure in the City of Bloomington and Monroe County? (Does it feel safe to travel by bicycle? How easy is it for bicyclists to navigate the system?)

- There is a mixed feeling about bicyclist safety in the area. Some areas feel safe (example: the 7 line extension), but there are other areas where it doesn't really feel safe (ex: some crossings of the B-Line). There have been improvements that have really increased bicycle mobility in the last five years, but there are still trouble spots (examples: Walnut, College, and 3rd Street).
- The area on 10th Street by 10th and Smith, where there are a lot of active transportation users and students, lacks adequate infrastructure for wheelchairs. INDOT is currently working on addressing this area, but this project has been pushed back 5 to 6 years due to cost.

QUESTION 2:

What are your thoughts in general on the current pedestrian network and infrastructure in the City of Bloomington and Monroe County? (Does it feel safe to walk around the area? How easy is it for pedestrians to navigate the system?)

- There are many areas that are not well lit and lack maintenance of sidewalk infrastructure. It sometimes feels safer to be on the road to avoid trip hazards on the sidewalks.
- Four stop signs on 7th Street were removed, allowing vehicles to move at a quicker speed, making it more difficult and more dangerous for pedestrians and people with disabilities to cross the street. There are no places where you can cross safely on Walnut and College between 7th and 10th Streets.
- The American Disabilities Act (ADA) Transition Plan is nearly complete and identifies numerous hazards and maintenance issues within the sidewalk network. The current condition of the sidewalk infrastructure poses significant challenges for disabled individuals trying to navigate the area. The ADA Transition Plan draft will be sent to the project team so it can be considered in the development of the 2050 MTP.
- Wheelchairs can get stuck in the cracks in the sidewalks. Lack of curbcuts and misaligned curbcuts make it difficult to navigate with a wheelchair, particularly for people who are blind.
- A training session was held for government employees including planners, engineers, and others, featuring predetermined field visits. During these visits, attendees walked routes alongside a disabled individual, providing them with a firsthand experience of the barriers within the current sidewalk network. There were many times where participants had to go into the road to avoid obstacles on the sidewalk.
- The overall sidewalk network is solid in a lot of spots, but there are some areas that need a lot of direct improvements. Some of the crosswalks are very wide with a long distance for pedestrians to cross, like on College and Walnut, around 8th and 9th Street in particular.
- The city council passed a no right on red ordinance, but drivers continue to make right turns, and enforcement of the new law is minimal.
- Construction projects also affect people's ability to use the sidewalks, particularly when there is not adequate notice and people are not aware that they are entering a construction site. This has resulted in people who use a wheelchair getting stuck at a construction site and needing to contact the police for assistance. Offering maps of where construction is occurring would help disabled individuals better plan their routes.

QUESTION 3:

What are your thoughts in general on the current transit service available in the City of Bloomington and Monroe County? (Can you access most destinations by transit? If not, which areas are inadequately served? How easy is it for transit riders to navigate the system?)

- Annunciators weren't consistent on the Bloomington Transit fixed route service, which created a barrier for vision impaired riders because it prevented them from knowing their location. The transit provider has since made this feature permanent.
- There appears to be inconsistency with education (knowledge on how to operate disability equipment, service dog laws, etc.) among Bloomington Transit operators, resulting in several incidents where operators were uncertain on how to assist users requiring help.
- Overall, BT Access has improved and recently expanded its service, enabling riders to reach their medical appointments more easily. This service is more attentive to the needs of disabled riders compared to the fixed route system. However, there are concerns that the dial-a-ride paratransit service may lack sufficient staff and vehicles to meet demand.
- The BT Access application process lacks clarity and consistency in determining eligibility for the service, making it challenging for users to navigate.
- Users have voiced frustration with the way Bloomington Transit handles their complaints.
- The west side Bloomington Transit route lacks efficiency and connectivity. Implementing Bus Rapid Transit (BRT) lanes for east-west travel would be advantageous.

QUESTION 4:

What are the greatest transportation needs and priorities for traditionally underserved populations in the region? (Do you anticipate that these needs will shift or change between now and 2050? What are the biggest challenges to addressing the needs and priorities that have been identified? What ideas do you have for overcoming those challenges?)

- Training transit operators to be more consistent in knowing how to work with people with disabilities.
- Service coverage and frequency is a high priority and need.
- There is a desire to promote transportation mode shift within the city, encouraging more people to utilize bicycles and other alternative forms of transportation instead of relying solely on vehicles.
- Hold programs accountable when things go wrong. This is essential to gaining citizen trust with programs.

- It is crucial to enhance transit accessibility for all users. One suggestion is to reserve front row seats for disabled riders to facilitate easy access.
- There is a need for additional funding to go towards the maintenance of sidewalks and bike lanes throughout the city.
- There is a desire for development within the city to be more transit oriented.
- Micro transit is expected to gain popularity in the future.
 - Sometimes microtransit drivers (such as Uber, Lyft) aren't trained in working with people with disabilities.
- Attendees discussed working on applying for the Indiana University Trailblazer Award, which supports collaborative, community-engaged research projects focused on topics that have potential to improve health, examine social determinants of health (SDoH), or enhance health equity.

QUESTION 5:

Are there additional outreach strategies we should consider for informing and engaging underserved/underrepresented populations in the planning process?

- Exploring LGBTQ data within the study area to gain insights into whether transportation services are equitable for this community.
- Encouraging community participation in the Council for Accessibility Needs Committee meetings would be beneficial.
- It is important to continue to host these conversations and do more target outreach to get broad perspectives.
- Offering a variety of meeting times would be helpful to accommodate people's schedules and encourage attendance.



BMCMPO 2050 MTP Transit Focus Group Summary May 15th, 2024, 2:00 PM

Purpose:

BMCMPO is in the process of preparing an updated long-range Metropolitan Transportation Plan (MTP). The purpose of this meeting was to facilitate a focus group discussion on transit needs and priorities in the BMCMPO planning area.

Summary:

The meeting started with a brief presentation about the purpose of the focus group, an overview of the 2050 MTP update process, and a review of existing conditions in the region. The existing conditions presentation highlighted current Bloomington Transit routes and public transit travel flow data. After the presentation, the focus group discussed transit needs and priorities in the region as well as opportunities and challenges related to addressing those needs. The discussion is summarized below.

QUESTION 1:

What are your thoughts in general on the current transit service available in the City of Bloomington and Monroe County? (Can you access most destinations by transit? If not, which areas are inadequately served? Does the current transit service feel safe? Is the frequency of current transit service sufficient? Is the current transit service reliable? How easy is it for transit riders to navigate the system?)

