



TECHNICAL ADVISORY COMMITTEE

April 24, 2023

10:00 – 11:30 a.m.

Bloomington City Hall - Council Chambers and Virtual Location via Zoom

Join Zoom Meeting

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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.

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda*
- III. Approval of Minutes*
 - a. February 22, 2022
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
 - a. Staff Introduction - Rachael Sargent
 - b. Bloomington College and Walnut Corridor Study
- VII. Old Business
 - a. BMCMPO FY2023-2024 Unified Planning Work Program (UPWP) - FY2024 FINAL*
- VIII. New Business
 - a. FY 2022 - 2026 Transportation Improvement Program (TIP) Amendments*
 - (1) DES#1802086 - I-69 CCTV-DMS Sections 1-5 - 02-15-23
 - (2) DES#2300275 - Electric Vehicle Charging Infrastructure at Various Locations Along the Interstate System
 - b. FY 2024-2027 Transportation Improvement Program - DRAFT*
 - (1) BMCMPO Federal Program Category Allocations
 - (2) BMCMPO Applications Received
 - (a) Bloomington Transit
 - (b) Rural Transit
 - (c) Monroe County
 - (d) City of Bloomington
 - (3) FY 2024 - 2026 Fiscally Constrained Program of Projects

- 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 - May 12, 2023 at 1:30 p.m. (Hybrid)
 - b. Technical Advisory Committee - May 24, 2023 at 10:00 a.m. (Hybrid)
 - c. Citizens Advisory Committee - May 24, 2023 at 6:30 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.



TECHNICAL ADVISORY COMMITTEE

February 22, 2023

10:00 am - 11:30 am

Hybrid Meeting – City of Bloomington Council Chambers and via Zoom

Minutes

Members Present: Ben Ayers (proxy & virtual), John Baeten, Andrew Cibor, John Connell, Jane Fleig, Jackie Nester Jelen, Denise Line (virtual), Linnea Wellings (proxy), Lisa Salyers (proxy), Ryan Robling (proxy), Cheryl Gilliland (proxy), Nate Nickel, Tim Street, John Kennedy (non-voting & virtual)

Staff Present: Pat Martin

- I. Call to Order and Introductions – Nate Nickel called the meeting to order.
- II. Approval of Meeting Agenda*
 - a. *John Connell moved for approval of the meeting agenda. Andrew Cibor seconded. Motion passed by a roll-call vote (13-0).*
- III. Approval of Minutes*
 - a. February 3, 2023
 - (1) *Jane Fleig moved for approval of the Minutes with corrections. Tim Street seconded. Motion passed by a roll-call vote (13-0).*
- IV. Communications from the Chair and Vice Chair
 - a. Ben Ayers had no update. Nate Nickel provided an update about the recent Policy Committee meeting.
- V. Reports from Officers and/or Committees
 - a. None
- VI. Reports from the MPO Staff
 - a. FY 2024-2028 TIP Call for Projects
 - (1) Pat Martin provided an update on the 2024-2028 TIP Call for Projects. Draft to come in the future.
- VII. Old Business
 - (1) None
- VIII. New Business
 - a. BMCMPPO FY2023-2024 Unified Planning Work Program (UPWP) - FY2024 Draft*
 - (1) Pat Martin presented the FY 2023-2024 UPWP Draft. Discussion ensued.

- (a) *John Connell moved to forward the BMCMPPO FY2023-2024 Unified Planning Work Program to the BMCMPPO Policy Committee. Jane Fleig seconded. Motion passed by a roll-call vote (13-0).*
 - b. FY 2024 - 20268Transportation Improvement Program (TIP) Amendments
 - (1) Pat Martin presented DES#1700198 - SR45-46 Intersection mile E of I-69 (Arlington Rd) to 0.93 mile E of I-69 (Kinser Pike); DES#1800086 - SR45 from SR45-46 Bypass to Pete Ellis Drive; DES#1800199 - SR45 Intersection of Pete Ellis Drive; DES#1900405 - Liberty Drive Connection to Karst Farm Trail; DES#2201588 - SR45 - 0.15 mile N of SR 37 (Arlington Rd) over SR45/Old SR 46. Discussion ensued.
 - (a) *Andrew Cibor moved to forward the FY 2024 - 2028 Transportation Improvement Program (TIP) Amendments with two conditions. Jane Fleig seconded. Motion passed by a roll-call vote (12-0-1).* Cheryl Gilliland abstained.
 - (i) DES#1900405 be amended so that the fiscal year 2024 reflect what is the current TIP.
 - (ii) That there is a corresponding TIP amendment that shows the decrease CRP funds from the Vernal Pike Connector Project to keep a fiscally constrained TIP.
- 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.
- a. None
- X. Communications from Committee Members on Matters Not Included on the Agenda (non-voting items)
- a. Communications
 - (1) Andrew Cibor discussed membership of the TAC and quorum.
 - (2) John Baeten asked about list of members on the MPO website.
- XI. Upcoming Meetings
- a. Technical Advisory Committee - March 22, 2023 at 10:00 a.m. (Hybrid)
 - b. Citizens Advisory Committee - March 22, 2023 at 6:30 p.m. (Hybrid)
 - c. Policy Committee – March 10, 2023 at 1:30 p.m. (Hybrid)
- XII. Adjournment
- a. Nate Nickel adjourned the meeting.

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



MEMORANDUM

To: BMCMPO Technical Advisory Committee & Citizens Advisory Committee

From: Beth Rosenbarger, Planning and Transportation Department

Date: April 21, 2023

Re: City of Bloomington, *College and Walnut Corridor Study*

The City of Bloomington's Planning and Transportation Department has launched a Corridor Study of College Avenue and Walnut Street, based on recommendations from the City of Bloomington *Comprehensive Plan and Transportation Plan*. As central north/south transportation corridors, College and Walnut serve as gateways to our Bloomington-Monroe County community as well as the front door for hundreds of local businesses and thousands of residents. However, in this critical corridor there are challenges too: the sidewalks, ramps, and crosswalks along the corridor do not all meet current accessibility standards; many bus stops lack shelters; and each year, several hundred motor vehicle crashes occur along the length of the corridors.

The City of Bloomington requests your assistance spreading the word about the *College and Walnut Corridor Study*. Here are some ways to become involved and stay informed:

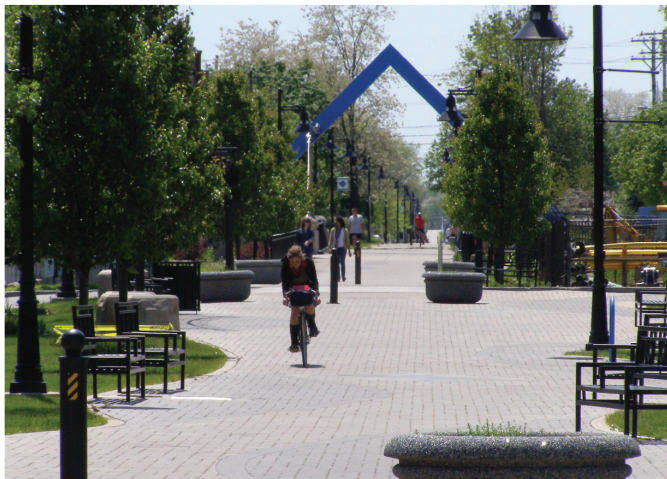
1. Visit the [Corridor Study website](#) and [sign-up for email updates](#).
2. Apply to be appointed to the [College and Walnut Corridor Study Steering Committee](#). The application deadline has been extended to May 4, 2023 by 5 p.m.
3. [Share your perspective](#), ideas, or observations about College and Walnut by filling out this short online form.
4. Discuss specific areas of the corridor with city staff in-person by [signing up for a Stroll and Discuss event](#). Don't see a date that works for you? Email Beth Rosenbarger, rosenbab@bloomington.in.gov and let her know a few dates and times that do work for you.
5. Invite city staff to join your meeting or to host a specific Stroll and Discuss event for your group. Email Beth Rosenbarger at rosenbab@bloomington.in.gov.

6. **Save the Dates** for public meetings on the evenings of Tuesday, June 13h and on Thursday, June 15th, more details forthcoming on the Study website.
7. **Share this information** with your friends and your network to help more people know about the *College and Walnut Corridor Study* and opportunities for involvement.

Please let me know if you have any questions. More information is available below and on the *College and Walnut Corridor Study* website.

Thank you!

Beth Rosenbarger
City of Bloomington, Planning and Transportation Department
rosenbab@bloomington.in.gov



BLOOMINGTON • MONROE COUNTY



Unified Planning Work Program

Fiscal Years

2023 & 2024

*Bloomington-Monroe County
Metropolitan Planning Organization*

Policy Committee

FY2024

May 12, 2023

ACKNOWLEDGMENT & DISCLAIMER

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

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Introduction

OVERVIEW

The Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area in March 1982. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process as mandated by Federal law. Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects funded by the FHWA and/or FTA.

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) signed into law on December 4, 2015, currently guides Federal transportation policy and programs related to MPOs. The FAST Act provides long-term funding certainty for surface transportation infrastructure planning and investment. Ten (10) national transportation planning factors that guide the programs and policies of all MPOs under current Federal legislation include:

- *Economic Vitality*: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- *Safety*: Increase the safety of the transportation system for motorized and non-motorized users;
- *Security*: Increase the security of the transportation system for motorized and non-motorized users;
- *Mobility*: Increase accessibility and mobility of people and freight;
- *Environment*: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- *System Integration*: Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
- *System Management*: Promote efficient system management and operation;
- *System Preservation*: Emphasize the preservation of the existing transportation system;
- *System Resiliency and Reliability*: Improve the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- *Travel and Tourism*: Increase travel and tourism.

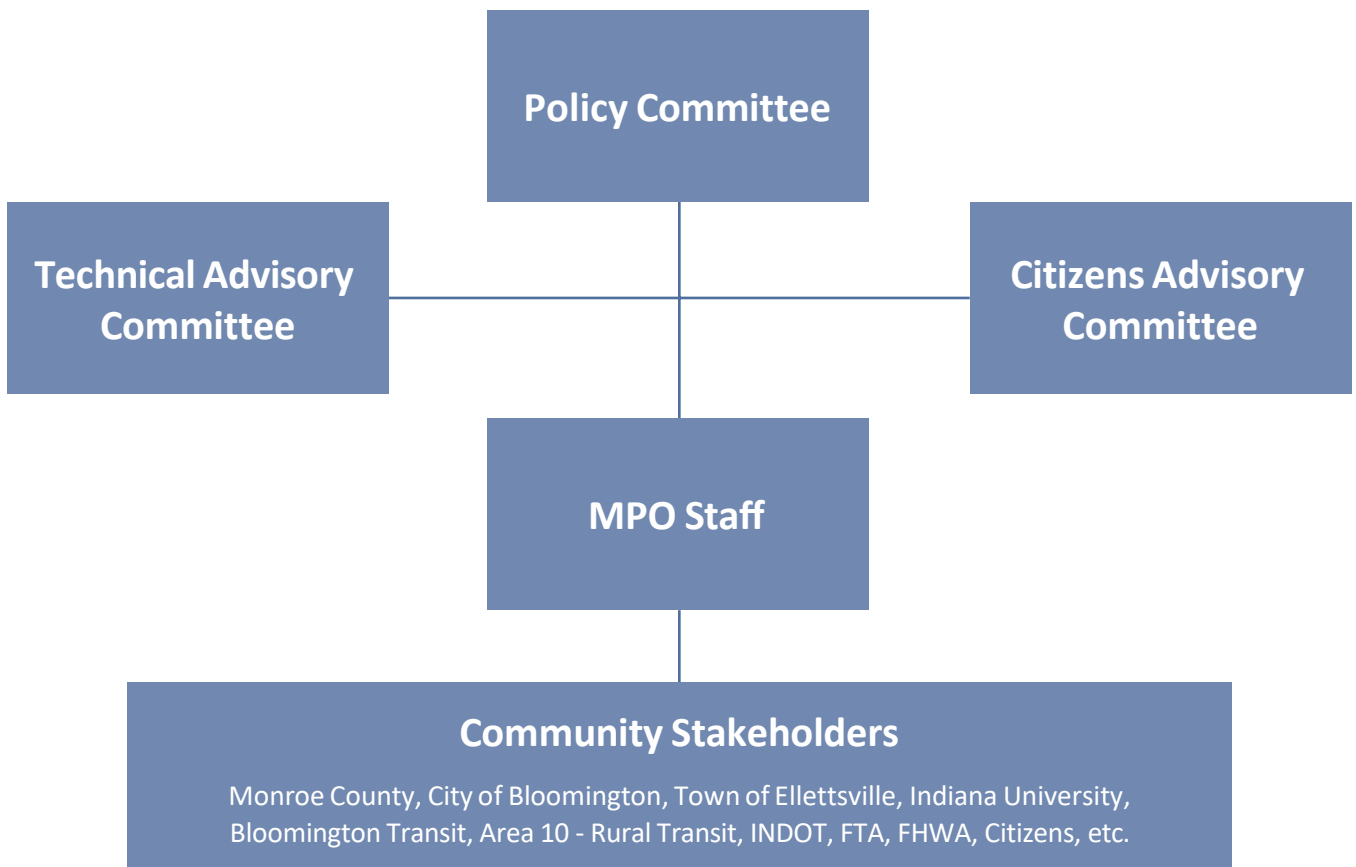
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with Federal planning funds. The FY 2023-2024 UPWP satisfies the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) work program requirement for Fiscal Years 2023 and 2024 (July 1, 2022 to June 30, 2024).

