



CITIZENS ADVISORY COMMITTEE

July 24, 2024

5:30 –7:00 pm

Bloomington City Hall - McCloskey Room 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

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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.

Meeting Agenda

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda*
- III. Approval of Minutes*
 - a. May 22, 2024
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
 - a. Complete Streets Policy Working Group
- VI. Reports from the MPO Staff
 - a. HeatWatch Program (<https://bloomington.in.gov/news/2024/04/23/5912>)
 - b. Indiana Department of Transportation - Call for Local Safety Projects
 - c. BMCMPPO 2050 Metropolitan Transportation Plan & Public Survey (<https://arcg.is/jfPb50>)
- VII. Old Business
 - a. None
- VIII. New Business
 - a. INDOT Annual Performance Measures - CY 2024 Safety Target Declaration* (<https://www.nhtsa.gov/highway-safety-grants-program/state-performance-targets>)
 - b. BMCMPPO FY 2024-2028 TIP Amendments*
 - (1) DES#2200146 - Eagleson Ave RR Bridge

c. Bloomington Transit - Discussion

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 - August 28, 2024 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - August 28, 2024 at 5:30 p.m. (Hybrid)

XII. Adjournment

**Action Requested / Public comment prior to vote (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.



CITIZENS ADVISORY COMMITTEE

May 22, 2024

5:30 –6:45 pm

Monroe County Library Ellettsville Branch Meeting Room B and Virtual Location via Zoom

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Meeting Minutes

Members Present: Sarah Ryterband, John Kennedy, Elizabeth Cox-Ash, Paul Ash, Mary Jane Hall

Staff Present: Rachael Sargent, Pat Martin

Guests: Julie Thomas, Chris Myers, Sam Tobin-Hochstadt, David Hittle

Meeting Recording:

https://drive.google.com/file/d/14G9xlQct7u2MUcFcfQmPaZv4LLGBIRbe/view?usp=drive_link

I. Call to Order and Introductions

II. Approval of Meeting Agenda*

**** Mary Jane Hall moved for approval of the meeting agenda. John Kennedy seconded. Motion passed by a voice vote (5-0).***

III. Approval of Minutes*

a. April 24, 2024

**** Mary Jane Hall moved for approval of the April 24, 2024 meeting minutes. John Kennedy seconded. Motion passed by a voice vote (5-0).***

IV. Communications from the Chair and Vice Chair

Sarah Ryterband provided summary from the May 10, 2024 Policy Committee meeting, indicating the deferral of the FY 2024-2028 TIP Amendments until the June Policy Committee meeting.

V. Reports from Officers and/or Committees

a. Complete Streets Policy Working Group

Pat Martin provided update that a draft Complete Streets Policy will be provided to the working group by the end of June, with a safe systems approach which is a Federal

Highway Administration approach. Sarah Ryterband provided additional background on the working group meeting discussion.

VI. Reports from the MPO Staff

- a. BMCMPPO 2050 Metropolitan Transportation Plan – Status Report
Rachael Sargent provided update that the BMCMPPO hosted three (3) focus groups last week focusing on Transit, Active Transportation, and Diversity, Equity. The focus groups were well attended and productive. Currently awaiting summary from consultant. A public meeting will be held on Monday, July 22 from 4-6pm at the Switchyard Park Pavilion. Discussion ensued.
- b. Urban Area Boundary Based on 2020 Census – Status Report
Rachael Sargent provided update that the UAB is updated on the Environmental Justice Viewer and there is a printable copy on the MPO website. Discussion ensued.
- c. FY 2025 – 2026 Unified Planning Work Program – Status Report
Pat Martin announced that the MPO received the FY 2025-2026 UPWP approval letter from the Federal Highway Administration. The MPO expects a contract from the US Department of Transportation this week as well as a notice to proceed by July 1, 2024. Discussion ensued.

VII. Old Business

- a. None

VIII. New Business

- a. Ellettsville Transportation – Discussion
Chris Myers, Executive Director of Area 10 on Aging (the non-profit organization that manages Rural Transit) provided update on the status of Rural Transit services as well as potential solution avenues to retain funding for services. Discussion ensued.
- b. BMCMPPO FY 2024-2028 TIP Amendments*
 - (1) DES#2101785 – Repair or Replace Lighting in Various Locations in Seymour District
 - (2) DES#2201216 – Raised Pavement Markings Refurbished in Various Locations in Seymour District
 - (3) DES#1902772 – Rockport Road, Bridge #308 ReplacementRachael Sargent presented the proposed BMCMPPO FY 2024-2028 TIP Amendments.
**** Mary Jane Hall moved for approval of the BMCMPPO FY 2024-2028 TIP Amendments. John Kennedy seconded. Motion passed by a voice vote (5-0).***

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 announced Rural Transportation Week is coming up.
Pat Martin announced the INDOT Seymour District will be hosting a Regional Safety Summit on June 3 in North Vernon and will pass along the invitation to Committee members.