- Historically, Bloomington Transit has operated solely within the city limits. However, a recent ordinance passed by the city council allows Bloomington Transit to operate countywide, but expansion beyond the city would require additional funding. There are areas that are currently underserved or not served at all.
- Ideally, BT would like to see 15-minute headways on our fixed routes during peak hours and 30-minute headways during nonpeak hours. However, there are challenges related to equipment, personnel (i.e. driver shortage), and other factors that make that challenging. The most popular routes tend to be the ones with the most frequent service.
- Reliability is not considered a significant issue for Bloomington Transit.
- Overall, the service feels safe.

- Enhancements are necessary at bus stops, particularly to enhance accessibility. This year, there is a budget allocation of \$240,000 earmarked for bus stop improvements. Priority will be given to replacing the oldest passenger shelters initially.
- During a discussion about Bloomington Transit's winter operations, there was an inquiry about the use of chains on buses for snow maneuverability. Chains aren't utilized because the winter storms in the area are not severe enough to warrant their use. In addition, Bloomington Transit usually suspends service on less frequently plowed roads to facilitate road maintenance, while maintaining operations on main routes.
 - Participant noted that they experienced this hindrance as they took the bus to work on a winter morning and when it started snowing, they had to find an alternative means to get home since the transit system was down.
- The commercial driver shortage is an issue for Bloomington Transit and contributes to the frequency issue in Bloomington. The highest frequency of service is 15 minutes and that is for a high-volume route. Right now, most routes at 60 minutes. The goal in the future is to increase frequency across the network.
- The reevaluation of transit routes is an ongoing process from the planning perspective. Bloomington Transit usually follows Indiana University's semester schedules. Typically, when changes are made, they are only slight changes. When creating new routes, the process can take longer, possibly up to a year.
- Bloomington Transit has an app that has gotten great feedback from the community.
- Bloomington Transit reviewed the public transit travel flow map and highlighted that some of the travel flows depicted on the map occur outside of the service area. The project team will gather more information on the methodology used to create transit trip travel flows.

QUESTION 2:

What do you consider to be the top transit needs and priorities for the region currently?

- Increasing frequency, expansion of service outside urbanized areas, and a dedicated source of local revenue to support future expansion of services are all current public transit priorities.
- The 10th Street underpass currently does not allow low emission and no emission vehicles to travel to and from campus, prompting a need to explore solutions for this issue in the future.

QUESTION 3:

Do you anticipate that these needs will shift or change between now and 2050? If so, how?

- A more robust on-demand service will become increasingly essential due to the growing demand from an aging population and shifting preferences in the future.
- BT is currently studying a 3rd street BRT corridor (East/West). Bus rapid transit (BRT) is a viable option to help keep buses more reliable. By 2050, the community could support two east to west BRT corridors and at least one, possibly two, north to south BRT corridors.
- Signal prioritization, traffic management, bus-only lanes and vehicular flows are all important things to look at in the future.
- The idea of light rail in the city was discussed and if funding opportunities could go to that but there would need to be substantial population growth for that to be a practical idea.

QUESTION 4:

What are the biggest challenges to addressing the needs and priorities that have been identified?

- As mentioned previously, frequency, expansion of service outside urbanized area, and dedicated source of local revenue to support future expansion of services.
- Implementing an on-demand service was discussed, noting its growing preference but also acknowledging that it would be a more expensive service to operate in Bloomington.
- Adequate space at the current Bloomington Transit facility is an issue because there is no space for expanding their fleet. It would be a priority to build a new facility that could meet the current needs of the transit system.
- Encouraging individuals to adopt alternative transportation methods (behavior change) poses a significant challenge, as does addressing concerns about the frequency of service, which may serve as a barrier to utilization.
- There is a need for a product that is attractive to those who don't currently take transit and the BRT study is a feasible way of addressing this issue. Street size could be a barrier in implementing BRT in the city and coordination with the city is going to be a challenge to making sure the system is optimal.
- It was also suggested that the on-demand service should mirror the fixed route for efficiency.
- Bloomington Transit wants to build more pedestrian shelters, but some sidewalks do not allow that due to size.
- The expansion of transit services to Ellettsville is a priority for the community.

- There seems to be a lack of coordination between city planners and University planners, which can result in duplications of services that lead to inefficiencies from an economic standpoint.
- There is an appeal for transit-oriented development to be of higher importance rather than development first with transit as an afterthought. During development coordination, there should be discussions about transit service and maybe creating incentives to incorporate transit into development plans.
- Title 20.04.050 from the City of Bloomington was highlighted, which provides some language regarding transit and development coordination. Currently, all maximum parking minimums are based on usage of the site and if a site is near transit then parking minimums can be lessened. The City is open to looking more into parking minimums and discovering ways to make transit-oriented development more of a focus.

QUESTIONS 5 & 6

What ideas do you have for overcoming those challenges? Do you have any additional Transit issues?

- The improvement of all the bus stops will require a lot of coordination and a regional transit authority approach could help address the issues mentioned today.



BMCMPO 2050 MTP
Active Transportation Focus Group
May 16th, 2024, 11:30 AM

Summary:

The meeting started with a brief presentation about the purpose of the focus group, an overview of the 2050 MTP update process, and a review of existing conditions in the region. The existing conditions presentation highlighted current pedestrian and bikeway facilities throughout the study area. After the presentation, the focus group discussed the active transportation needs and priorities in the region as well as opportunities and challenges related to addressing those needs. The discussion is summarized below.

QUESTION 1:

What are your thoughts in general on the current bicycle network and infrastructure in the City of Bloomington and Monroe County? (Can you access most destinations by bike? If not, which areas are inadequately served? Does it feel safe to travel by bicycle? How easy is it for bicyclists to navigate the system? How well are the bicycle facilities maintained?)

- SR-46 by Arlington Road is dangerous for bicyclists and pedestrians due to narrow sidewalks, lack of raised medians, and other appropriate infrastructure to provide safety to bicyclists and pedestrians.
- In Ellettsville, pedestrians and bicyclists have to cross 5 to 6 lanes of traffic to use the Karst Farm Greenway Trailhead. Bicyclists have to use the pedestrian sidewalks to safely get to the greenway.
- In Bloomington, the denser downtown area has decent active transportation network connections. If you need to leave the greater Bloomington area, connectivity isn't as good, and more challenges are present.
- Some of the bypasses throughout the city are a challenge for bicyclists and pedestrians.
- In terms of infrastructure, the area between Rogers Street and the bypass at College Mall Road is decent but outside of that could be considered a barrier.
- Getting to the east side of College Mall area is dangerous for bicyclists.
- Getting to the hospital on SR 45/46 is difficult.
- The pedestrian and bicyclist underpass at 7th Street and SR-46 is excellent infrastructure for active transportation users but other areas are not as convenient. There is limited east-west connection for active transportation users.