BMCMPO ORGANIZATION & COMPOSITION

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) consists of a three-part intergovernmental steering committee with the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning and Transportation Department as the lead staff agency.

The three-part intergovernmental steering committee consists of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement provides for close communication between key policy/decision makers, the representative technical planning staffs, and citizen representatives. Appendix A illustrates the representative BMCMPO committee membership.

The MPO Staff maintains close working relationships with Monroe County, the City of Bloomington, and the Town of Ellettsville departments and agencies, the Bloomington Public Transportation Corporation, Indiana University, Monroe County and Richland Bean Blossom Community School Corporations, the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and all citizens.



FY 2024 PEAs

See Appendix E for more information on Planning Emphasis Areas.

PLANNING EMPHASIS AREAS

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region V Office issue annual planning emphasis areas (PEAs) for incorporation into the FY 2024 Unified Planning Work Programs, Statement of Works and the Statewide Planning & Research Part 1 program. The emphasis areas listed below include those that were jointly issued nationally by FHWA and FTA in FY 2024, as well as identified local areas of focus. While the planning emphasis areas have not changed for FY 2024, some additional details have been added for your review and incorporation.

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) annual Planning Emphasis Areas (PEAs) for FY 2024 are:

National Areas of Focus:

- Tackling the Climate Crisis - Transition to a Clean Energy Resilient Future (National)
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

Local Areas of Focus:

- TIP/STIP Process Review; and
- Metropolitan Planning Area and Urban Area Boundaries.

These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies implement the provisions of the Bipartisan Infrastructure Law (BIL). The following paragraphs detail the BMCMPPO FY 2023-2024 UPWP Planning Emphasis Area elements issued by the FHWA/FTA for FY 2024.

Tackling the Climate Crisis - Transition to a Clean Energy Resilient Future

The Indiana FHWA Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. We encourage INDOT and the MPOs to coordinate regarding the statewide NEVI plan, Carbon Reduction Program strategy, and PROTECT formula program, as well as to use the transportation planning process to accelerate the transition

toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, identify projects and strategies to reduce emissions, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit [FHWA’s BIL Climate/Resilience](#), [FHWA’s Sustainable Transportation](#) or [FTA’s Transit and Sustainability Webpages](#) for more information. **The BMCMPPO will address this PEA through Element 401 of the FY 2023-2024 UPWP.**

Equity and Justice40 in Transportation Planning

The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure meaningful public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. To support the initiatives outlined in Executive Order 13985 and Executive Order 140081 our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. The FHWA Indiana Division and FTA region V Office will maximize plan reviews to encourage the advancement of Federal investments to disadvantaged communities.

¹ [Executive Order 13985 \(Advancing Racial Equity and Support for Underserved Communities\)](#) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

The BMCMPO will address this PEA through Work Element 104 of the FY 2023-2024 UPWP.

Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users, and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles. **The BMCMPO will address this PEA through Element 301 and 501 of the FY 2023-2024 UPWP.**

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The FHWA Indiana Division and FTA Region V Office will continue to encourage MPOs, INDOT, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding

of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#). **The BMCMPO will address this PEA through Elements 104, 401, and 601 of the FY 2023-2024 UPWP.**

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. [The 64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). The FHWA Indiana Division and FTA Region V Office encourage the MPOs and INDOT to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. **The BMCMPO will address this PEA through Element 101 of the FY 2023-2024 UPWP.**

Federal Land Management Agency (FLMA) Coordination

The FHWA Indiana Division and FTA Region V Office encourage MPOs and INDOT to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies can focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must

consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)). **The BMCMPO will address this PEA through Element 101 of the FY 23- 24 UPWP.**

Planning and Environmental Linkages (PEL)

The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. The FHWA Indiana Division and FTA Region 5 Office encourage INDOT, the MPOs, and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. More information on PEL is available [here](#). **The BMCMPO will address this PEA through Element 101 of the FY 23-24 UPWP.**

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Indiana Division and FTA Region V Office encourage INDOT, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties. **The BMCMPO will address this PEA through Elements 201, 202, 502, 503, and 504 of the FY 203-24 UPWP.**

TIP/STIP Process Review

There have been many documented discussions with INDOT and the MPOs over the last two years related to TIP/STIP development and maintenance (i.e., amendments and modifications). In order to reduce inconsistencies between the TIPs and STIP, and to expedite project programming and delivery, the FHWA Indiana Division Office and the FTA Region V Office highly recommend that INDOT

and the MPOs coordinate and work together to jointly formulate, and implement, a documented process for developing and making changes to the TIPs and STIP in accordance with 23 CFR 450.218(n) and 23 CFR 450.326 (p). In addition, the FHWA Indiana Division Office and FTA Region V Office strongly encourage INDOT to develop internal procedures for coordination, communication, and documentation regarding project changes that need to be reflected in the TIP/STIP prior to authorization of federal funds. Project cost estimation practices, as well as procedures to address and/or document inflation in the project estimates, should be reviewed in consultation with the MPOs and other stakeholders (as needed). **The BMCMPPO will address this PEA through Element 301 of the FY 2023-2024 UPWP.**

Metropolitan Planning Area and Urban Area Boundaries

INDOT and the MPOs should continue to work together to prepare updates to the Metropolitan Planning Area Boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census data. Information regarding the schedule and process for updating MPO boundaries can be found [here](#). INDOT and the MPOs should also work together to review any funding programs/allocations that may need to be revised in light of the boundary adjustments.

The BMCMPPO will work with INDOT to prepare updates to the Metropolitan Planning Area boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census data. **The BMCMPPO will address this PEA through Element 401 of the FY 2023-2024 UPWP.**

FY 2023-2024 Budget

FUND USE BY MATCHING AGENCY

The table below summarizes FY 2023-2024 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent BMCMPPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses separate from staff costs. The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPPO FY 2023-2024 UPWP identify additional cost breakdowns of each work element. **Note: The BMCMPPO does not flex funds from capital projects to planning projects.**

Work Element	MPO Staff	BT	Consultant /Supplies	CSA	Total	
100	Administration & Public Participation					
	<i>FY 2023</i>	\$150,071	\$0	\$5,600	\$0	\$155,671
	<i>FY 2024</i>	\$122,493	\$0	\$14,600	\$0	\$137,093
200	Data Collection & Analysis					
	<i>FY 2023</i>	\$39,514	\$0	\$13,131	\$2,000	\$54,645
	<i>FY 2024</i>	\$45,537	\$0	\$8,493	\$0	\$54,029
300	Short Range Planning & Management Systems					
	<i>FY 2023</i>	\$83,748	\$0	\$0	\$23,000	\$106,748
	<i>FY 2024</i>	\$76,284	\$0	\$0	\$32,000	\$108,284
400	Long Range Planning					
	<i>FY 2023</i>	\$38,637	\$0	\$1,879	\$0	\$40,516
	<i>FY 2024</i>	\$44,582	\$0	\$101,500	\$0	\$146,082
500	Transit & Active Transportation					
	<i>FY 2023</i>	\$8,913	\$54,000	\$1,280	\$0	\$64,193
	<i>FY 2024</i>	\$8,352	\$50,000	\$0	\$0	\$58,352
600	Other Planning Initiatives & Special Projects					
	<i>FY 2023</i>	\$2,496	\$0	\$0	\$0	\$2,496
	<i>FY 2024</i>	\$2,932	\$0	\$0	\$0	\$2,932
	TOTAL					
	<i>FY 2023</i>	\$323,379	\$54,000	\$21,890	\$25,000	\$424,269
	<i>FY 2024</i>	\$300,180	\$50,000	\$124,593	\$32,000	\$506,772
	TOTAL	\$623,559	\$104,000	\$146,483	\$57,000	\$931,042

OBJECT CLASS BUDGET BY FUNDING SOURCE

The Object Class Budget table shown below summarizes FY 2023-2024 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses are calculated rates found in the approved FY 2024 Cost Allocation Plan. Funding allocations for BMCMPO staff, Bloomington Transit, Consultants/Other, and Contract Service Agreements (CSAs) illustrate underlying object class budgeted expenses. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal	Local	Total
Direct Chargeable Salary			
<i>FY 2023</i>	\$91,009	\$22,752	\$113,761
<i>FY 2024</i>	\$101,156	\$25,289	\$126,446
Fringe Expenses			
<i>FY 2023</i>	\$77,959	\$19,490	\$97,449
<i>FY 2024</i>	\$91,688	\$22,922	\$114,610
Indirect Expenses			
<i>FY 2023</i>	\$89,735	\$22,434	\$112,169
<i>FY 2024</i>	\$47,300	\$11,825	\$59,126
Bloomington Transit			
<i>FY 2023</i>	\$43,200	\$10,800	\$54,000
<i>FY 2024</i>	\$40,000	\$10,000	\$50,000
Consultants/Supplies			
<i>FY 2023</i>	\$17,512	\$4,378	\$21,890
<i>FY 2024</i>	\$99,674	\$24,919	\$124,593
Contract Service Agreements			
<i>FY 2023</i>	\$20,000	\$5,000	\$25,000
<i>FY 2024</i>	\$25,600	\$6,400	\$32,000
TOTAL			
<i>FY 2023</i>	\$339,415	\$84,854	\$424,269
<i>FY 2024</i>	\$405,418	\$101,354	\$506,772
<i>TOTAL</i>	\$774,833	\$186,209	\$931,041

SUMMARY BUDGET BY FUNDING SOURCE

The table below summarizes the FY 2023-2024 budget for each of the work elements in the Unified Planning Work Program with elemental federal funding/local match splits highlights. As illustrated in this summary table, the FY 2023 and FY 2024 funding allocations fall within the total available funding noted previously.

	Work Element	Federal	Local	Total
100	Administration & Public Participation			
	<i>FY 2023</i>	\$124,537	\$31,134	\$155,671
	<i>FY 2024</i>	\$109,675	\$27,419	\$137,093
200	Data Collection & Analysis			
	<i>FY 2023</i>	\$43,715	\$10,929	\$54,644
	<i>FY 2024</i>	\$43,224	\$10,806	\$54,029
300	Short Range Planning & Management Systems			
	<i>FY 2023</i>	\$85,398	\$21,350	\$106,748
	<i>FY 2024</i>	\$86,627	\$21,657	\$108,284
400	Long Range Planning			
	<i>FY 2023</i>	\$32,413	\$8,103	\$40,516
	<i>FY 2024</i>	\$116,865	\$29,216	\$146,082
500	Transit & Active Transportation			
	<i>FY 2023</i>	\$51,355	\$12,839	\$64,194
	<i>FY 2024</i>	\$46,681	\$11,670	\$58,352
600	Other Planning Initiatives & Special Projects			
	<i>FY 2023</i>	\$1,997	\$499	\$2,496
	<i>FY 2024</i>	\$2,346	\$586	\$2,923
	TOTAL			
	<i>FY 2023</i>	\$339,415	\$84,854	\$424,269
	<i>FY 2024</i>	\$405,418	\$101,354	\$506,772
	<i>TOTAL</i>	\$744,833	\$186,208	\$930,041

Summary Budget for Active Purchase Orders

The table below summarizes the current BMCMPPO FY 2023-2024 UPWP purchase order, the expiration date of the active purchase order, and the current active balance of the assigned Fiscal year.

Active Purchase Order Balances		
Active INDOT Purchase Orders	Expiration Date	Current P.O. Balance (February 2023)
00800-0020088715	06-30-26	\$151,776.59

CONTRACT SERVICE AGREEMENTS

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) enters into annual Contract Service Agreements (CSAs) with the Monroe County Highway Department, and the City of Bloomington Public Works Department, and in previous years, the Town of Ellettsville to assist with the completion of specific UPWP work elements and respective asset management.

Each CSA provides a mechanism of coordination thereby avoiding the duplication of transportation planning services. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will have approval by the BMCMPPO Policy Committee. Each non-MPO government entity entering into a CSA with the BMCMPPO has responsibility for all “up-front” costs detailed within a CSA. The table below summarizes the funding allocated to CSAs for each local agency within the BMCMPPO urbanized area boundary.