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 – July 24, 2024 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee – July 24, 2024 at 5:30 p.m. (Hybrid)

XII. Adjournment

****Mary Jane Hall moved for adjournment.****

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

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To: BMCMPPO Technical Advisory Committee & Citizens Advisory Committee

From: Pat Martin

Date: July 18, 2024

Re: Notice of Funding Opportunity - INDOT Special Call for Local Federal Safety Fund Projects

The Indiana Department of Transportation (INDOT) will be accepting applications for a special call just for federal safety funds for local projects. These funds are available for Local Public Agencies (LPAs) who are interested in safety projects that can be completed in two (2) years. The Office of Traffic Safety will determine eligibility. ***This application period will be from September 3, 2024, to October 11, 2024.*** Applications will only be accepted from certified Local Public Agency Employees in Responsible Charge (LPA ERC) through INDOT's online application (Local Call Application) accessed through INDOT Technical Applications Pathway (ITAP). [Click here](#) for more application details and requirements or note the following information. The Indiana Department of Transportation, Office of Traffic Safety will determine project application(s) eligibility.

The following documents are posted on the Local Public Agencies page of the INDOT website <https://www.in.gov/indot/doing-business-with-indot/local-public-agency-programs/>.

1. INDOT LPA Process Guidance Document
2. INDOT [Systemic Project Short Form.pdf \(in.gov\)](#)
3. Eligible Systemic Work Types - <https://www.in.gov/indot/traffic-operations/traffic-engineering/traffic-safety-office/hsip-eligible-systemic-improvements/>
4. Access Indiana/ITAP External Quick Start Guide

Application Information and Deadlines

This application period will be from 8:00 AM EST September 3, 2024, to 5:00 PM EST October 11, 2024.

Applications will only be accepted from certified Local Public Agency Employee in Responsible Charge (LPA ERC) through INDOT's online application (Local Call Application) accessed through INDOT Technical Applications Pathway (ITAP). To get access to ITAP, the ERC must have an Access Indiana account. Applicants must not be in arrears to INDOT for more than 60 days

Requirements for Applications

In addition to the online project application, the following additional supporting documents are required to be uploaded for all applications.

- The LPA must submit a Financial Commitment Letter on the LPA's letterhead, signed by the fiduciary body of the LPA, containing the amount, source, and year of expenditure of the LPA project match.
- The Systemic Project Short Form Updated 2024 – Version 2 must be completed and submitted if a Low-Cost Countermeasure work type is selected.
- The application should include a map at sufficient scale to clearly identify beginning and ending points of project. Include photographs of project area and required work, if possible.
- A well-defined scope of work and a detailed independent cost estimate prepared by the LPA; current traffic counts and crash data are recommended.
- Road projects must be on the Federal-aid system.

Selection Process

Each application will be scored by a team of INDOT experts in their related fields. In addition, projects will be evaluated on ability to be let within the time frame for the call (now through FY 2026).

Please contact INDOT's Seymour District, Federal-Aid Program Director, and Hayley Thomas at (812) 542-3721 and hthomas@indot.in.gov for additional information.

PPM/pm



MEMORANDUM

To: BMCMPO Technical Advisory Committee and Citizens Advisory Committee
From: Pat Martin
Date: July 8, 2024
Re: Calendar Year 2025 - INDOT Safety Performance Targets

Background

The national Safety Performance Management System represents a major element of the national Transportation Performance Management program, which the Federal Highway Administration (FHWA) defines as a strategic approach using transportation system data to make informed investment and policy decision for the achievement of national performance goals.

The Safety Performance Management System supports the Highway Safety Improvement Program (HSIP) with the establishment of annual safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The FHWA Safety Performance System establishes five (5) critical performance measures with five-year rolling averages for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). These safety performance measures (identified as “Targets”) include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

The FHWA uses Safety Performance Targets to assess whether State DOTs and respective MPOs have met or made significant progress toward meeting their self-identified safety performance targets.