- Traveling on Curry Pike is a challenge due to a lack of infrastructure. Difficult to get to the BMV since it's located on Curry Pike.
- It could be worth researching how other MPOs with universities located within them coordinate and collaborate with each other to build sustainable and better-connected active transportation networks.
- The general side path infrastructure in Bloomington needs a great amount of maintenance. There is a priority of maintaining roadways over active transportation infrastructure. Currently, the side paths are not assigned to any specific group to maintain and that contributes to the lack of maintenance. Infrastructure ownership is not cohesive.
- Debris accumulation in bike lanes is a significant issue, despite efficient snow removal by the city in these areas. To address this, a policy similar to roadway pothole repair should be considered for regular bike lane maintenance and debris removal. This initiative could benefit from the support of the MPO, which could help organize and advocate for such measures. In addition, it's crucial to consider long-term maintenance costs when planning new infrastructure to ensure sustainability.
 - Educational campaigns could raise awareness and encourage proper maintenance practices among the public. Funding opportunities from sources like the Federal Highway Administration (FHWA), as provided by INDOT, could be explored to support these maintenance efforts.
- The continued improvement of road pavement would be beneficial to bicyclists.
- The B Line trail is helpful, but signage is not visible and rider behavior can become unpredictable and dangerous.
- Bicyclists and pedestrians may utilize trails, but can be out of the way. Discussion on trails used for commute versus recreation.

QUESTION 2:

What are your thoughts in general on the current pedestrian network and infrastructure in the City of Bloomington and Monroe County? (Can you easily walk to destinations that are within a comfortable walking distance for you? If not, which areas are inadequately served? Does it feel safe to walk around the area? How easy is it for pedestrians to navigate the system? How well are the pedestrian facilities maintained?)

- The maintenance of pedestrian infrastructure is worse than maintenance of bicycle infrastructure.
- Intersections, especially uncontrolled intersections, create a highly vulnerable environment for pedestrians. These areas should be considered first when addressing pedestrian infrastructure.

- The Monroe County Parks and Recreation gets more requests for sidewalks maintenance than any other maintenance request.
- Accessibility is a critical issue with most of the active transportation infrastructure.
- Sidewalks often switch sides or come end abruptly, which leaves the pedestrian more vulnerable by having to cross the road to connect to another available sidewalk.
- Lower vehicle speeds and traffic volumes enhance pedestrian comfort and are a key feature of downtown Bloomington. Extending these conditions to areas beyond the downtown core has been discussed.
- Trees not only provide environmental benefits but could also help with traffic calming.
- Older westside neighborhoods of Bloomington don't have adequate sidewalk networks, such as Arlington Road (connecting SR-46 and 17th street), as well as the College Mall area.
- The stretch of SR-46 spanning from Walnut Street to I-69 is densely populated with businesses yet lacks adequate pedestrian infrastructure. Additionally, this area experiences a significant number of serious accidents.
- Disadvantaged populations who rely solely on this infrastructure are placed in highly vulnerable situations.
- "Simple sidewalks" (cheap, directly adjacent to the road) aren't achieving goal of building usable pedestrian facilities.

QUESTION 3

What are the greatest bicycle and pedestrian mobility challenges and needs in the region?

- Connectivity is considered a primary need for the area.
- Consider schools and foster better coordination with educational institutions is crucial in the design of transportation infrastructure around school areas.
- Implementing strategies to alleviate traffic congestion can help reduce stress on transportation networks.
- Need to shift from an "individual" to a "regional" mindset.

QUESTION 4

What are the highest priorities for bicycle and pedestrian improvements?

- Connectivity and maintenance of infrastructure.
- Wish a better regional process to communicate with property owners existed.
- There could be a more efficient process to ensure residents take care of sidewalks on their property.
- There were discussions around the feasibility of increasing funding for speed enforcement. The group discussed equity concerns surrounding this idea,

including the risk of police profiling. Focusing on street design could be a more efficient method than increasing enforcement.

- Need speed enforcement in construction zones, such as cameras or speed boards.
- The City of Bloomington is developing a Safe Streets and Roads for All (SS4A) plan with consultants Toole Design, who are also on the MTP consultant team. Coordination between these planning efforts will provide insight into what safety recommendations are being considered for the City.
 - Need for a safe systems approach to reduce speed to ultimately reduce injuries and fatalities.
- MPO Council may have leverage for speed enforcement at the state level.

QUESTION 5

Are there any additional recently completed or upcoming bicycle and pedestrian plans or projects that we should be aware of?

- The Vernal Pike Connector project aims to link the White Hall Crossing Shopping Center via a two-lane roadway featuring wider lanes. Additionally, it includes the construction of a multi-use path to facilitate access to the shopping center for various users.
- The Fullerton Pike Connector project also aims to increase connectivity.

QUESTION 6

Do you have any additional Active Transportation Issues?

- E-Bikes will likely gain more popularity through the timeline of the 2050 MTP plan, which could increase the overall number of bikes in the region. It was suggested that adding additional bike speed limits signs could encourage E-bikes to slow down on paths and creates better accountability if incidents occur.
- Scooters should also be considered as a mode of active transportation, and it was encouraged to include them in the plan. Parking for scooters is an issue need for more secure and covered parking (barrier for bicycles)
- Land use policy plays a huge role in active transportation.
- It is imperative to build accessibility and connectivity to transit.
- Regional trail is in the works.



BMCMPO Staff Report: FY 2024-2028 TIP Amendments & Modifications

BMCMPO Policy Committee Meeting
 June 14, 2024

FY 2024 - 2028 Transportation Improvement Program Amendments and Modifications

Indiana Department of Transportation Projects may additionally be found on the Next Level Roads map:
<https://entapps.indot.in.gov/dotmaps/nlri/>

1. **DES#2000231: SR 45 from the SR 46 bypass to N Russell Rd**
 - a. Move FY24 PE funding (\$450,000 STBG) to FY25.

2. **DES#1800371: SR 37 at Intersection with Dillman Road**
 - a. Increase FY25 CN funding by \$719,833.

3. **DES#2300919: I-69 Rockport Road**
 - a. New project. Location: I-69 Rockport Road N Bridge over I-69 NB/SB, 00.39 mi S Fullerton Pike

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$	\$	\$	\$187,426	\$
	State Other	\$	\$	\$	\$	\$46,856	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$234,282	\$



4. DES#2300920: I-69 Tapp Road

- a. New Project. Location: I-69 Tapp Road Bridge over I-69 NB/SB, 00.74 mi S SR 45

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$	\$	\$	\$196,350	\$
	State Other	\$	\$	\$	\$	\$49,088	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$245,438	\$

5. DES#2300921: I-69 Chambers Pike

- a. New Project. Location: I-69 Chambers Pike Bridge over I-69 NB/SB, Burma Road, 08.54 N SR 46.