Agency	Federal	Local	Total
City of Bloomington Public Works Dept.			
<i>FY 2023</i>	\$8,800	\$2,200	\$11,000
<i>FY 2024</i>	\$12,800	\$3,200	\$16,000
Monroe County Highway Dept.			
<i>FY 2023</i>	\$8,800	\$2,200	\$11,000
<i>FY 2024</i>	\$12,800	\$3,200	\$16,000
Town of Ellettsville			
<i>FY 2023</i>	\$2,400	\$600	\$3,000
<i>FY 2024</i>	\$0	\$0	\$0
TOTAL			
<i>FY 2023</i>	\$20,000	\$5,000	\$25,000
<i>FY 2024</i>	\$25,600	\$6,400	\$32,000
<i>TOTAL</i>	\$45,600	\$11,400	\$57,000

Work Elements

ADMINISTRATION & PUBLIC PARTICIPATION

100

COMMITTEES

See Appendix A for a list of BMCMPPO Committees.

101 Intergovernmental Coordination

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

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association, known as the Indiana MPO Council that meets monthly to discuss and act on matters of mutual interest. The monthly meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA. The BMCMPPO staff will attend and/or participate in these meetings to represent the interests of BMCMPPO on the State and Federal levels.

Each MPO must undergo a certification review by the Federal Highway Administration every four years. The last BMCMPPO completed a certification review with FHWA, FYA, and INDOT representatives in November 2022.

Responsible Agency and End Products

- MPO Staff to conduct up to ten (10) Policy Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Technical Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Citizens Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to attend up to twelve (12) MPO Council monthly meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to participate in Federal MPO Certification Review [Estimated Completion: As Required]
- MPO staff to coordinate with INDOT central office staff regarding an update of INDOT's Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM) and in consultation with Indiana's Metropolitan Planning Organizations (MPOs) to facilitate open communication, adherence and maintenance of the established "3-C" planning process. [Estimated Completion: As Required]

- MPO Staff to coordinate with INDOT and U.S. Department of Defense (DOD) representatives in the transportation planning and programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. [Estimated Completion: As Required]
- The BMCMPO to coordinate with INDOT to coordinate with Federal Land Management Agencies (FMLAs) in the transportation planning and project programming process on infrastructure connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. [Estimated Completion: As Required]
- The BMCMPO to coordinate with INDOT, and Public Transportation Agencies to implement Planning and Environmental Linkages (PEL) as part of the transportation planning and environmental review processes. [Estimated Completion: As Required]

102 Unified Planning Work Program (UPWP)

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the metropolitan transportation planning process. The UPWP describes all planning activities anticipated in the BMCMPPO study area over two Fiscal Years and documents anticipated end products with financial support from Federal planning and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal that determines BMCMPPO staff billing rates.

COST ALLOCATION PLAN

See Appendix B for further details.

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2023-2024 UPWP. The staff shall prepare and provide quarterly progress reports, billing statements, and the financial status of the FY 2023-2024 UPWP to INDOT for the measurement of MPO activity progress pursuant to the completion of the UPWP.

Responsible Agency and End Products

- MPO Staff to develop amendment(s) to FY 2023-2024 Unified Planning Work Program. [Estimated Completion: Q1/FY23 through Q4/FY24]
- MPO Staff to develop FY 2025-2026 UPWP. [Estimated Completion: Q4/FY24]
- MPO Staff to develop the FY 2025 & 2026 Cost Allocation Plan as part of the FY 2023-2024 UPWP. [Estimated Completion: Q3/FY24]
- MPO Staff to prepare and submit the FY 2022 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY24]
- MPO Staff to prepare and submit the FY 2023 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY24]
- MPO Staff to prepare and submit the FY 2023-2024 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY23, with TIP]
- MPO Staff to prepare and submit eight (8) quarterly progress reports to INDOT for review. [Estimated Completion: FY23 & FY24 Quarterly]
- MPO Staff to prepare and submit eight (8) quarterly billing statements to INDOT for reimbursement. [Estimated Completion: FY23 & FY24 Quarterly]

103 Staff Training and Education

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

Responsible Agency and End Products

- BMCMPO Staff to attend the annual Indiana MPO Conference and host the Indiana MPO Conference in Bloomington during FY 2024. [Estimated Completion: FY23 & FY24 Annually]
- BCMPO Staff to attend the annual Purdue Road School and/or other educational conference opportunities including (but not limited to) webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. [Estimated Completion: Ongoing]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. As part of its business practices, the BMCMPO will verify that expenditures are compliant with the requirements of 2 CFR 200.403-405 Factors Affecting Allowability of Cost. [Estimated Completion: Ongoing]

104 Public Outreach

The BMCMPPO will continuously review and update as needed to the Public Participation Plan (PPP), procedures required by 23 CFR 450.210 and 23 CFR 450.316, and processes to (1) ensure that Environmental Justice community members and all other community members potentially affected by a transportation decision are invited to engage in the decision making process, and (2) ensure continuous and equitable public engagement of Environmental Justice community members and all other community members in the transportation planning and decision making process. The BMCMPPO PPP addresses the BMCMPPO's commitment to Environmental Justice. Environmental Justice is part of the BMCMPPO's overall outreach program.

The staff will post meeting notices, agendas, minutes and MPO documents on- line and in hard copy for access by interested citizens. Staff will assist the CAC with recruitment materials to provide diverse representation among CAC participants.

The staff will maintain the (<https://bloomington.in.gov/mpo>), a subsection of the City of Bloomington website, as a key point of public engagement. Citizens, businesses, and other community members can access and download reports, data, updates, and other information related to the functions of the MPO, in addition to the traditional forms of correspondence that are available. Staff will continue to explore new methods of communication, such as social media, in order to enhance public engagement with the MPO.

Responsible Agency and End Products

- MPO staff to post MPO Committee agendas, minutes, and MPO documents on-line. [Estimated Completion: Ongoing]
- MPO staff to implement all procedures required to ensure compliance with the MPO's Public Participation Plan. [Estimated Completion: Ongoing]
- MPO staff to ensure proper public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper. [Estimated Completion: Ongoing]
- MPO to coordinate with INDOT and ensure new strategies and tools (e.g., social media and virtual public involvement (VPI) tools), are incorporated into public participation plans and procedures, and that plans include documented evaluation of progress toward plan goals. [Estimated Completion: Ongoing]

Work Element 100 Budget

	Task	FY 2023	FY 2024	Total
101	Intergovernmental Coordination			
	<i>Federal Share</i>	\$63,586	\$40,353	\$103,939
	<i>Local Share</i>	\$15,896	\$10,088	\$25,984
	Total	\$79,482	\$50,441	\$127,622
102	Unified Planning Work Program			
	<i>Federal Share</i>	\$22,619	\$23,101	\$45,720
	<i>Local Share</i>	\$5,655	\$5,775	\$11,430
	Total	\$28,274	\$28,887	\$57,150
103	Staff Training & Education			
	<i>Federal Share</i>	\$18,486	\$38,360	\$57,166
	<i>Local Share</i>	\$4,621	\$9,670	\$14,291
	Total	\$23,107	\$48,350	\$71,457
104	Public Outreach			
	<i>Federal Share</i>	\$19,846	\$7,541	\$27,387
	<i>Local Share</i>	\$4,962	\$1,885	\$6,847
	Total	\$24,808	\$9,426	\$34,234
	TOTAL FEDERAL SHARE	\$124,537	\$109,675	\$234,212
	TOTAL LOCAL SHARE	\$31,134	\$27,419	\$58,553
	TOTAL	\$155,671	\$137,093	\$292,764

Work Elements

DATA COLLECTION & ANALYSIS

200

201 Traffic Volume Counting

The MPO staff, in conjunction the City of Bloomington, Engineering Department, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network.

The BMCMPPO will additionally conduct special counts upon the request of local entities to assist with engineering alternatives analysis and design decisions (e.g., traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, corridor studies, etc.). The BMCMPPO will conduct traffic volume link and segment counts throughout the urbanized area on a rotating basis of once every three (3) years, or as requested.

The traffic volume sampling program data will support INDOT's Highway Performance Monitoring System (HPMS) data collection efforts continuously refining link volumes, capacities, and speeds for calibration of the BMCMPPO travel demand forecast model. The City of Bloomington, Engineering Department will purchase new counting equipment, software and supplies including but not limited to battery replacements, a portable traffic analyzer, replacement tubing, nails, padlocks, tape, and other related materials as necessary for the maintenance and capital replacement of traffic counting equipment.

Responsible Agency and End Products

- MPO staff to perform approximately coverage counts on behalf of the City of Bloomington Engineering Department and Monroe County Highway Department. [Estimated Completion: Annually]
- Town of Ellettsville staff to perform coverage counts as needed. [Estimated Completion: Annually]
- MPO Staff to perform one-third of the required HPMS traffic counts for INDOT. [Estimated Completion: Annually]
- MPO staff to purchase traffic and/or bicycle & pedestrian counting equipment, software (purchase and/or licenses renewals) and supplies to support annual traffic counting program needs. [Estimated Completion: As Needed]
- MPO staff shall purchase annual software licenses for Adobe Software and GIS Software. [Estimated Completion: Annually]

202 Annual Crash Report

The BMCMPPO produces an Annual Crash Report identifying intersections and corridors within the MPO study area and associated causal factors contributing to aggregate crash data. The analysis of crash data allows local jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report additionally assists the BMCMPPO with the identification of project locations that may have Highway Safety Improvement Program (HSIP) and/or Road Safety Audit (RSA) eligibility. The staff shall further assist with development of Local Road Safety Plans (LRSPs) and Traffic Incident Management (TIM) within the BMCMPPO area.

Responsible Agency and End Products

- MPO Staff to produce the Calendar Years 2018-2022 Crash Report with a focus on Safe Streets and Roads for All. [Estimated Completion: Q1/FY24]
- MPO Staff to renew MS2 TCLS (Traffic Crash) - Pro Plus License software, TCLS Annual Support, and data migration reader for ARIES crash data and subsequent Crash Reports. [Estimated Completion: Q4/ FY23 and Q4/ FY24]
- MPO Staff to assist local agencies in developing Local Road Safety Plans (LRSPs) as a tool for reducing roadway fatalities and serious injuries. Emphasis will focus on implementing systemic roadway/ corridor improvements and/or selective spot locations determined by key data (e.g., fatalities, serious injury rates, roadway departures, intersections, bicycle, pedestrian, weather, lighting, construction zones, school zones, etc.). [Estimated Completion: Q4/FY23 and Q4/FY24]
- MPO Staff to consider Traffic Incident Management (TIM) activities supporting multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability including the non-recurring congestion which causes delay that impacts all travelers and just in time freight haulers, reducing the likelihood of a secondary crash and responders being struck, and by reducing delay that impacts consumers resulting in wasted fuel and potential air quality impacts. MPO staff outreach support may include various activities (e.g., market TIM to elected officials, facilitate TIM responder training, facilitate working groups and activities, foster relationships, facilitate after- action reviews, fund ITS projects, and/or compile data for performance measures). [Estimated Completion: Q4/FY23 and Q4/FY24]

Work Element 200 Budget

200				
201	Traffic Volume Counting			
	<i>Federal Share</i>	\$13,903	\$12,258	\$26,161
	<i>Local Share</i>	\$3,476	\$3,064	\$6,540
	Total	\$17,379	\$15,322	\$32,701
202	Annual Crash Report			
	<i>Federal Share</i>	\$28,212	\$30,966	\$59,178
	<i>Local Share</i>	\$7,053	\$7,741	\$14,794
	Total	\$35,265	\$38,707	\$73,972
TOTAL FEDERAL SHARE		\$43,715	\$43,224	\$86,939
TOTAL LOCAL SHARE		\$10,929	\$10,805	\$21,735
TOTAL		\$54,644	\$54,029	\$108,673

Work Elements

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

300

301 Transportation Improvement Program (TIP)

The development and maintenance of a Transportation Improvement Program (TIP) is a Federal requirement for MPOs that intend to implement projects with Federal funds. All Federal-aid projects must be included in the TIP, and the adopted program of projects must have “fiscal constraint” for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) The BMCMPPO continuously coordinates with all jurisdiction Local Public Agencies (LPAs) for development/administration of a TIP. This includes processing required amendments, managing a Quarterly Project Tracking program, Red Flag Investigations, and fulfilling “*Set-aside for Increasing Safe and Accessible Transportation Options*” required under The Bipartisan Infrastructure Law (BIL) for other activities outlined below and Work Element 501. The BMCMPPO will additionally work with INDOT and the LPAs to develop best practices for project scheduling and cost estimation.