Safety performance targets use 5-year rolling averages. States may employ any methodology they deem most appropriate when establishing safety performance targets. The FHWA encourages States to review data sets and trends and consider factors that may affect targets. Safety performance targets must have a data-driven foundation, reflect realistic targets, have

attainability, and should align with the performance management framework established by Congressional intent.

CY 2025 INDOT and Indiana Metropolitan Planning Organization Adoption Targets

The Indiana Department of Transportation (INDOT) submitted to the Federal Highway Administration Calendar Year 2025 Safety Performance Targets for approval as required by federal legislation.

The CY 2025 Safety Performance Targets established by INDOT and for adoption by Indiana Metropolitan Planning Organizations are as follows:

Target 1 - Number of Total Fatalities =	857.4
HMVMT - Vehicle Miles of Travel per Hundred Million VMT =	910.54
Target 2 - Rate of Fatalities (Per HMVMT) =	0.942
Target 3 - Number of Serious Injuries =	3,232.0
Target 4 - Rate of Serious Injuries (Per HMVMT) =	3.549
Target 5 - Number of Non-Motorized Fatalities & Serious Injuries =	423.2

The following spreadsheet documents the data-driven background for INDOT and Indiana MPO Safety Target Projections with the resultant 5-Year Safety Target Projections Averages.

Requested Action

BMCMPO Policy Committee adoption of the Indiana Department of Transportation and Indiana Metropolitan Planning Organization safety targets.