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$	\$	\$	\$205,275	\$
	State Other	\$	\$	\$	\$	\$51,319	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$256,594	\$



6. DES#2300998: SR 45 Small Structure Replacement

- a. New project. Location: SR 45 Bridge, 05.94 mi E SR 45/46 E JCT

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE	STBG	\$	\$180,000	\$	\$	\$	\$
	State Other	\$	\$45,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	STBG	\$	\$	\$12,000	\$	\$	\$
	State Other	\$	\$	\$3,00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$	\$	\$64,000	\$447,750	\$
	State Other	\$	\$	\$	\$16,000	\$111,938	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$225,000	\$15,000	\$80,000	\$559,688	\$

7. DES#2301124: SR 446 of SR 46

- a. New project. Location: From 0.98 miles S of SR 46 (near E. Moores Pike) to SR 46

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE	NHPP Federal	\$	\$280,000	\$	\$	\$	\$
	State Other	\$	\$70,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	NHPP Federal	\$	\$	\$	\$	\$	\$
	State Other	\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	NHPP Federal	\$	\$	\$	\$8,000	\$1,678,630	\$
	State Other	\$	\$	\$	\$2,000	\$419,657	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$350,000	\$	\$10,000	\$2,098,287	\$



8. DES#2301227: SR 446 to Moores Pike

- a. New project. Location: SR 446 to from SR 46 to Moores Pike in Bloomington, IN (Monroe County)

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE	HSIP	\$	\$225,000	\$	\$	\$	\$
	Federal						
	State Other	\$	\$25,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	HSIP	\$	\$	\$31,500	\$	\$	\$
	Federal						
	State Other	\$	\$	\$3,500	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	HSIP	\$	\$	\$	\$18,000	\$1,606,500	\$
	Federal						
	State Other	\$	\$	\$	\$2,000	\$178,500	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$250,000	\$35,000	\$20,000	\$1,785,000	\$

9. DES#2400106: SR 45 at Liberty Drive

- a. New project. Location: SR 45 at Liberty Drive/S Hickory Leaf Dr.

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	HSIP	\$	\$	\$9,000	\$	\$	\$
	State Other	\$	\$	\$1,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	HSIP	\$	\$	\$	\$	\$722,700	\$
	State Other	\$	\$	\$	\$	\$80,300	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$	\$10,000	\$	\$803,000	\$

10. DES#2101785: Repair or Replace Lighting in Various Locations in Seymour District

- a. Move \$2,600,000 of CN funds from FY 24 to FY 25.



11. DES#1902772: Rockport Road, Bridge #308 Replacement

- b. The letting date moved to July 2025, funding moved to satisfy new schedule. RW moved to FY 2025. CE and CN moved to FY 2026.

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE	Local Bridge	\$ 256,500.00	\$	\$	\$	\$	\$
	Local Match	\$ 64,140.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local Bridge		\$120,000.00	\$	\$	\$	\$
	Local Match		\$ 30,000.00	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local Bridge		\$	\$336,000.00	\$	\$	\$
	Local		\$	\$214,000.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local Bridge		\$	\$ 1,324,800.00	\$	\$	\$
	Local		\$	\$ 852,200.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$320,640.00	\$150,000.00	\$2,727,000.00	\$	\$	\$

AMENDMENT and/or MODIFICATION REQUEST

Amendment
Modification
Grouped Project

Date: 27-Mar
 Requestor: Taylor Herrin/ INDOT

1	2	3	4	5	6	7	8	9	10	11	12	13	16	17	18	19	20	21	26					
Signed Off? (Month/Year)	Sponsor	DES	Contract #	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost	Remarks	Letting Date	MPO	Air Quality information (if applicable)
	INDOT	2000231	R-43265	SR 45	Intersect. Improv. W/ Added Turn Lanes	SR 45 from the SR 46 bypass to N Russell Rd	Monroe	Seymour	1.32	NHS	Mobility	PE	\$ 360,000	\$ 90,000		\$ 450,000				\$ 4,612,306	Move PE funding from FY 24 to FY 25	07/10/30	BMCMPPO	

NDMENT and/or MODIFICATION REQUEST

Amendment
Modification
Grouped Project

Date: 27-Mar
 Requestor: Taylor Herrin/ INDOT

Signed Off? (Month/Year)	Sponsor	DES	Contract #	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost	Remarks	Letting Date	MPO	Air Quality information (if applicable)
	INDOT	1800371	R-42414	SR 37	Intersect. Improv. W/ Added Turn Lanes	At intersection of Dillman Road in Bloomington	Monroe	Seymour	0	NHS	Safety	CN	\$ 2,207,390	\$ 245,266		\$ 2,452,656				\$ 2,725,481	Add \$719,833 additional CN funding in FY 25.	09/11/24	BMCMP	



FY 2024 - 2028 Transportation Improvement Program Project Request Form

(Please return fully completed form)

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Taylor Herrin
Phone: 812-524-3904
Email: therrin@indot.in.gov

Section 2: Verification

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

Taylor Herrin (INDOT) 6/3/2024
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: I 69 Rockport Rd
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2300919 _____
- D. Project Location (detailed description of project termini if applicable): I 69 ROCKPORT RD N Bridge over I-69 NB/SB, 00.39 mi S FULLERTON PIKE

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

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

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

N/A

G. Allied Projects:

N/A

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 9/15/2027 _____

Section 4: Financial Plan

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

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$	\$	\$	\$187,426	\$
	State Other	\$	\$	\$	\$	\$46,856	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$234,282	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

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

Justification for Exemption: _____

B. Additional Required Information:

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

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).

Bridge thin deck overlay on I 69 at Rockport road.

- 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.

N/A

- 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.).