Responsible Agency and End Products

- MPO Staff to administer the FY 2022-2026 TIP through coordination with LPAs and INDOT, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]
- MPO Staff to develop and administer the FY 2024-2028 TIP through coordination with LPAs and INDOT, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]
- MPO Staff to assist LPAs with development of Red Flag Investigations for new transportation projects for addition to the TIP. [Estimated Completion: Ongoing]
- MPO Staff to administer the Quarterly Project Tracking Program for local projects in the TIP, including quarterly meetings with LPAs, design consultants, INDOT and FHWA. [Estimated Completion: Quarterly]
- MPO Staff to produce the Fiscal Year 2022 Annual List of Obligated Projects. [Estimated Completion: Q1/FY23]
- MPO Staff to produce the Fiscal Year 2023 Annual List of Obligated Projects. [Estimated Completion: Q1/FY24]
- MPO Staff will apply the adopted Complete Streets Policy that ensures the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles defined by § 11206(a). Staff will score and rank eligible FY 2022-2026 and the FY2024-2028 TIP projects for meeting “*Increasing Safe and Accessible Transportation Options*” requirements. [Estimated Completion: Ongoing]

302 Highway Safety Improvement Program (HSIP)

The BMCMPO has an established local Highway Safety Improvement Program (HSIP) in compliance with Bipartisan Infrastructure Law (BIL) legislation and INDOT/FHWA guidance directives. Going forward, the BMCMPO staff will administer procedures whereby appropriate projects solicited from LPAs and HSIP funding awards will depend upon project compliance with HSIP selection criteria. The MPO will fully encourage LPAs to implement low-cost systemic improvements to treat the factors contributing to severe crashes in the community. Opportunities will also seek the programming of HSIP funds for Road Safety Audits and other INDOT/FHWA approved planning purposes.

FY 2024 PEAS

See Appendix E for any detailed requirements.

Responsible Agency and End Product

- MPO Staff to administer the FY 2022-2026 and FY2024-2028 HSIP funding. [Estimated Completion: Q4/FY23 and Q4/FY24, as needed]

303 Transportation Alternatives Program (TAP)

The Bloomington-Monroe County MPO has an established local Transportation Alternatives Program (TAP) in compliance with the Bipartisan Infrastructure Law (BIL) legislation and INDOT/FHWA guidance directives. With the adoption of the new BIL legislation, program revisions will reflect the new Transportation Alternatives Program (TAP). The BMCMPPO staff will administer procedures for the solicitation and funding of LPA projects in compliance with TAP selection criteria.

Responsible Agency and End Product

- MPO Staff to administer the FY 2022-2026 TIP and the FY2024-2028 TIP for TAP funding. [Estimated Completion: Q4/FY23 and Q4/FY24, As Needed]
- MPO Staff to complete Annual Transportation Alternatives Program report and submit to INDOT and FHWA partners. [Estimated Completion: Q4/FY23 and Q4/FY24, As Needed]

304 Infrastructure Management Systems

The BMCMPO has historically supported the efforts of its LPAs to establish and maintain robust asset management systems using Contract Service Agreements (CSAs). The City of Bloomington, Monroe County, and the Town of Ellettsville regularly collect asset condition data for infrastructure components such as pavement, signs, and street markings, and manage it using an appropriate asset management software package. This methodology allows the respective jurisdictions to develop long term management plans for their infrastructure assets. These asset management systems will undergo continuous updating to ensure maintenance of data, quality and conditions.

Responsible Agency and End Products

- City of Bloomington to maintain a Five-Year Pavement Management Plan, asset management software renewals, asset management conferences/training, and provide quarterly status reports to the BMCMPO under a Contract Service Agreement (CSA). [Estimated Completion: Ongoing, Annually]
- Monroe County to maintain a Five-Year Pavement Management Plan, asset management software renewals, asset management presentation/training, and provide quarterly status reports to the BMCMPO under a Contract Service Agreement (CSA). [Estimated Completion: Ongoing, Annually]
- Town of Ellettsville to maintain a Five-Year Pavement Management Plan, asset management software renewals, asset management presentation/training, and provide quarterly status reports to the BMCMPO under a Contract Service Agreement (CSA). [Estimated Completion: Ongoing, Annually]

305 ITS Architecture Maintenance

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

Responsible Agency and End Product

- MPO Staff to maintain the established Intelligent Transportation Systems (ITS) architecture. [Estimated Completion: As needed]

306 Performance Measures

The Bipartisan Infrastructure Law (BIL) along with its predecessor legislation establishes new requirements for performance management to ensure the most efficient investment of Federal transportation funds. States will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

The national performance goals for Federal Highway programs include:

- Safety - to achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair;
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System (NHS);
- System Reliability - To improve the efficiency of the surface transportation system;
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national performance goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h).

FY 2024 PEAs

See Appendix E for detailed requirements.

The Federal Transit Administration (FTA) additionally has performance measures for Transit Asset Management with published and effective final regulations. FHWA has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

INDOT along with the MPOs and FHWA will continue to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) modifications will reflect this information. Data collection and analysis evaluations shall determine the success of established targets.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, the INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, to the maximum extent practicable, achieve the Federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets.

Responsible Agency and End Product

- MPO Staff and the MPO Policy Committee shall support and adopt Performance Measures developed by INDOT in accordance with Federal Rules. [Estimated Completion: Q4/2023 and Q4/2024]

Work Element 300 Budget

Task	FY 2023	FY 2024	Total
301	Transportation Improvement Program		
<i>Federal Share</i>	\$57,303	\$55,077	\$112,380
<i>Local Share</i>	\$14,326	\$13,769	\$28,095
Total	\$71,629	\$68,846	\$140,475
302	Highway Safety Improvement Program		
<i>Federal Share</i>	\$2,401	\$1,435	\$3,836
<i>Local Share</i>	\$600	\$359	\$959
Total	\$3,001	\$1,794	\$4,795
303	Transportation Alternatives Program		
<i>Federal Share</i>	\$2,401	\$1,435	\$3,836
<i>Local Share</i>	\$600	\$359	\$959
Total	\$3,001	\$1,794	\$4,795
304	Infrastructure Management Systems		
<i>Federal Share</i>	\$18,400	\$26,659	\$5,059
<i>Local Share</i>	\$4,600	\$6,665	\$11,265
Total	\$23,000	\$33,323	\$56,323
305	ITS Architecture Maintenance		
<i>Federal Share</i>	\$960	\$842	\$1,802
<i>Local Share</i>	\$240	\$211	\$451
Total	\$1,200	\$1,053	\$2,253
306	Performance Measures		
<i>Federal Share</i>	\$3,933	\$1,180	\$5,113
<i>Local Share</i>	\$983	\$295	\$1,278
Total	\$4,916	\$1,475	\$6,391
TOTAL FEDERAL SHARE	\$85,398	\$86,627	\$172,025
TOTAL LOCAL SHARE	\$21,349	\$21,657	\$43,006
TOTAL	\$106,747	\$108,284	\$215,031

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Work Elements

LONG RANGE PLANNING

400

FY 2024 PEAs

See Appendix E for detailed requirements.

401 2050 Metropolitan Transportation Plan (MTP)

Federal requirements stipulate a minimum twenty-year time horizon for the urbanized area Metropolitan Transportation Plan (MTP). The BMCMPPO will therefore develop and produce a *2050 Metropolitan Transportation Plan* in FY 2024 as a non-technical, consultant-assisted update given the availability of detailed 2020 Census data.

The BMCMPPO staff initiated a non-technical *2045 Metropolitan Transportation Plan* update process during FY 2020 - FY 2021 and achieved adoption of the current *2045 Metropolitan Transportation Plan* in October 2020. The *2045 Metropolitan Transportation Plan* incorporated an extensive public outreach/input community survey as the significant component of the plan's development. The *2050 Metropolitan Transportation Plan* will replicate and expand upon a community survey. The *2050 Metropolitan Transportation Plan* will additionally include a thorough examination of all required federal and state transportation planning elements and encompass all relevant surface travel modes in its evaluation of alternative long-term transportation needs for the region.

The BMCMPPO shall additionally maintain a close working relationship with all federal and state agencies involved with the Metropolitan Planning Area (MPA) as Census data becomes available for the creation of a new urban area boundary map with the assumption that any changes to the BMCMPPO's current MPA will achieve completion during the *2050 Metropolitan Transportation Plan* development process.

The current BMCMPPO Travel Demand Model (TDM) requires TransCAD travel demand modeling software and an annual software license renewal fee for software support and periodic upgrades.

Responsible Agency and End Products

- The BMCMPPO shall develop a non-technical, consultant- assisted *2050 Metropolitan Transportation Plan*. [Estimated Completion: Q4/FY24]
- The BMCMPPO shall work with all federal/state/local partners to establish the Metropolitan Planning Area boundaries as well as any Urbanized Area boundary adjustments resulting from the 2020 Census. [Estimated Completion: Q4/FY24]
- The MPO to pay annual TransCAD license renewal fees necessary for maintaining the current urban area travel demand forecast model. [Estimated Completion Annually]

Work Element 400 Budget

LONG RANGE PLANNING

Task		FY 2023	FY 2024	Total
401	2050 Metropolitan Transportation Plan			
	<i>Federal Share</i>	\$32,413	\$116,865	\$149,278
	<i>Local Share</i>	\$8,103	\$29,217	\$37,319
	Total	\$40,516	\$146,082	\$186,597
	TOTAL FEDERAL SHARE	\$32,413	\$116,865	\$149,278
	TOTAL LOCAL SHARE	\$8,103	\$29,217	\$37,319
	TOTAL	\$40,516	\$146,082	\$186,597

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Work Elements

TRANSIT & ACTIVE TRANSPORTATION

500

501 Complete Streets *Set-aside for Increasing Safe and Accessible Transportation Options*

The BMCMPPO staff in conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BPSC) will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable and necessary modes of transportation within our regional transportation network. One MPO staff member is a certified instructor of bicycle safety curricula developed by the League of American Bicyclists. The MPO will use this skill set to host bicycle skills and safety training seminars that are open to the public. Educational outreach activities may include structured classes developed by the League of American Bicyclists or may be informal presentations to target populations on the subject of bicycle and pedestrian safety.

Staff will assist the BPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians as needed.

Responsible Agency and End Products

- MPO Staff will fulfill “*Set-aside for Increasing Safe and Accessible Transportation Options*” required under The Bipartisan Infrastructure Law (BIL) which requires each MPO to use at least 2.5% of its assigned fiscal year PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)] January 2022 Page 2 of 4. The BMCMPPO has an adopted Complete Streets policy in place, and has developed an up-to-date Complete Streets Policy that prioritizes and identifies a specific list of Complete Streets projects scoring criteria to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)].
- MPO Staff will attend regular monthly meetings of both County and City of Bloomington Bicycle and Pedestrian Safety Commissions, including the formal business meetings and the interim work sessions. [Estimated Completion: Monthly, As Needed]
- MPO Staff will conduct bicycle and pedestrian outreach, education, workshops, and other events such as, but not limited to, League of American Bicyclists training programs, informational booths at special events, and presentations to targeted groups. [Estimated Completion: Ongoing, As Needed]

502 Bicycle/Pedestrian Counts

Bicycle and pedestrian data collection is an important component of the overall data collection and analysis program for the MPO. Collecting this data aids LPAs in developing and prioritizing projects and programs that enhance the quality of these transportation modes. The MPO will conduct counts to determine usage of bicycle and pedestrian facilities within the MPO area in order to assist LPAs in this effort.

Responsible Agency and End Products

- MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on multiuse trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. [Estimated Completion: Ongoing, As Needed]
- MPO Staff to report on the results of the seasonal coverage counts on multiuse trails and bike lane facilities. [Estimated Completion: Ongoing, As Needed]
- MPO Staff will work in collaboration with INDOT to identify best practice opportunities for improved mid-block pedestrian crossings recognizing the State of Indiana’s identification as a “Focus State”. [Estimated Completion: Ongoing, As Needed]

503 Bloomington Transit Studies

Bloomington Transit shall undertake a set of transit-oriented planning studies during the twelve month period with the following expected outcomes:

- A Green Line Priority Service Corridor Feasibility Study - Phase I identified in the 10-year strategic plan for the Bloomington Public Transportation Corporation (BTPC).
- A Green Line Priority Service Corridor Feasibility Study - Phase II identified in the 10-year strategic plan for the Bloomington Public Transportation Corporation (BTPC).
- A Real Estate Appraisal, Purchase, and Logistics Feasibility Study examining physical facility expansion needs identified in the 10-year strategic plan for the Bloomington Public Transportation Corporation (BTPC).
- A Transit System Fare Study identified in the 10-year strategic plan for the Bloomington Public Transportation Corporation (BTPC).