PPM/pm

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually



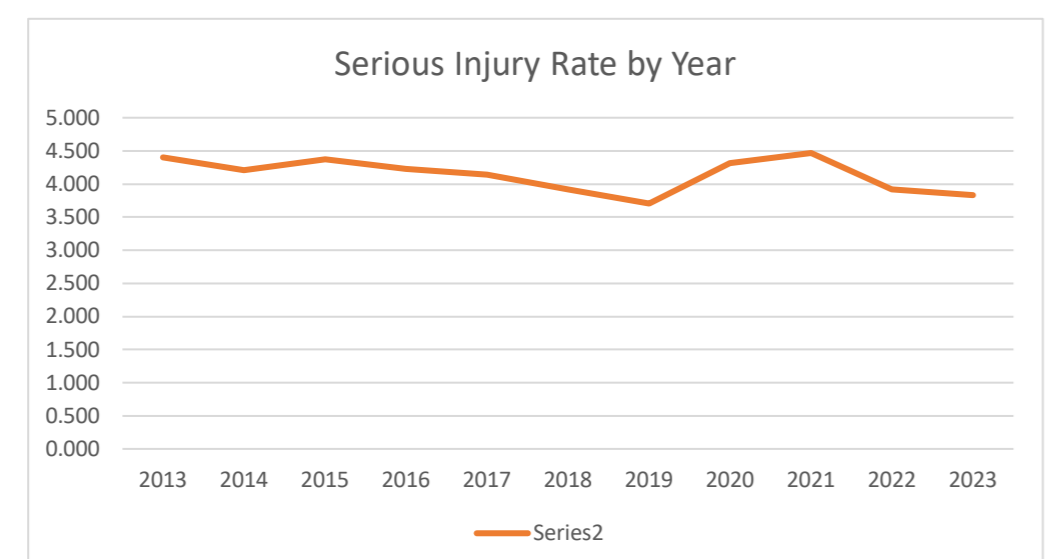
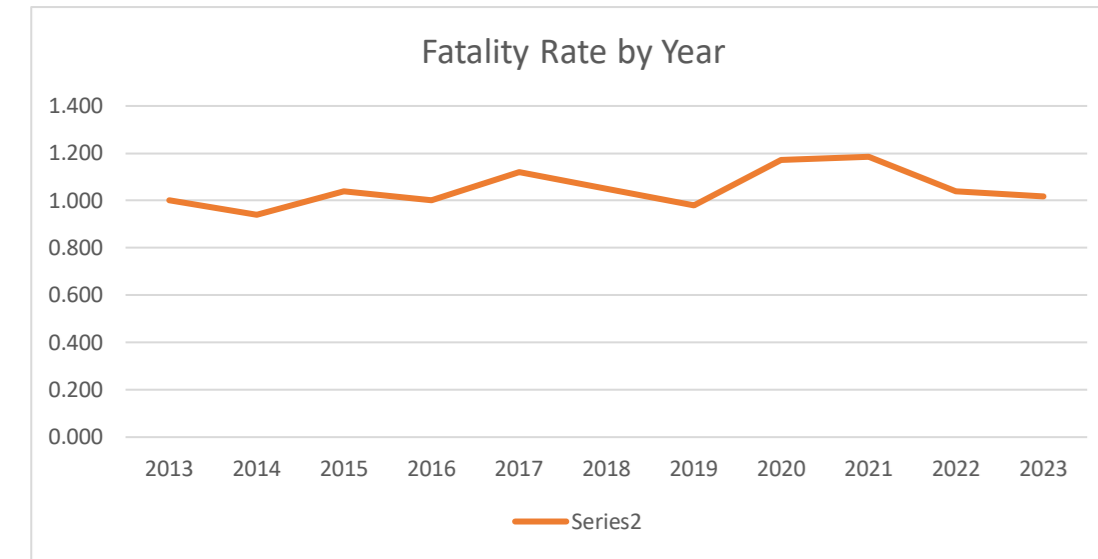
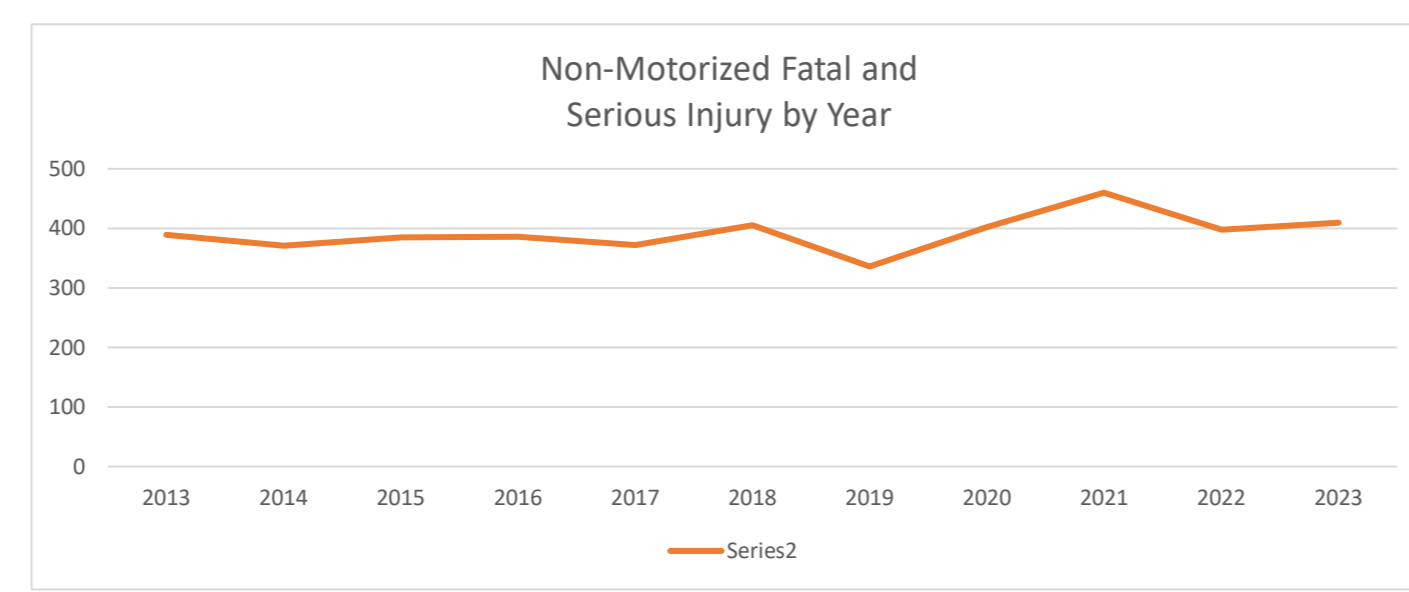
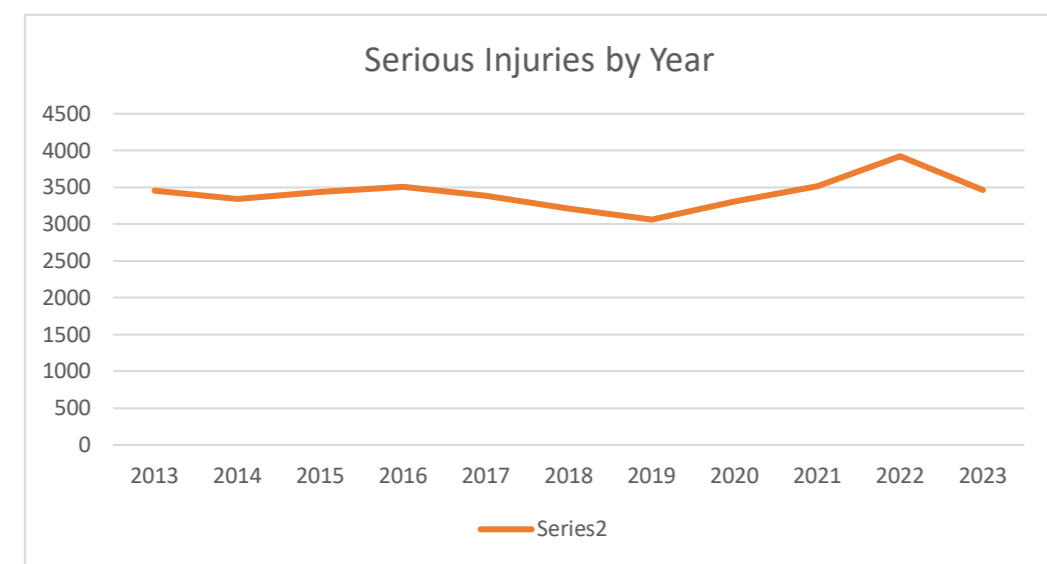
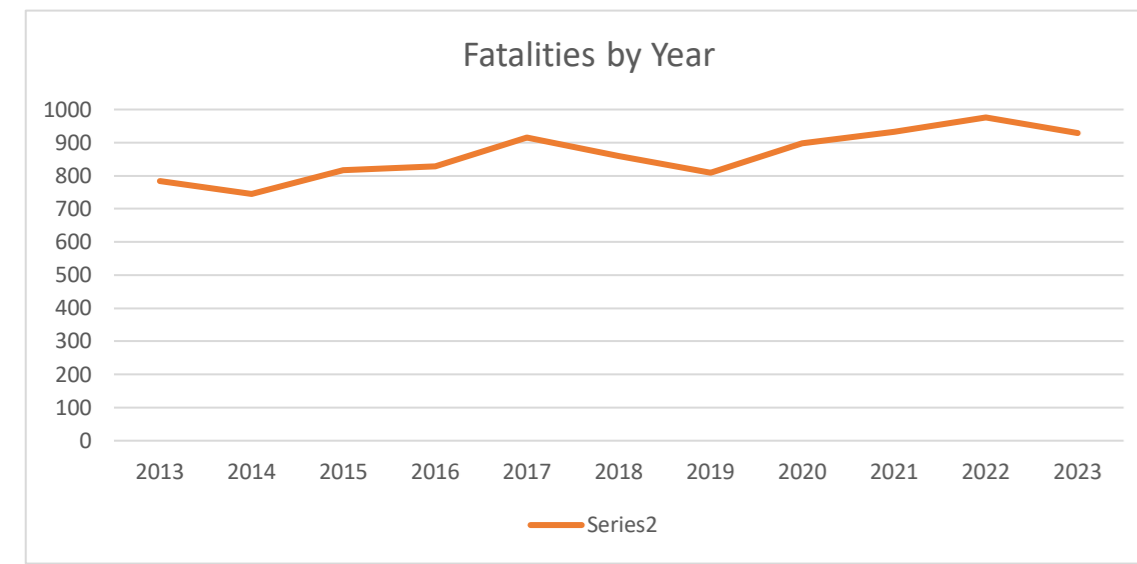
Annual Target Values and Projections	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
Total Number of FARS/ARIES Fatalities	781	784	745	817	829	916	860	810	897	932	976	928			Projected Trend
2% "Strait-Line" Annual Goal Projected Fatalities										932.0	913.4	894.7	876.1	857.4	2% Reduction per year
VMT/(Hundred Million VMT)	788.889	784.000	792.553	785.577	829.000	817.857	819.048	826.531	766.082	786.400	878.970	879.800	895.540	910.540	Rate per HMVMT
Rate of Fatalities (Per HMVMT)	0.990	1.000	0.940	1.040	1.000	1.120	1.050	0.980	1.171	1.185	1.039	1.017	0.978	0.942	Rate per HMVMT
Counted Number of Serious Injuries **	3823	3453	3338	3434	3505	3388	3210	3062	3304	3513	3923	3468			Projected Trend
4% "Straight Line" Annual Goal Projected Serious Injuries										3513	3442.7	3372.5	3302.2	3232.0	2% Reduction per year
Rate of Serious Injuries (Per HMVMT)	4.846	4.404	4.212	4.371	4.228	4.143	3.920	3.704	4.313	4.467	3.917	3.833	3.687	3.549	Rate per HMVMT
Number of Non Motorized Fatalities & Serious Inj.	405	389	371	385	386	372	405	336	402	460	398	410			Projected Trend
2% Annual Goal, Non-Motorized Bike&Ped F&I										460	450.8	441.6	432.4	423.2	2% Reduction per year