N/A

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

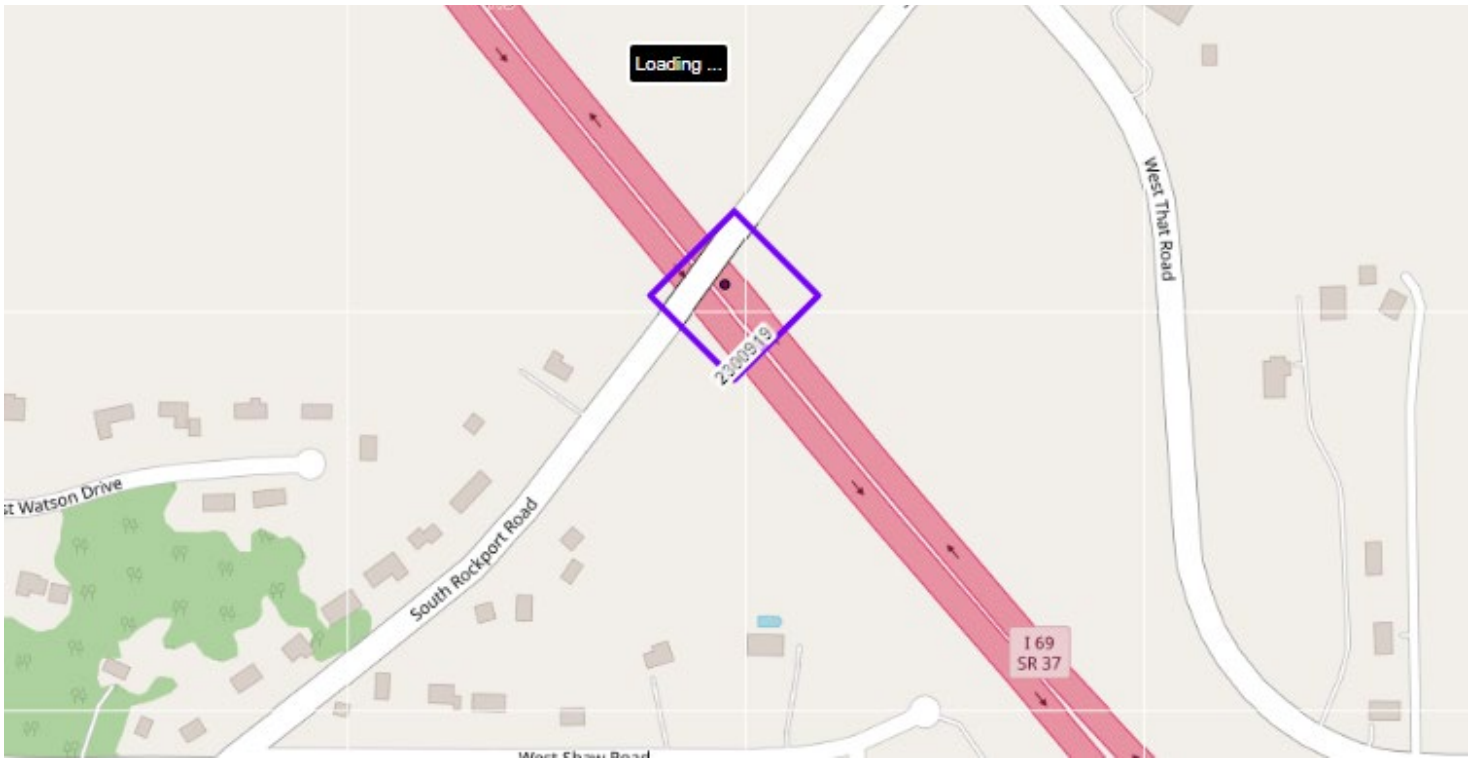
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

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

- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

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

Source: BMCMPO, January 2023.





FY 2024 - 2028 Transportation Improvement Program Project Request Form

(Please return fully completed form)

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Taylor Herrin (INDOT) 6/3/2024
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: I 69 Tapp Rd
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2300920 _____
- D. Project Location (detailed description of project termini if applicable): I 69 TAPP ROAD Bridge over I-69 NB/SB, 00.74 mi S SR 45

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

- Bicycle & Pedestrian
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- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit
- Other - Please Specify _____

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

N/A

G. Allied Projects:

N/A

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 9/15/2027 _____

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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
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		\$	\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$245,438	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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N/A

- 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.).

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

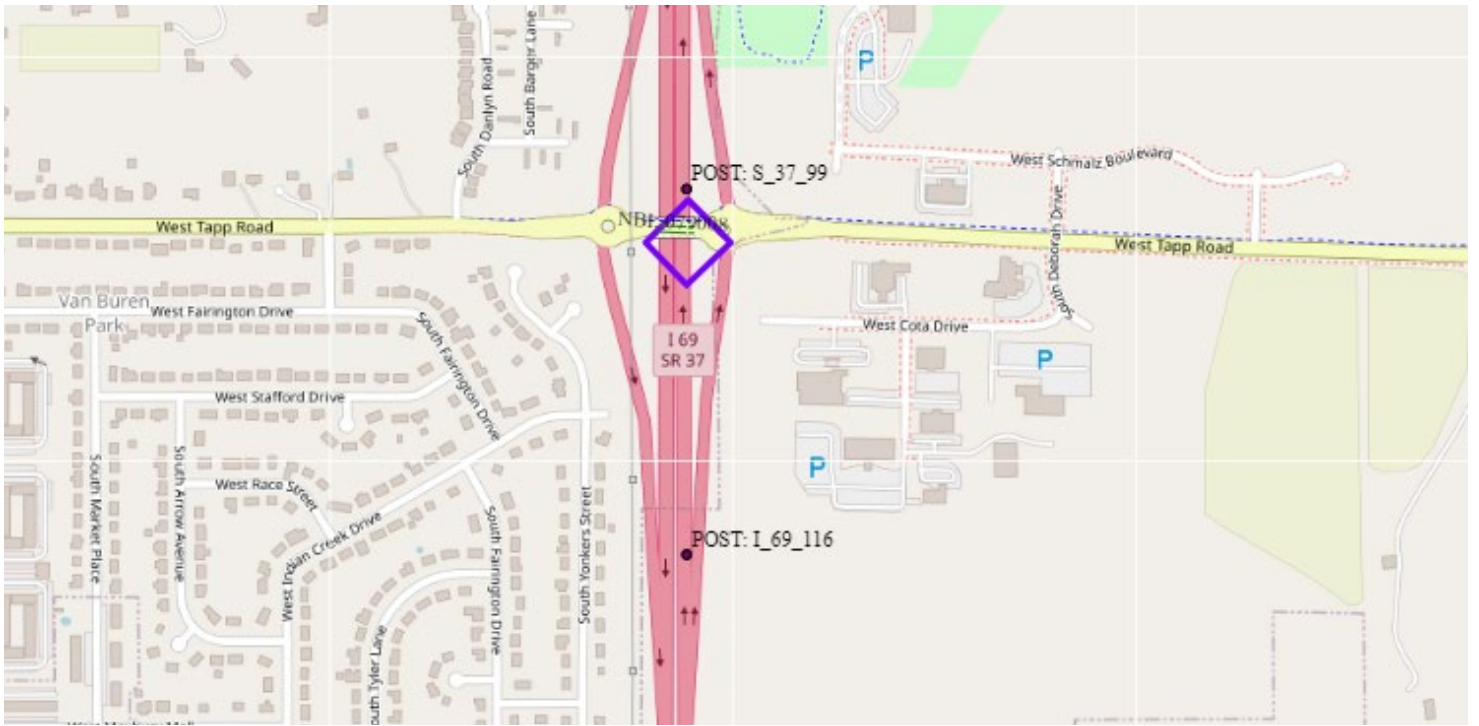
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Taylor Herrin (INDOT) 6/3/2024
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: I 69 Chambers Pike
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2300921 _____
- D. Project Location (detailed description of project termini if applicable): I 69 CHAMBERS PIKE Bridge over I-69 NB/SB, BURMA ROAD, 08.54 mi N SR 46

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

- Bicycle & Pedestrian
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G. Allied Projects:

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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$	\$	\$	\$205,275	\$
	State Other	\$	\$	\$	\$	\$51,319	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$256,594	\$

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Justification for Exemption: _____

B. Additional Required Information:

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

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).