Responsible Agency and End Products

- Bloomington Transit shall undertake a set of planning study needs identified in *Transform BT*, the 10-year Strategic Plan adopted by the Bloomington Public Transportation Corporation (BTPC) Board of Directors in January 2023. These studies shall focus on express corridor service, current operations/maintenance facility acquisition/expansion/relocation, and a new Bloomington Transit fare study. [Estimated Completion: Q4/FY24]

504 Transit Ridership Counts

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

Responsible Agency and End Products

- Bloomington Transit to collect operating data required for estimates of annual passenger miles. [Estimated Completion: Annually]
- Bloomington Transit to report annual passenger mile data estimates for Bloomington Transit fixed route and demand response service. [Estimated Completion: Annually]

Work Element 500 Budget

	Task	FY 2023	FY 2024	Total
501	Bicycle & Pedestrian Coordination			
	<i>Federal Share</i>	\$4,966	\$4,622	\$9,588
	<i>Local Share</i>	\$1,241	\$1,156	\$2,397
	Total	\$6,207	\$5,778	\$11,985
502	Bicycle/Pedestrian Counts			
	<i>Federal Share</i>	\$3,189	\$1,256	\$4,485
	<i>Local Share</i>	\$797	\$314	\$1,111
	Total	\$3,986	\$1,570	\$5,556
503	Transit Studies			
	<i>Federal Share</i>	\$40,000	\$37,393	\$77,393
	<i>Local Share</i>	\$10,000	\$9,348	\$19,384
	Total	\$50,000	\$46,741	\$96,741
504	Transit Ridership Counts			
	<i>Federal Share</i>	\$3,200	\$3,411	\$6,611
	<i>Local Share</i>	\$800	\$853	\$1,663
	Total	\$4,000	\$4,263	\$8,263
	TOTAL FEDERAL SHARE	\$51,355	\$46,682	\$98,037
	TOTAL LOCAL SHARE	\$12,838	\$11,681	\$24,519
	TOTAL	\$64,193	\$58,252	\$122,545

Work Elements

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

FY 2024 PEAs

See Appendix E for detailed requirements.

601 Title VI Plans

MPOs must ensure that jurisdictional local public agencies (LPAs) with projects in the Transportation Improvement Program (TIP) have complied with Title VI nondiscrimination requirements. MPOs should survey local governments to determine if they have a current Title VI Plan that identifies a person responsible for Title VI, Notification of Nondiscrimination, a complaint process and steps used to collect and evaluate data on the impacts of the LPA's programs and projects. The MPO should provide technical assistance to LPAs that do not have such plans in place. MPOs must monitor Title VI status going forward and move toward limiting funding to those entities not meeting their requirements as Federal-aid recipients.

Responsible Agency and End Product

- MPO Staff to assist LPAs in complying with Title VI as part of Transportation Improvement Program (TIP) development process and in the development of Title VI Plans as needed. [Estimated Completion: Q4/FY23]

Work Element 600 Budget

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

Task		FY 2023	FY 2024	Total
601	Title VI Plans			
	<i>Federal Share</i>	\$1,997	\$2,346	\$4,343
	<i>Local Share</i>	\$499	\$586	\$1,085
	Total	\$2,496	\$2,932	\$5,428
602	Special Plans			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
603	Special Studies			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
	TOTAL FEDERAL SHARE	\$1,997	\$2,346	\$4,343
	TOTAL LOCAL SHARE	\$499	\$586	\$1,085
	TOTAL	\$2,496	\$2,932	\$5,428

Appendix A

BMCMPO COMMITTEE MEMBERSHIP

BMCMPO COMMITTEE MEMBERSHIP

Policy Committee

Member	Title	Representing
Lisa Ridge, <i>Chair</i>	Common Council Member	City of Bloomington
Steve Volan, <i>Vice Chair</i>	Director of Public Works	Monroe County
Jason Banach	Director of Real Estate	Indiana University
Alexandria Burns	Transportation Program Specialist, Region 5	Federal Transit Administration (<i>non-voting</i>)
Margaret Clements	Plan Commission Member	Monroe County
John Hamilton	Mayor	City of Bloomington
Jermaine R. Hannon	Division Administrator	Federal Highway Administration (<i>non-voting</i>)
Doug Horn	Board of Directors Member	Bloomington Public Transportation Corporation
Jillian Kinzie	Plan Commission Member	City of Bloomington
Tony McClellan	Deputy Commissioner	INDOT Seymour District
Geoff McKim	County Council Member	Monroe County
Sarah Ryterband	Citizens Advisory Committee Chair	Citizens Advisory Committee
Pamela Samples	Town Council, President	Town of Ellettsville
Julie Thomas	County Commissioner	Monroe County
Adam Wason	Director of Public Works	City of Bloomington

BMCMPO COMMITTEE MEMBERSHIP

Technical Advisory Committee

Member	Title	Representing
Nate Nickel, <i>Chair</i>	Data Analyst & Mgr., Public Works Dept.	City of Bloomington
Paul Satterly, <i>Vice Chair</i>	Monroe County Highway Engineer	Monroe County
John Baeten	GIS Coordinator	Monroe County
Meghan Blair	GIS Coordinator	City of Bloomington
Andrew Cibor	Director, Engineering Department	City of Bloomington
Chris Ciolli	Director of Building Operations	Monroe County Community School Corp.
John Connell	General Manager	Bloomington Transit
Jane Fleig	Assistant Engineer, Utilities Department	City of Bloomington
Cecilia C. Godfrey	Community Planner, Region 5	Federal Transit Administration (<i>non-voting</i>)
Jacqueline N. Jelen	Director, Planning Department	Monroe County
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
John Kennedy	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee (<i>non-voting</i>)
Carlos Laverty	Executive Director, Monroe County Airport	Monroe County
Denise Line	Director, Planning Department	Town of Ellettsville
Audrey Myers	Transportation Director	Richland-Bean Blossom Community School Corp.
Chris Myers	Manager	Area 10 - Rural Transit
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Rebecca Packer	Director, Technical Services Division	Indiana Department of Transportation - Seymour
Scott Robinson	Director, Planning & Transportation Dept.	City of Bloomington
Catherine Smith	Auditor	Monroe County
Danny Stalcup	Street Commissioner, Street Department	Town of Ellettsville
Tim Street	Director of Operations, Parks & Rec. Dept.	City of Bloomington
Jeff Underwood	Controller	City of Bloomington
Joe VanDeventer	Director of Street Operations	City of Bloomington
Justin Reid VanLeeuwen	Director, Campus Bus Service	Indiana University
Kelli Witmer	Director, Parks & Recreation Department	Monroe County
Patrick Carpenter	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)

BMCMPO COMMITTEE MEMBERSHIP

Citizens Advisory Committee

Member	Representing
Sarah Ryterband, <i>Chair</i>	Citizen
John Kennedy, <i>Vice Chair</i>	Council of Neighborhood Associations
Paul Ash	McDoel Gardens Neighborhood
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Mary Jane Hall	Bloomington Board of Realtors

BMCMPO STAFF & PROGRAM SUPPORT PERSONNEL

Metropolitan Planning Organization Staff

Name	Position
Ryan Robling	Planning and Transportation Department, Planning Services Manager
Pat Martin	BMCMPO - Senior Transportation Planner
Rachael Sargent	BMCMPO - Transportation Planner
Hank Duncan	Planning and Transportation Department - Bicycle & Pedestrian Coordinator
Michael Stewart	Engineering Department - Transportation Technician
Kyle Baugh	Engineering Department – Engineering Technician

Appendix B

FY 2024 UPWP COST ALLOCATION PLAN



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 Planning
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

January 10, 2023

Pat Martin, Senior Transportation Planner
Bloomington/Monroe County Metropolitan Planning Organization
City of Bloomington Planning and Transportation Department
P. O Box 100
Bloomington, IN 47402

Dear Mr. Martin,

INDOT has reviewed the FY 2024 Cost Allocation Plan presented by Bloomington MPO for the period of July 1, 2023 through June 30, 2024.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2024 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	90.64%
Indirect	46.76%

Please feel free to contact me if you have any questions or concerns regarding these rates.

Sincerely,

Emmanuel N. Nsonwu
Transportation Planner
Technical Planning & Programming Division
Indiana Department of Transportation

CC: E. Tait
K. Carmany-George
R. Nunnally
J. Mitchell
File

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Appendix C

ABBREVIATIONS

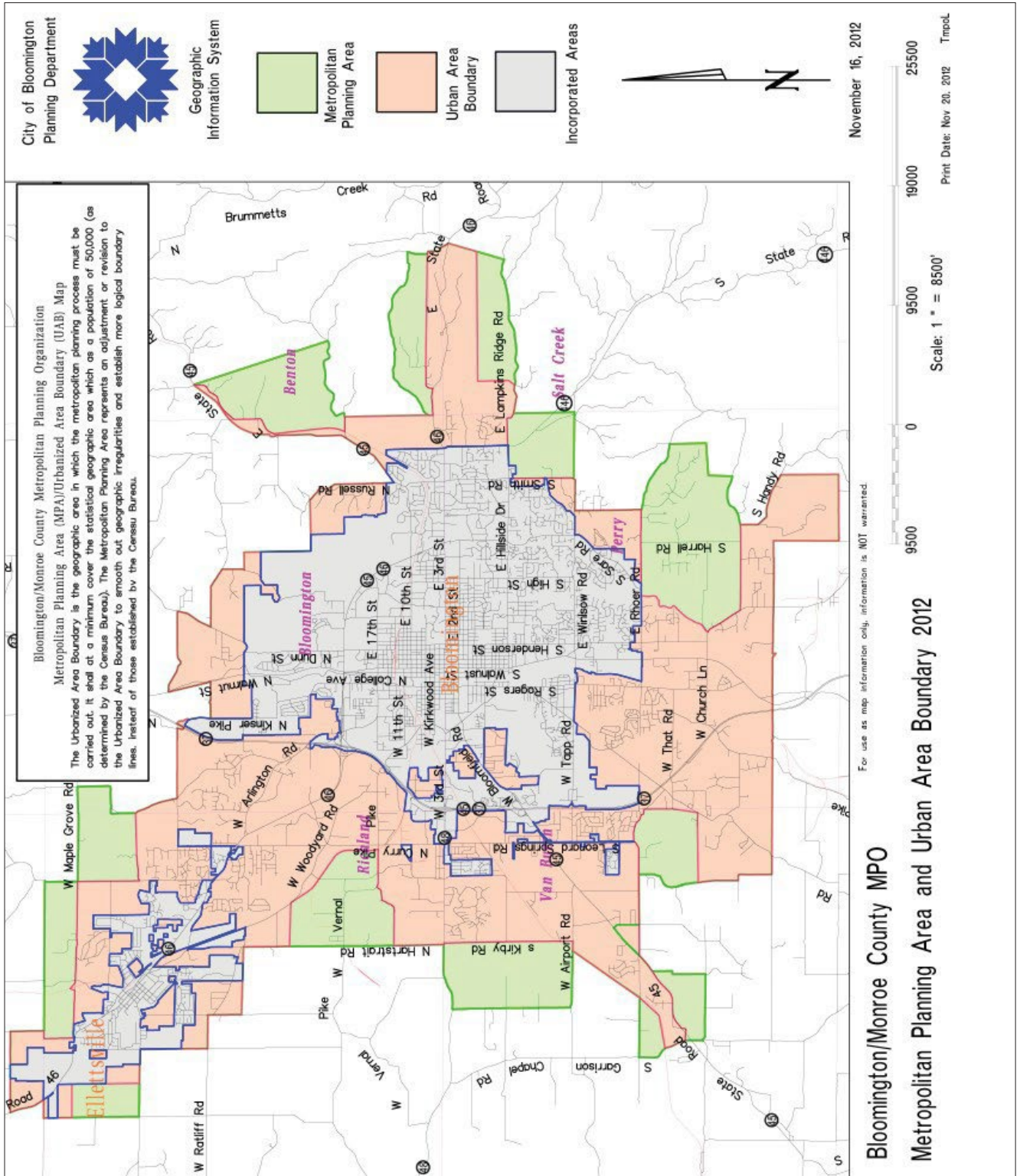
Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
BIL	Bipartisan Infrastructure Law
BMCMPO	Bloomington-Monroe County Metropolitan Planning Organization
BT	Bloomington Transit
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FAST	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Indiana State Fiscal Year (July 1 through June 30)
GIS	Geographic Information Systems
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IJA	Infrastructure Investment & Jobs Act
INDOT	Indiana Department of Transportation
INSTIP/STIP	Indiana State Transportation Improvement Program
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MCCSC	Monroe County Community School Corporation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NEVI	National Electric Vehicle Infrastructure Formula Program
PC	Policy Committee
PDP	Program Development Process
PL	Metropolitan Planning Funds
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel
VPI	Virtual Public Involvement

Appendix D

BMCMPO METROPOLITAN PLANNING AREA MAP

BMCMPO Metropolitan Planning Area Map



Appendix E

PLANNING EMPHASIS AREAS



U.S. Department
of Transportation

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

In Reply Refer To: HAD-IN

February 16, 2023

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region V Office are issuing annual planning emphasis areas (PEAs) for incorporation into the FY 2024 Unified Planning Work Programs, Statement of Works and the Statewide Planning & Research Part 1 program. The emphasis areas listed below include those that were jointly issued nationally by FHWA and FTA in FY 2023, as well as identified local areas of focus. While the planning emphasis areas have not changed for 2024, some additional details have been added for your review and incorporation.