FARS & FHWA
* ICI FARS Office
INDOT CALCULATED
PROJECTION
ARIES Data
INDOT ESTIMATED
DO NOT RECORD

* Rates are pending continued efforts to estimate VMT for 2022-2023

**Number of Serious Injuries: 2014-2019 (Estimate (0.072*Inj)), 2020-2021 (Direct Count of Inj Nature Codes)

Target Projections by 5-Year Average	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
5-Year Average Count of Fatalities					791.2	818.2	833.4	846.4	862.4	883.0	895.0	908.6			Projected Trend
2% Annual Goal Projected Fatalities										883.0	865.3	847.7	830.0	812.4	* 2% Straight Line Reduction year by year
VMT/(Hundred Million VMT)					796.00	801.80	808.81	815.60	811.70	803.18	815.41	827.56	841.36	870.25	<HMVMT
Rate of Fatalities (Per HMVMT)					0.994	1.020	1.030	1.038	1.064	1.101	1.085	1.078	1.078	1.032	<Target 2 Draft Proposed Target
Counted Number of Serious Injuries **					3510.7	3423.8	3375.3	3319.9	3293.9	3295.5	3306.4	3338.8			Projected Trend
2% Annual Goal Projected Serious Injuries										3295.5	3229.6	3163.7	3097.8	3031.9	<Target 3 Draft Proposed Target
Rate of Serious Injuries (Per HMVMT)					4.410	4.270	4.173	4.071	4.058	4.103	3.961	3.823	3.682	3.484	<Target 4 Draft Proposed Target
Number of Non Motorized Fatalities & Serious Inj.					387.2	380.6	383.8	376.8	380.2	395.0	400.2	401.2	417.5	422.7	Projected Trend
2% Annual Goal, Non-Motorized Bike&Ped F&I										395.0	387.1	379.2	371.3	363.4	<Target 5 Draft Proposed Target





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

7-16-24

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Eagleson Avenue Bridge over IN RR
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2200146
- D. Project Location (detailed description of project termini if applicable): Eagleson Avenue, between Law Avenue and 10th Street

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

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

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

Monroe County 5-year Bridge replacement plan

G. Allied Projects:

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 11/13/2025

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	\$772,800.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
	Local Bridge	\$	\$455,840.00	\$	\$	\$	\$
	Local Match	\$	\$113,960.00	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
	Local Bridge	\$	\$	\$336,000.00	\$	\$	\$
	Local Match	\$	\$	\$ 84,000.00	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
	Local Bridge	\$	\$	\$3,387,400.00	\$	\$	\$
		\$	\$	\$ 844,600.00	\$	\$	\$
Totals:		\$ 772,800.00	\$ 569,800.00	\$4,652,000.00	\$	\$	\$

ROW includes Utilities and Railroad funds

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).
The project is a complete bridge replacement.

- 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 bridge will meet all design standards for all modes of transportation. All requirements will be met on the project when it comes to design standards, ADA requirements, permits, environmental concerns, right-of-way acquisition and utilities.

- 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.
All timelines will be met according to INDOT requirements. Permits will be obtained as needed as to keep the project on the timeline.

 - 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.).
We will follow all timeline requirements and schedules, contracts and permits as stated in all requirements with the federal aid project.

 - 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
Costs associated with the project can be found in the table within this amendment.

 - 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.
Indiana University, INDOT, Indiana Railroad, City of Bloomington and Monroe County Government have worked diligently together to bring this project to fruition. It is in the best interest of traveling motorists and pedestrians for the bridge replacement to maintain the schedule and continue to construction.

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