Bridge thin deck overlay on I 69 at Chambers Pike

- 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.

N/A

- 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.).

N/A

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

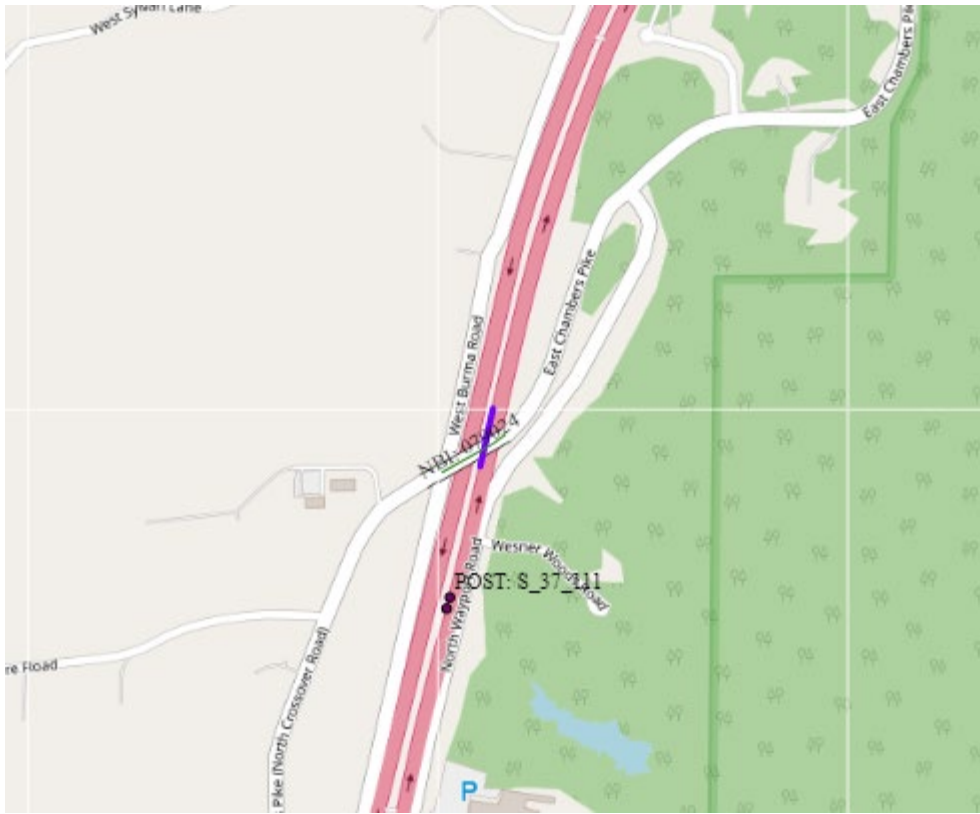
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

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

- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

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

Source: BMCMPO, January 2023.





FY 2024 - 2028 Transportation Improvement Program Project Request Form

(Please return fully completed form)

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Taylor Herrin
Phone: 812-524-3904
Email: therrin@indot.in.gov

Section 2: Verification

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

<u>Taylor Herrin (INDOT)</u>	<u>3/20/2024</u>
Employee in Responsible Charge (ERC)	Date

Section 3: Project Information

- A. Project Name: SR 45 Small Structure Replacement
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2300998
- D. Project Location (detailed description of project termini if applicable): SR 45 Bridge, 05.94 mi E SR 45/46 E JCT

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

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

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

N/A

G. Allied Projects:

N/A

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 9/15/2027 _____

Section 4: Financial Plan

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

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE	STBG	\$	\$180,000	\$	\$	\$	\$
	State Other	\$	\$45,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	STBG	\$	\$	\$12,000	\$	\$	\$
	State Other	\$	\$	\$3,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$	\$	\$64,000	\$447,750	\$
	State Other	\$	\$	\$	\$16,000	\$111,938	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$225,000	\$15,000	\$80,000	\$559,688	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

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

Justification for Exemption: _____

B. Additional Required Information:

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

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).

Small Structure replacement on SR 45

- 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.

N/A

- 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.).

N/A

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

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

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

- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

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

Source: BMCMPO, January 2023.



FY 2024 - 2028 Transportation Improvement Program Project Request Form

(Please return fully completed form)

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Taylor Herrin
Phone: 812-524-3904
Email: therrin@indot.in.gov

Section 2: Verification

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

<u>Taylor Herrin (INDOT)</u>	<u>6/3/2024</u>
Employee in Responsible Charge (ERC)	Date

Section 3: Project Information

- A. Project Name: SR 446 S of SR 46 _____
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2301124 _____
- D. Project Location (detailed description of project termini if applicable): From 0.98 miles S of SR 46 (near E. Moores Pike) to SR 46

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

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

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

N/A

G. Allied Projects:

N/A

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 8/11/2027 _____

Section 4: Financial Plan

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

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE	NHPP Federal	\$	\$280,000	\$	\$	\$	\$
	State Other	\$	\$70,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	NHPP Federal	\$	\$	\$	\$	\$	\$
	State Other	\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	NHPP Federal	\$	\$	\$	\$8,000	\$1,678,630	\$
	State Other	\$	\$	\$	\$2,000	\$419,657	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$350,000	\$	\$10,000	\$2,098,287	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

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

Justification for Exemption: _____

B. Additional Required Information:

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

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).

HMA overlay on SR 446. This project is set to let in August of 2027.

- 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.

N/A

- 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.).