• **National Areas of Focus:**

- Tackling the Climate Crisis-Transition to a Clean Energy Resilient Future (National)
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

• **Local Areas of Focus:**

- TIP/STIP Process Review
- Metropolitan Planning Area & Urbanized Area Boundaries

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

The Indiana FHWA Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. We encourage INDOT and the MPOs to coordinate regarding the statewide NEVI plan, Carbon Reduction Program strategy, and PROTECT formula program, as well as to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, identify projects and strategies to reduce emissions, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and

increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit [FHWA's BIL Climate/Resilience](#), [FHWA's Sustainable Transportation](#) or [FTA's Transit and Sustainability Webpages](#) for more information.

1

Equity and Justice40 in Transportation Planning

The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure [meaningful public involvement](#) in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. To support the initiatives outlined in [Executive Order 13985](#) and [Executive Order 14008](#)² our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. The FHWA Indiana Division and FTA region V Office will maximize plan reviews to encourage the advancement of Federal investments to disadvantaged communities.

Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities,

¹ (See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis,” [EO 14030](#) on “Climate-Related Financial Risk.” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

² [Executive Order 13985 \(Advancing Racial Equity and Support for Underserved Communities\)](#) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users, and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The FHWA Indiana Division and FTA Region V Office will continue to encourage MPOs, INDOT, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. [The 64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD’s facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#).

There have been many documented discussions with INDOT and the MPOs over the last two years related to TIP/STIP development and maintenance (i.e., amendments and modifications). In order to reduce inconsistencies between the TIPs and STIP, and to expedite project programming and delivery, the FHWA Indiana Division Office and the FTA Region V Office highly recommend that INDOT and the MPOs coordinate and work together to jointly formulate, and implement, a documented process for developing and making changes to the TIPs and STIP in accordance with 23 CFR 450.218(n) and 23 CFR 450.326 (p). In addition, the FHWA Indiana Division Office and FTA Region V Office strongly encourage INDOT to develop internal procedures for coordination, communication, and documentation regarding project changes that need to be reflected in the TIP/STIP prior to authorization of federal funds. Project cost estimation practices, as well as procedures to address and/or document inflation in the project estimates, should be reviewed in consultation with the MPOs and other stakeholders (as needed).

Metropolitan Planning Area & Urbanized Area Boundaries

INDOT and the MPOs should continue to work together to prepare updates to the Metropolitan Planning Area Boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census data. Information regarding the schedule and process for updating MPO boundaries can be found [here](#). INDOT and the MPOs should also work together to review any funding programs/allocations that may need to be revised **in** light of the boundary adjustments.

Should you have any questions, please feel free to call Erica Tait, FHWA, at 317-226-7481/erica.tait@dot.gov or Cecilia C. Godfrey, FTA, at 317-705-1268/cecilia.crenshaw@dot.gov.

Sincerely,

**Erica
Tait**

Digitally signed
by Erica Tait
Date: 2023.02.16
13:45:54 -05'00'

Erica Tait

Team Leader, PEAR
FHWA Indiana Division

Sincerely,

**JASON M
CIAVARELLA**

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JASON M CIAVARELLA
Date: 2023.02.15 11:19:43
-06'00'

Jay Ciavarella

Director, Office of Planning & Program Development
FTARegion V

cc:

Indiana MPO Council
Roy Nunnally, INDOT
Larry Buckel, INDOT
Cecilia Crenshaw, FTA

Appendix F

TRANSIT OPERATOR LOCAL MATCH ASSURANCE

Transit Operator Local Match Assurance

FY 2024 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds

The Bloomington Public Transportation Corporation (hereinafter referred to as the “Transit Provider”) HEREBY GIVES ITS ASSURANCE THAT it shall meet the local matching requirements for its FY 2024 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) grants.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) shall request federal FHWA and FTA planning grant funds totaling **\$50,000**, requiring a **\$12,500** local match for the Bloomington Public Transportation Corporation work elements and study.

The Bloomington Public Transportation Corporation as the Transit Provider shall be responsible for **\$50,000** of the total grant, requiring **\$12,500** in local match as specified in the *FY 2024 Unified Planning Work Program (FY 2024 UPWP)* for the following FY 2024 UPWP elements:

1. Element 503 - Bloomington Transit Studies
2. Element 504 - Annual Passenger Count Report
3. Element 504 – Federal Transit Administration (FTA) Annual Passenger Count Data Collection for estimates of annual passenger miles

Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

By: _____
John Connell
General Manager
Bloomington Public Transportation Corporation

Appendix G

**DRAFT FY 2023-2024 UPWP PUBLICATION &
RECORD OF PUBLIC COMMENTS**

BMCMPO Draft FY 2023 - 2024 UNIFIED PLANNING WORK PROGRAM PUBLICATION AND RECORD OF PUBLIC COMMENTS: MARCH 3, 2023 TO APRIL 3, 2023

PUBLIC PARTICIPATION NOTICE

BMCMPO FY 2023 - 2024 UNIFIED PLANNING WORK PROGRAM

In accordance with its Public Participation Plan, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) offered a thirty (30) day public review for the Draft FY 2023- 2024 Unified Planning Work Program (UPWP). The BMCMPO accepted written comments on the proposed UPWP beginning on March 3 2023, and ending on April 3, 2023. The BMCMPO Policy Committee shall vote on adoption of the BMCMPO FY 2023 - 2024 Unified Planning Work Program at their public meeting held on April 14, 2023.

The BMCMPO FY 2023 - 2024 Unified Planning Work Program fulfills specific Federal and State transportation planning requirements ensuring that the Bloomington-Monroe County Metropolitan Planning Organization maintains eligibility for Federal transportation funding. The FY 2023 - 2024 Unified Planning Work Program study area includes the urbanized area of Monroe County and the City of Bloomington thereby ensuring community representation and that system-wide transportation issue solutions remain a continuing, cooperative, and comprehensive process. The FY 2023 - 2024 Unified Planning Work Program additionally incorporates a multi-modal transportation perspective, including provisions to improve facilities for public transit, bicycling, and pedestrian activities.

Copies of the FY 2023 - 2024 Unified Planning Work Program are available for review at:

City of Bloomington Planning and Transportation Department
401 N. Morton St. Ste. 130
Bloomington, IN 47404;

Or on-line at <https://bloomington.in.gov/mpo/unified-planning-work-program>.

Written comments can be submitted to the address above or by email to:

mpo@bloomington.in.gov.

For additional information please contact Metropolitan Planning Organization (MPO) staff at (812) 349-3423.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) did not receive any public review comments for the Draft FY 2023 - 2024 UPWP additionally posted on the BMCMPO website at <https://bloomington.in.gov/mpo/unified-planning-work-program>.

Appendix H

ADOPTION RESOLUTION & APPROVAL LETTER



ADOPTION RESOLUTION FY 2023-01

RESOLUTION ADOPTING THE FISCAL YEAR 2023-2024 UNIFIED PLANNING WORK PROGRAM as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on May 12, 2023.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, The BMCMPPO must develop and adopt a Unified Planning Work Program (UPWP) detailing all planning activities that are anticipated in the MPO urbanized area over the identified fiscal programming years and document the work that will be performed with federal highway and transit planning funds; and

WHEREAS, the work conducted to create the Unified Planning Work Program was performed under Work Element 100 of the *Fiscal Year 2023 Unified Planning Work Program for Fiscal Year 2024 of the Unified Planning Work Program*

NOW, THEREFORE, BE IT RESOLVED:

- (1) The Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the *Fiscal Year 2023-2024 Unified Planning Work Program*; and
- (2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the BMCMPPO Policy Committee upon this 12th day of May 2023.

BMCMPPO Policy Committee Chair
Lisa Ridge

Attest: Patrick P. Martin
BMCMPPO Senior Transportation Planner

Appendix I

FY 2024 SELF-CERTIFICATION STATEMENT



FY 2024 TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and the Bloomington Monroe County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT and all succeeding legislation (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bloomington-Monroe County
Metropolitan Planning Organization

Indiana Department of Transportation

Patrick P. Martin
Senior Transportation Planner

Roy S. Nunnally
Director, INDOT Technical Planning & Programming



FY 2022 - 2026 Transportation Improvement Program

Project Request Form

(Please return form fully completed)

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): Steven C. Wuertz
Phone: 317-899-8615
Email: swuertz@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.

Steven C. Wuertz
Employee in Responsible Charge (ERC)

2/15/2023
Date

Section 3: Project Information

- A. Project Name: CCTV/DMS from 3.0 miles N of SR 68 to Liberty Church Rd, 2.5 miles S of SR 39 (Sect. 1-5)
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1802086
- D. Project Location (detailed description of project termini): I-69 from 3.0 miles north of SR 68 to Liberty Church Rd, 2.5 miles south of SR 39 (I-69 Sections 1-5)

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

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

F. Project Support (local plans, LRTP, TDP, etc.): INDOT Executive Office Directive to deploy CCTV Cameras at all Interstate interchanges, as well as Dynamic Message Signs (DMS) at appropriate locations.

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: 2/11/2026

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 2022 begins on July 1, 2021 and ends on June 30, 2022.

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	NHPP	\$	\$	\$ 562,500	\$	\$	\$
	State	\$	\$	\$ 62,500	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	NHPP	\$	\$	\$	\$	\$ 180,000	\$
	State	\$	\$	\$	\$	\$ 20,000	\$
		\$	\$	\$	\$	\$	\$
CN	NHPP	\$	\$	\$	\$	\$ 6,332,710	\$
	State	\$	\$	\$	\$	\$ 703,635	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$	\$ 625,000	\$	\$ 7,236,345	\$

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 Information:

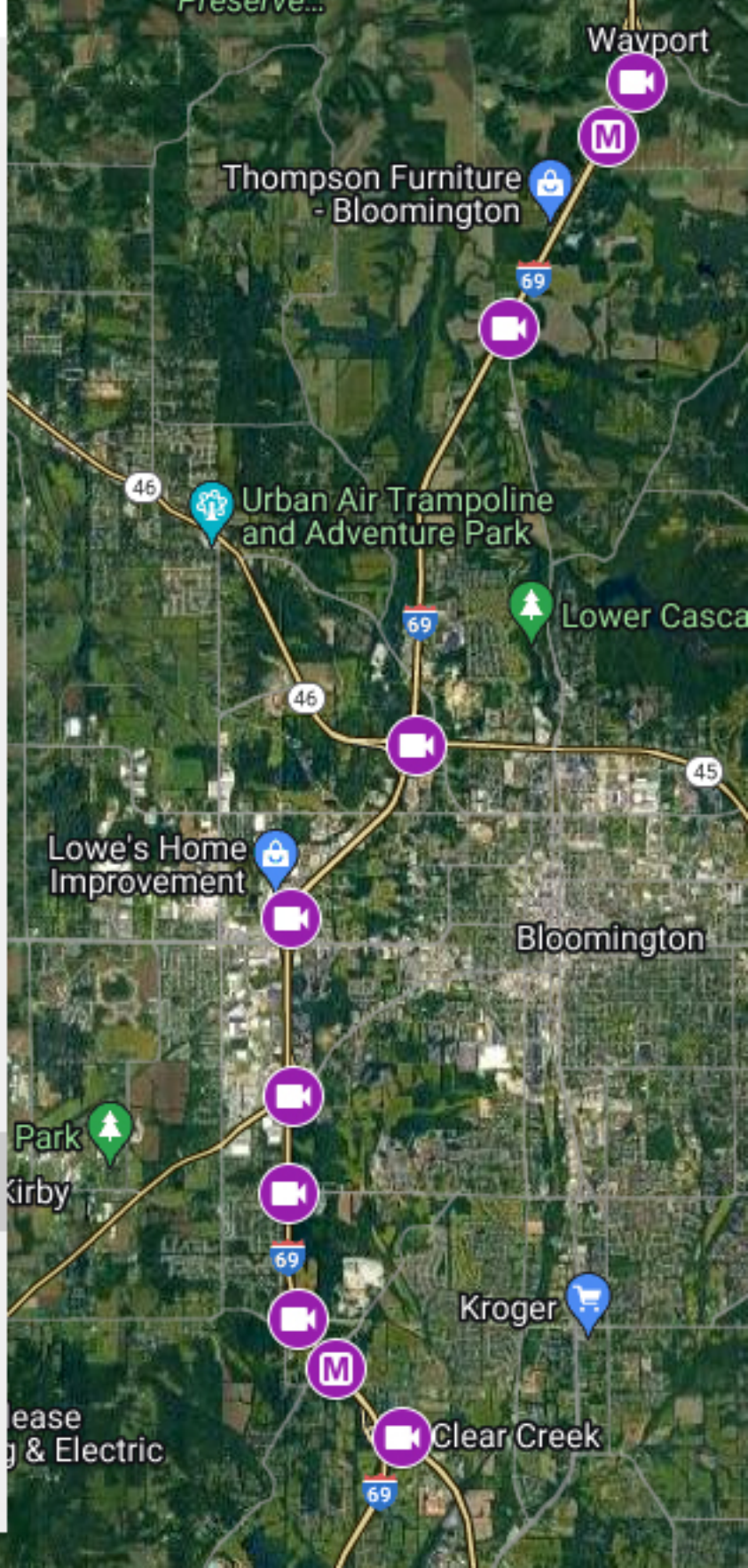
Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application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

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

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

Add layer + Share Preview

- I-69 CCTV Mile 33.0
- I-69 CCTV Mile 46.0
- NB I-69 DMS Mile 57.0
- I-69 CCTV Mile 62.2
- SB I-69 DMS Mile 65.7
- I-69 CCTV Mile 75.9
- I-69 CCTV Mile 87.1
- I-69 CCTV Mile 98.3
- NB I-69 DMS Mile 99.9
- I-69 CCTV Mile 103.8
- SB I-69 DMS Mile 106.6
- I-69 CCTV Mile 114.1
- NB I-69 DMS Mile 114.8
- I-69 CCTV Mile 115.2
- I-69 CCTV Mile 116.2
- I-69 CCTV Mile 117.0
- I-69 CCTV Mile 118.4
- I-69 CCTV Mile 120.0
- I-69 CCTV Mile 123.4
- SB I-69 DMS Mile 125.1
- I-69 CCTV Mile 125.6
- I-69 CCTV Mile 129.2
- I-69 CCTV Mile 131.3
- I-69 CCTV Mile 134.3



STIP AMENDMENT and/or MODIFICATION REQUEST

Date: 4/5/2023

Amendment
Modification

Requestor: Cat Seely

Sponsor	DES#	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	2026	2027	Estimated Cost Left to Complete Project	Remarks	Letting Date	
INDOT	2300274	Various	Other Type Project (Miscellaneous)	Electric vehicle charging infrastructure at various locations along Indiana Interstates	Various	Multiple	Varies	STP	Statewide	CN	\$16,972,536.00	\$4,243,134.00			\$21,215,670.00							N/A
INDOT	2300274	Various	Other Type Project (Miscellaneous)	Electric vehicle charging infrastructure at various locations along Indiana Interstates	Various	Multiple	Varies	STP	Statewide	CN	\$16,972,550.00	\$4,243,137.00				\$21,215,688.00						
INDOT	2300274	Various	Other Type Project (Miscellaneous)	Electric vehicle charging infrastructure at various locations along Indiana Interstates	Various	Multiple	Varies	STP	Statewide	CN	\$16,972,585.00	\$4,243,146.00					\$21,215,732.00					



January 26, 2023

Call for Projects (Updated)

Fiscal Years 2024 - 2028 Transportation Improvement Program

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) hereby announces a FY 2024 - 2028 Transportation Improvement Program (TIP) Call for Projects.

BMCMPPO funding from the Surface Transportation Block Grant Program (STBG), the Highway Safety Improvement Program (HSIP), the Transportation Alternatives (TA) Program, Section 164 Penalty funds, Carbon Reduction Program, and PROTECT program funds will include programming awards for TIP program fiscal years.

Local Public Agency (LPA) applicants for funding from these programs must have application submissions to the BMCMPPO by **5:00 PM on Friday, February 10, 2023**.

Please contact BMCMPPO staff if you have any questions about this Call for Projects.

Please submit questions and applications electronically to clemensr@bloomington.in.gov and martipa@bloomington.in.gov.

The FY 2024 - 2028 TIP has the following development and approval schedule:

- Call for Projects Issued January 6, 2023
- Call for Projects (Updated) January 26, 2023
- Application Deadline February 10, 2023
- Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) Project Scores Sheet Reviews and Draft TIP Submission Recommendations February 22, 2023
- Policy Committee (PC) Project Score Sheet Reviews and Approval of Draft TIP Submission March 10, 2023
- Legal Advertisements March 11-12, 2023
- Thirty (30) Day Public Comment Period Begins March 13, 2023
- Draft TIP Submission to INDOT March 13, 2023
- Draft TIP Public Input Meeting (week of) March 13, 2023
- Thirty (30) Day Public comment Period Ends April 12, 2023
- TAC and CAC Final Draft Reviews and Recommendations April 26, 2023
- PC Approval of Final FY 2024 - 2028 TIP May 12, 2023
- Adopted Submission to INDOT of FY 2024 - 2028 TIP May 15, 2023
- FHWA/FTA/INDOT FY 2024 - 2028 TIP Approval Letter June 15, 2023

Funding

The chart below details the funding available for the FY 2024 - 2028 TIP. Please note the following restrictions on the programming of funds:

- **No Rollover:** The annual allocation of funds for each fiscal year must have an expenditure within the specified programmed fiscal year and shall not roll forward to a future fiscal year. Any funds not spent from the fiscal year allocation will be lost. It is therefore very important to be as accurate and realistic as possible about project costs and schedules.
- **Fiscal Years 2023 - 2026:** These three fiscal years are currently programmed in the adopted FY 2022 - 2026 TIP with FY 2026 identified as “illustrative” and found on the BMCMPPO website at <https://bloomington.in.gov/mpo/transportation-improvement-program>. This FY 2024 - 2028 Call for Projects represents an opportunity for Local Public Agencies (LPAs) to make adjustments to those years if needed.

**Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)
FY 2024 - 2028 TIP Program Levels***

Program	FY 2024 (Estimates)	FY 2025 (Estimates)	FY 2026 (Estimates)	FY 2027 (Estimates)	FY 2028 (Illustrative)
Surface Transportation Block Grant (STBG)	\$ 3,118,927	\$ 3,179,488	\$ 3,241,261	\$ 3,241,261	\$ 3,241,261
Highway Safety Improvement Program (HSIP)	\$ 559,328	\$ 571,731	\$ 584,382	\$ 584,382	\$ 584,382
Transportation Alternatives (TA)	\$ 389,209	\$ 396,993	\$ 404,933	\$ 404,933	\$ 404,933
Section 164**	\$ 133,293	\$ 135,958	\$ 138,678	\$ 138,678	\$ 138,678
Carbon Reduction Program (CRP)	\$ 339,592	\$ 346,384	\$ 353,312	\$ 353,312	\$ 353,312
PROTECT Program	\$ 125,693	\$ 128,207	\$ 130,771	\$ 130,771	\$ 130,771
TOTAL	\$ 4,666,042	\$ 4,758,761	\$ 4,853,337	\$ 4,853,337	\$ 4,853,337

*Source: INDOT Local Share of Federal Formula Apportionments to the BMCMPPO, 01-26-22

**HSIP eligible projects

Additional Guidance

Please use the following information as guidance for the preparation of FY 2024 - 2028 TIP project applications.

- **Letting Date:** *All projects must identify an assigned Letting Date for inclusion in the TIP* thereby allowing INDOT to build a project schedule when added to their project management system database. FHWA additionally tracks the percentage of projects that go to letting at their original proposed letting date as a measure of MPO performance. No project should have an assigned contract letting date later than March of any fiscal year. LPAs should select letting dates earlier than March of a given calendar year (if at all possible)

thereby ensuring enough post-letting time for INDOT to award bids, process financial approvals, and issue purchase orders for project funds before fiscal year closure.

- **DES#:** *All projects must have an assigned a DES# from INDOT for inclusion in the TIP.* INDOT has a special form for requesting a DES#. Staff will assist with forms and submissions for new projects selected for inclusion in the TIP. INDOT will not amend any project into the State TIP (STIP) without an assigned DES#. Moreover, any projects that propose to use HSIP and TA funding must have their eligibility for such funds approved by INDOT before a project DES# issuance.
- **Construction Engineering:** The TIP Project Request Form lists Construction Engineering (CE) as a separate phase from Construction (CN). This will make funding administration easier for the MPO and INDOT as projects move through the process. Please prepare your project financial plans accordingly.
- **HSIP Project Priorities:** FHWA and INDOT require MPOs to prioritize low-cost, systemic HSIP projects for funding. There are currently twenty-five (25) project types listed by INDOT as eligible for HSIP funds under the low-cost, systemic categories.
- **Public Meeting:** The MPO shall host a hybrid public meeting to gather input on the proposed FY 2024 - 2028 TIP. This meeting shall take place in March 2023. The MPO strongly encourages LPA staff participation during this meeting for discussions of their proposed projects. MPO staff will coordinate with the LPAs to determine the best date, time, and electronic platform for this virtual meeting. The MPO will conduct hybrid in-person/virtual meetings given current CDC COVID-19 public health and safety guidelines.

Application Requirements

LPAs must submit the following (as applicable) for project funding consideration in the FY 2024 - 2028 TIP. All applications must have appropriate signatures and dates.

- **TIP Project Request Form:** All LPAs must submit this form for all projects regardless of funding source. This includes any project that is in the current FY 2022 - 2026 TIP that needs to carry forward into the new FY 2024 - 2028 TIP. This Call for Projects represents an opportunity to update schedule and funding information for existing projects as well as to ensure compliance with the Construction Engineering (CE) phase requirements as noted above.
- **Surface Transportation Block Grant Program (STBG) Applications:** STBG funds represent the largest federal fund allocation received by the BMCMPPO and the greatest range of project eligibility. All projects eligible for the following funding types have additional eligibility for STBG. Please reference Federal guidance regarding STBG funds at https://www.fhwa.dot.gov/bipartisaninfrastructurelaw/docs/surface_transportation_block_grant.pdf.

- **HSIP Low Cost/Systemic Project Applications:** The purpose of local HSIP project funding is to deliver to road user's cost-effective countermeasures to hazards identified through data analysis as the greatest contributors to serious injury or fatality crashes. Any project requesting HSIP funds for a low cost/systemic project **must submit an INDOT HSIP Low Cost/Systemic Project Application in addition to the TIP Project Request Form.** Eligible HSIP Systemic Projects include the following:
 - Conduct inventory of traffic signs and upgrade warning and regulatory signs to meet MUTCD retro-reflectivity requirements
 - Improve the visibility of curves by upgrading curve warning signs and markings
 - Install vehicle activated advanced warning systems at rural, unsignalized intersections
 - Install new pedestrian crosswalk warning signs, flashing beacons, or special pavement markings
 - Install or upgrade pedestrian curb ramps and refuge areas at areas of high conflict between pedestrians and vehicular traffic
 - Install pedestrian push button Countdown And Audible (APS) heads on traffic signals
 - Make changes to yellow interval traffic signal timing or signal interconnect to improve safety
 - Upgrade traffic signals to a minimum of one signal head per travel lane
 - Install black backing plates with reflective border on all traffic signal heads
 - Install UPS battery backup (emergency power) systems at traffic signal locations for continuous use during power outages
 - Install emergency vehicle pre-emption systems at traffic signal locations to reduce response times and increase safety as the emergency vehicles pass through intersections
 - Improve sight distance at intersections by installing slotted left turn lanes
 - Install or upgrade passive or new active warning devices at railroad crossings
 - Install railroad pre-emption systems at signalized intersections that are within the influence area of crossing railroad trains
 - Install new centerline or edge line pavement markings on unmarked roadways
 - Install raised medians for access control at intersections and roadway segments
 - Add centerline and/or edge line rumble stripes (pavement markings over the rumble) to rural roads
 - Complete road diet projects at locations that can be accomplished through the use of signs and pavement markings (Not Applicable to pavement reconstruction or geometric modifications)
 - Add FHWA recommended High Friction Surface Treatments (HFST) to spot locations
 - Upgrade guardrail end treatments to current standards
 - Install guardrails or median barriers at locations where none existed previously
 - Install median cable barrier systems on divided roads with grass medians
 - Remove or shield permanent roadside safety obstructions

- **HSIP Intersection Improvement Applications:** Please reference INDOT HSIP Guidelines for additional information about the supporting documentation required in addition to the TIP Project Request Form.
- **TA (Transportation Alternatives) Applications:** Any project requesting TA funds **must submit a TA Application in addition to the TIP Project Request Form.** Please reference the BMCMPPO TA Guidelines for more information about supporting documentation that must accompany the TA Application.
- **Carbon Reduction Program (CRP) Applications:** CRP funds represent a new federal-aid program under the Bipartisan Infrastructure Law (BIL), and may be obligated for projects that support the reduction of transportation emissions, including, but not limited to, the following:
 - A project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems
 - A public transportation project eligible under 23 U.S.C. 142
 - A Transportation Alternative project including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
 - A project as described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies
 - The deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment
 - A project to replace street lighting and traffic control devices with energy-efficient alternatives
 - The development of a carbon reduction strategy developed by the State of Indiana per requirements in 23 U.S.C. 175(d)
 - A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
 - Efforts to reduce the environmental and community impacts of freight movement
 - A project that supports deployment of alternative fuel vehicles, including
 - Acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure
 - Purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
 - A project described and in 23 U.S.C. 149(b)(8) for a diesel engine retrofit
 - Any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per

capita and per unit of economic output basis (Note: FHWA will issue guidance on how the Secretary will make such certifications in forthcoming months).