N/A

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

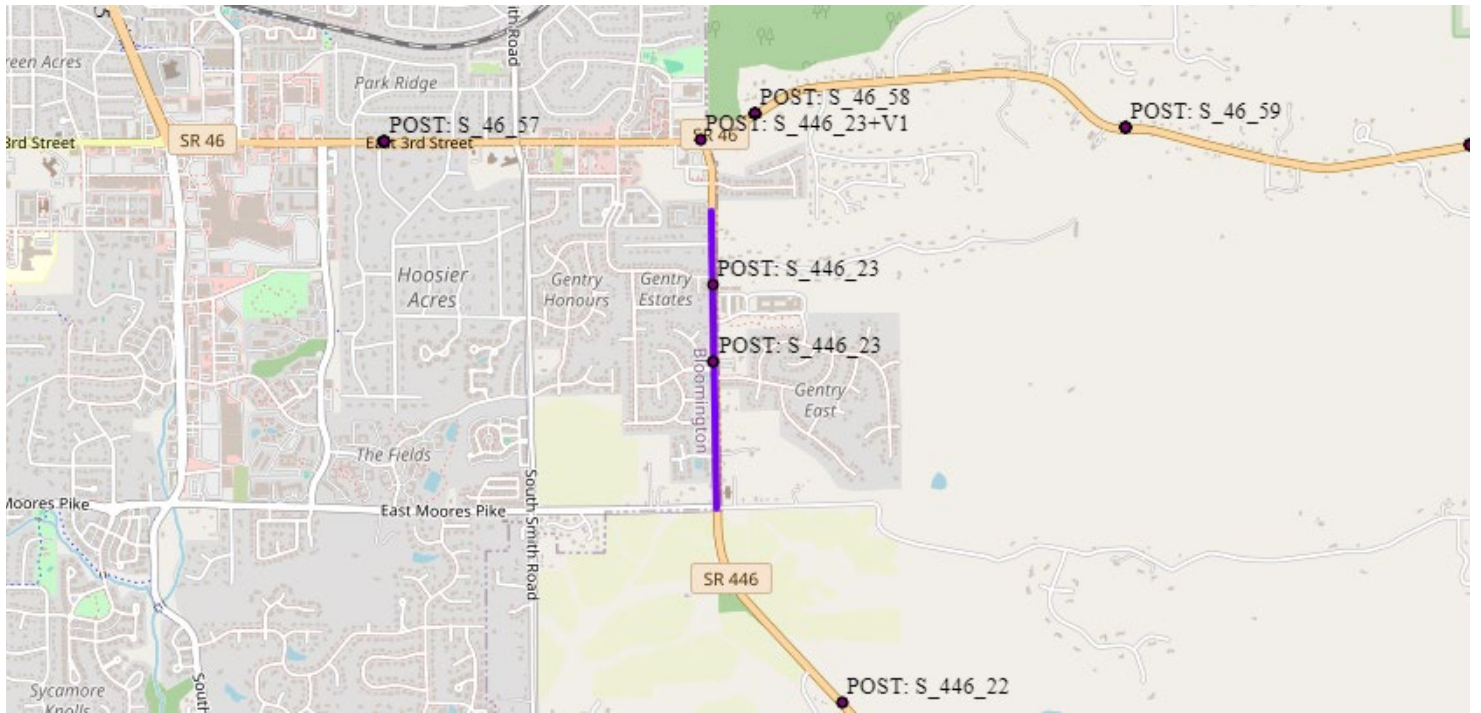
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

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

- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

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

Source: BMCMPO, January 2023.





FY 2024 - 2028 Transportation Improvement Program Project Request Form

(Please return fully completed form)

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Taylor Herrin
Phone: 812-524-3904
Email: therrin@indot.in.gov

Section 2: Verification

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

Taylor Herrin (INDOT) 6/3/2024
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: SR 446 to Moores Pike _____
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2301227 _____
- D. Project Location (detailed description of project termini if applicable): SR 446 from SR 46 to Moores Pike in Bloomington, IN (Monroe Co) _____

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

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

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

N/A

G. Allied Projects:

This project is combined with des 2301124.

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 8/11/2027 _____

Section 4: Financial Plan

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

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE	HSIP Federal	\$	\$225,000	\$	\$	\$	\$
	State Other	\$	\$25,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	HSIP Federal	\$	\$	\$31,500	\$	\$	\$
	State Other	\$	\$	\$3,500	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	HSIP Federal	\$	\$	\$	\$18,000	\$1,606,500	\$
	State Other	\$	\$	\$	\$2,000	\$178,500	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$250,000	\$35,000	\$20,000	\$1,785,000	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

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

Justification for Exemption: _____

B. Additional Required Information:

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

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).

New pedestrian facility on the west side of SR 446. This project is set to let in August of 2027.

- 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.

N/A

- 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.).

N/A

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

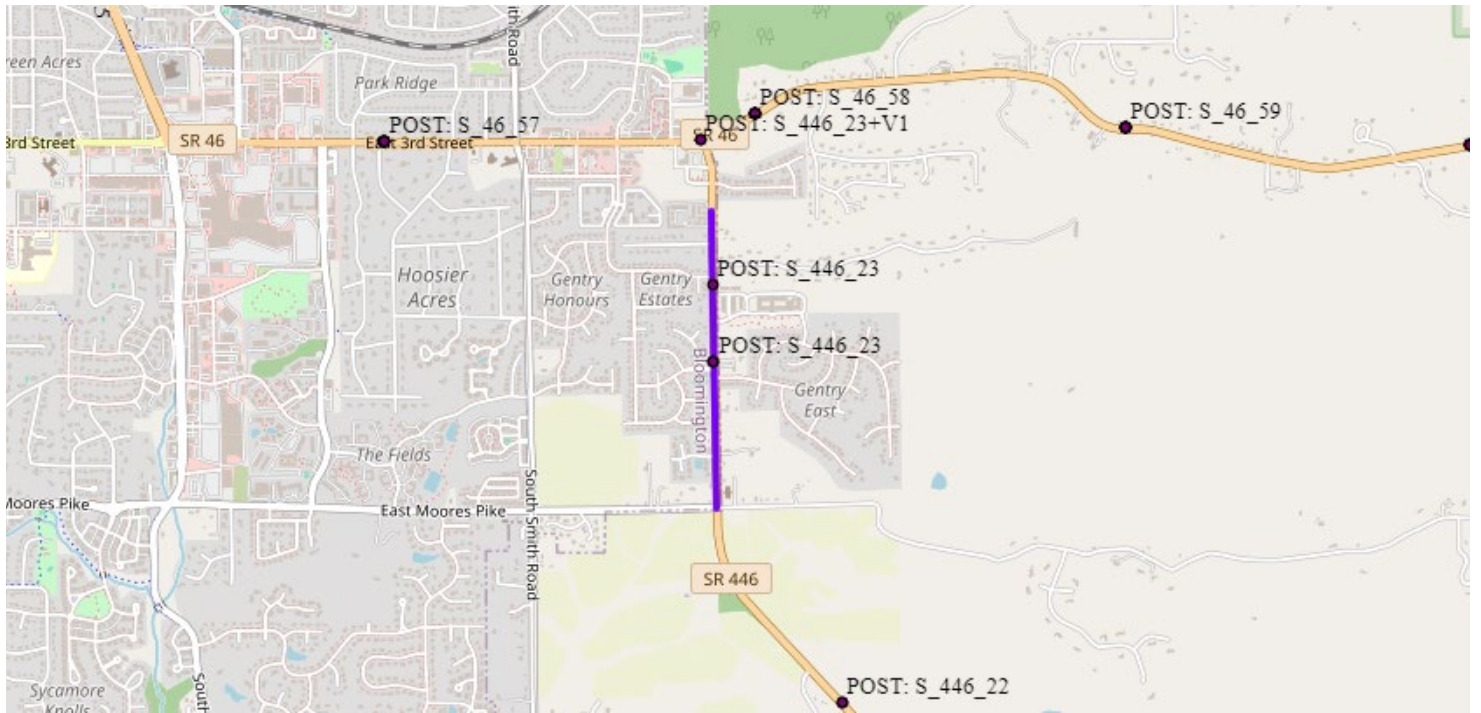
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

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

- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

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

Source: BMCMPO, January 2023.





FY 2024 - 2028 Transportation Improvement Program Project Request Form

(Please return fully completed form)

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Taylor Herrin
Phone: 812-524-3904
Email: therrin@indot.in.gov

Section 2: Verification

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

Taylor Herrin (INDOT) 3/20/2024
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: SR 45 at Liberty Drive
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2400106 _____
- D. Project Location (detailed description of project termini if applicable): SR 45 at Liberty Drive/S Hickory Leaf Dr.

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

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

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

N/A

G. Allied Projects:

N/A

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 7/14/2027 _____

Section 4: Financial Plan

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

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	HSIP	\$	\$	\$9,000	\$	\$	\$
	State Other	\$	\$	\$1,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	HSIP	\$	\$	\$	\$	\$722,700	\$
	State Other	\$	\$	\$	\$	\$80,300	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$	\$10,000	\$	\$803,000	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

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

Justification for Exemption: _____

B. Additional Required Information:

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

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).

ADA Sidewalk Ramp construction at SR 45.

- 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.

N/A

- 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.).

N/A

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

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

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

- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

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

Source: BMCMPO, January 2023.

Amendment
Modification
Grouped Project

Requestor: Taylor Herrin

Sponsor	DES	Contract #	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost	Remarks	Letting Date	MPO
INDOT	2101785	T-44155	VA	Repair or Replace Lighting	Various locations in Seymour District	VA	Seymour	0	STBG	Safety	CN	\$ 2,080,000	\$ 520,000		\$ 2,600,000				2,600,000	Move \$2,600,000 of CN funds from FY 24 to FY 25	07/10/24	BMCMP



FY 2024 - 2028 Transportation Improvement Program Project Request Form

(Please return fully completed form by February 10, 2023)

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lisa Ridge, Highway Director
Phone: 812-349-2555
Email: ljridge@co.monroe.in.us

Section 2: Verification

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

Lisa Ridge May 1, 2024
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: Rockport Road, Bridge #308 replacement
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): #1902772
- D. Project Location (detailed description of project termini if applicable): Bridge replacement for #308 on South Rockport Road, just south of Bolin Lane. The project will begin near the intersection of S. Rockport Road and Cockerill Road and end near the intersection of S. Rockport Road and Bolin Lane.

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

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Public Transit
- Other (Specify) _____

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

Monroe County 5-year bridge replacement program, Monroe County County wide bridge inspections.

G. Allied Projects:

There are no current projects allied with this bridge replacement.

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 7/9/2025

Section 4: Financial Plan

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

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE	Local Bridge	\$ 256,500.00	\$	\$	\$	\$	\$
	Local Match	\$ 64,140.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local Bridge		\$120,000.00	\$	\$	\$	\$
	Local Match		\$ 30,000.00	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local Bridge		\$	\$336,000.00	\$	\$	\$
	Local		\$	\$214,000.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local Bridge		\$	\$ 1,324,800.00	\$	\$	\$
	Local		\$	\$ 852,200.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$320,640.00	\$150,000.00	\$2,727,000.00	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption:

B. Additional Required Information:

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

- 1) **Detailed Scope of Work** – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
The project includes the replacement of the existing structurally deficient structure and improvement of the roadway geometry of S. Rockport Road. Due to potential over the road flow, the proposed structure will have a larger waterway opening to improve roadway serviceability during regulatory flood events. The new structure is anticipated to be built slightly downstream of the existing structure to accommodate adjustments to the roadway alignment and improve channel geometry. The horizontal and vertical curves throughout the project will be adjusted to provide adequate sight distance. The road will be closed during construction and all traffic will be detoured.
- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
The proposed structure and roadway will be designed based on the AASHTO Geometric Design of Highways and Streets and Geometric Design Criteria for Urban Local Street. In addition the proposed structure will be structurally designed in accordance with the 2020 AASHTO LRFD Bridge Design Specifications, 9th edition, and Indiana Design Manual. The facility will also meet the requirements of

the 2010 ADA Standards for Accessible Design and guidelines specified within the Public Rights-of-Way Accessibility Guidelines (PROWAG). Construction will be conducted under the specifications of the contract and the Indiana Standard Specifications.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.). The primary outcome for the project is improved safety for the traveling public. Improved safety may be measured by the improved hydraulic structure, adjusted roadway alignment, and intersection improvements at the S. Rockport Road/Bolin Lane intersection. The improved hydraulic structure and adjusted roadway alignment will increase roadway serviceability during high water events. The roadway alignment adjustments will provide better stopping sight distance and increase roadway user comfort. The intersection improvements will update the intersection geometry to current standards which allow for safe turning movements and improved intersection sight distance.
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. The project is on target to meet all required dates currently. Preliminary Field Check was conducted on 9/8/2022. Construction is anticipated in 2025.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). It is anticipated a 401,404,DNR and a Rule 5 permit will be required. Monroe County, along with the assistance of their hired consultant will make sure the proper permits are obtained.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

This project is funded by the Monroe County Cumulative Bridge fund. There are no MPO funds allocated to this project.

- 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.).

Monroe County highway department personnel and the hired consultant have met with multiple property owners to discuss the project. We have made some adjustments moving forward in the design to assist in remedying some of the concerns of the local property owners.

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

Monroe County Commissioners and Monroe County Council

Source: Bloomington-Monroe County Metropolitan Planning Organization, 01-06-23.