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Applications:** PROTECT funds represent another new federal-aid program under the Bipartisan Infrastructure Law (BIL), and may be obligated for projects that help to make surface transportation more resilient to climate change and natural disasters. Eligible activities include the following:
 - Resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment of an existing eligible surface transportation facility eligible for assistance under 23 U.S.C.
 - Incorporation of natural infrastructure
 - The upgrade of an existing surface transportation facility to meet or exceed a design standard adopted by the Federal Highway Administration
 - Installation of mitigation measures that prevent the intrusion of floodwaters into surface transportation systems
 - Strengthening systems that remove rainwater from surface transportation facilities
 - Upgrades to and installation of structural storm water controls
 - A resilience project that addresses identified vulnerabilities described in the eligible entity's Resilience Improvement Plan
 - Relocating roadways in a base floodplain to higher ground above projected flood elevation levels, or away from slide prone area
 - Stabilizing slide areas or slopes
 - Installing riprap
 - Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather
 - Increasing the size or number of drainage structures
 - Installing seismic retrofits on bridges
 - Adding scour protection at bridges
 - Adding scour, stream stability, coastal, and other hydraulic countermeasures, including spur dikes
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control
 - Any other protective features, including natural infrastructure, as determined by the Secretary

Application Scoring

The MPO staff shall score new project applications consistent with the adopted *Complete Streets Policy* (<https://bloomington.in.gov/mpo/clearinghouse>) and report score results through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.



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
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 2-14-2023
 Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: Vernal Pike Connector
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 1702957 & 1900406
- D. Project Location (detailed description of project termini if applicable): Sunrise Greeting from Vernal Pike to Gates Drive

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

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

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

G. Allied Projects: 169 Project from Evansville to Indianapolis

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: October 2023

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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Fed	\$812,320.00	\$	\$	\$	\$	\$
	Local	\$203,080.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Fed	\$ 9,041,680.00	\$	\$	\$	\$	\$
	Local	\$2,155,012.70	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$12,212,092.70	\$	\$	\$	\$	\$

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 roadway extension and RR overpass, including new trail
- 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.
Roadway & bridge design, ADA compliant multiuse path and ramps, ROW services
- 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.).
Connectivity (roadway & Multiuse path)

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

Letting was February 10, 2023. Due to the high bids, it became unawardable. Bids will be reviewed so the letting has been moved to October 2023 for a construction season in 2024/25. Clearing of the trees are in process before the bat restriction date of April 1, 2023 is in effect.

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

All permits have been obtained on the project. Letting date is in October 2023. Trees will be cleared to meet the bat restriction date of April 1st.

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

The current estimate of the project is 12,212,092.70 for construction and construction inspection. Right-of-way and design was local funding.

- 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.).

NEPA guidelines were followed and therefore all public participation process guidelines were met.

- 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 Redevelopment Commission, Monroe County Board of Commissioners, Monroe County Council, various westside industries on the west side of Bloomington.

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



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

Employee in Responsible Charge (ERC)

4-12-2023

Date

Section 3: Project Information

A. Project Name: Fullerton Pike, Phase III, roadway

B. Is project already in the TIP?

Yes No

C. INDOT DES# or INDOT Office of Transit ID# (if assigned): #1802977

D. Project Location (detailed description of project termini if applicable): 500' west of Rogers Street to Rockport Road

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

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

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

Monroe County Comprehensive Plan, Monroe County Urbanizing Area Plan, Monroe County SR 37 Corridor Plan, Monroe County Thoroughfare Plan, 2040 Metropolitan Transportation Plan of the BMCMPPO.

G. Allied Projects: Completion of Fullerton Pike Phase I and II. Completion of INDOT I69 Corridor project through Monroe County.

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: 7/12/2023

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	STBG	\$ 0.00	\$	\$	\$	\$	\$
	Local	\$757,101.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$2,750,133.00	\$	\$	\$	\$	\$
	Local	\$3,306,672.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	Totals:	\$ \$6,813,906.00	\$	\$	\$	\$	\$

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 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).
Please see attached detailed description of the project.
- 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.

All phases of this project have included all ADA compliancy and improving all modes of transportation, including bicyclists and pedestrians by providing multi-use paths and sidewalks. All environmental processes have been followed throughout the whole corridor. The multi-use path included in the project will provide significant multimodal connectivity benefits with existing trail networks, by providing direct east/west access to the north/south Bloomington Rail Trail and Clear Creek Trail.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.). The project was planned for many years to be a southwest connection to I69. The purpose of the project is to provide connectivity in the southern portion of the county.
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. The project is set for letting in July 2023. The project will take approximately 18-24 months to be completed.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). All permits have been applied for and approved. All project timelines have been met from design, to right-of-way to construction to keep the project on target for the projected letting date. All contracts have been completed and approved.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above. Monroe County has been committed to see the completion of the project by providing all the necessary funding for the project. 60% of the design cost was paid from various funding sources for the project. 50% of the right-of-way costs were paid from county funds also. The county has committed these funds to see the project to completion.
- 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 has held numerous public meetings for several years for this project. The first phase of this project began in 2008, however the original concept of the project dates as far back as 1995 in the Monroe County Thoroughfare Plan that was adopted that year.
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list. Bloomington Monroe County MPO, Monroe County Council, Monroe County Commissioners, Monroe County Redevelopment Commission and INDOT.

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



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

2-9-2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Liberty Drive Connection to Karst Trail
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): #1900405
- D. Project Location (detailed description of project termini if applicable): The connection will be start at SR 45 and Liberty Drive, travel north on Liberty Drive, to Constitution Drive, west on Constitution, cross Curry Pike and extend west to the Karst Trail

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

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

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

Alternative Transportation Plans for the City of Bloomington and Monroe County

G. Allied Projects:

The Karst Trail has been completed over the last few years in phases, the last connection was completed in 2022 to connect the Karst Trail to Ellettsville. This project will make the connection east to west from the B-line trail to the Karst Trail at Gifford Road.

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: 11/15/2023

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	Local	\$ 295,000.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
	Local	\$238,000.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	TA	\$389,209.00	\$	\$	\$	\$	\$
	Local	1,510,791.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$2,433,000.00	\$	\$	\$	\$	\$

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 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).

Please see attached sheet for detailed scope of the project.

- 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.

All improvements will comply with:

- o The Indiana Department of Transportation Design Manual, specifically Chapter 51-7.05 (Shared-Use Path).
- o Indiana MUTCD
- o PROWAG
- o AASHTO Guide for the Development of Bicycle Facilities

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

The project seeks to attain the following outcomes:

- Reduce bike/ped versus motorized vehicle conflicts
- Increase use of outdoor recreational facilities
- Increase multi-modal commuting
- Improve ADA accessibility

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

- Consultant Selection: Completed 12/9/20
- Public Participation: Completed 3/23/22
- Design: 1/4/21 – 7/22/24
- Right-of-Way Acquisition: 3/23/22 – 7/22/24
- Project Letting: 11/15/23
- Construction: 1/1/24-10/15/24
- Project Completion: 11/15/24

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

- Preliminary Field Check: 6/15/21 (Complete)
- Rule 5 Permit: December 2022
- Stage 3 Submittal: 3/10/23
- R/W Certification: 7/10/23
- Final Tracings Submittal: 7/10/23
- Letting: 11/15/23

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

The anticipated cost for Right-of-Way is \$295,000.00. The projected cost for construction as of today is estimated at 1.9 million. Estimated Construction Inspection cost is \$238,000.00.

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

The project followed the federal-funding process for public involvement for a CE level 2. An opportunity for a public hearing was advertised in the local paper. Additionally, adjacent property owners were sent public hearing opportunity mailers. There were no requests for a public hearing, therefore a hearing was not held, and the public involvement requirements have been satisfied.

- 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 Parks and Recreation Department, City of Bloomington Parks and Recreation Department, Monroe County Commissioners, Monroe County Council

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

FY 2024 - 2028 Transportation Alternatives (TA) Project Application

Please complete all relevant fields, attach appropriate documentation, and return an electronic copy to MPO staff at clemensr@bloomington.in.gov or martipa@bloomington.in.gov.

Detailed Project Description (not to exceed 250 words)

Please identify the project scope, overview, objective, and any other relevant project details.

The project involves the construction of a 10' HMA-paved trail that will connect the existing Karst Greenway to an existing paved trail on Bloomfield Drive (S.R. 45). The west segment will be a new-terrain route, then will run parallel to Lamplighter Mall Court, Constitution Avenue, and Liberty Drive.

Incidental improvements include:

- *Adding traffic signals (with separate pedestrian signal indications and pushbuttons) at Curry Pike/Constitution and at Constitution/Liberty, to improve trail user crossing safety*
- *Relocation of existing street lights to clear the trail work*
- *Reconstruction of drives to accommodate the trail*

The purpose of the project is to link to two separate major multi-use trail systems.

Primary Purpose (Select one)

Please select an appropriate primary project purpose for the identified project. All eligible project types shall have equal consideration during evaluation.

- Construction of bicycle/pedestrian facilities
- Multi-use trail project
- Safe Routes to Schools
- Other (Please Specify) _____

Project Elements (Select all that apply)

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

Community Support (20 points maximum)

- Does the project have documented state or local community planning support (**10 points maximum**)? Please list each planning document supporting the project and how it provides support.

- Has the project received letters of support from state or local community organizations (**5 points maximum**)? Please include each letter as a PDF scanned attachment.

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

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO's crash reports from the previous five (5) years (**10 points maximum**)? Please check each list on which the project location appears and indicate which year's crash report the list is in.

Top Locations by Crash Total - Year(s): #3 Highest - Liberty Drive/Sam's Club Entrance & Bloomfield Road/S.R. 54 Intersection – 2015-2019

Top Locations by Crash Rate - Year(s): # 10 Highest - Liberty Drive/Constitution Boulevard Intersection

Top Locations by Crash Severity - Year(s): _____

Eligible HSIP Locations - Year(s): _____

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

- b. How many total crashes occurred within ¼ mile of the proposed project in the previous five (5) years (**5 points maximum**)? 120 Crashes

- c. How many fatal or serious injury crashes occurred within ¼ mile of the proposed project in the previous five (5) years (**5 points maximum**)? 47 Injury Crashes

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

- Pedestrians
- Bicyclists
- Motorists
- Transit users

- Disabled persons

Utility (25 points maximum)

- a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers **(10 points maximum)**? *Please check all that apply.*
 - Public Park
 - School
 - Library
 - Employment
 - Retail
- b. Does the proposed project connect to existing bicycling and walking networks **(5 points maximum)**? *Please check all that apply.*
 - Multi-use trail
 - On-street bikeway
 - Sidepath
 - Sidewalk
 - Signed bike route or greenway
- c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project **(5 points maximum)**? 2 Routes and 7 stops (9 total).
- d. Does the project enhance bicycle and pedestrian access for traditionally underserved/Environmental Justice residents as identified in the MPO's 2045 Metropolitan Transportation Plan (<https://bloomington.in.gov/mpo/metropolitan-transportation-plan>) **(5 points maximum)**? No.

Project Readiness (30 points maximum)

- a. What percentage of preliminary engineering has been completed for the project **(10 points maximum)**? 90% Complete
- b. What percentage of the project right-of-way has been acquired **(10 points maximum)**? 0% Complete
- c. Is this project eligible for a Categorical Exclusion (CE) from National Environmental Policy Act (NEPA) reviews **(5 points maximum)**? The project is eligible for a CE-2. This CE was approved on 2/22/23.
- d. Will the project be fully funded, or a phase of the project fully funded with the funds requested **(5 points maximum)**? Yes.

PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

1. FY 2024 - 2028 TIP Project Request Form
2. Project Area Map
3. NEPA Approval Letter (if applicable)
4. Letters of support (if applicable)

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

 Dora Budge
Signature

 February 9, 2023
Date

Karst Farm Greenway Connector Trail

The trail project is located between the existing Karst Farm Greenway Trail near Gifford Road at the railroad tracks and an existing multi-use path located along Bloomfield Road (State Road 45). The purpose of this project is to improve pedestrian mobility and safety between the existing Karst Farm Greenway Trail and the existing Bloomington West Trail.

The trail starts at the existing multi-use Karst Farm Greenway Trail just east of Gifford Road at the railroad tracks and heads east along the south side of a tree line and across a farm field for approximately 0.25 miles. Upon reaching Lamplighter Mall Court, the trail runs along the north side of the mobile home park road for approximately 0.23 mile to Curry Pike. The trail crosses Curry Pike at a traffic signal and then proceeds east along the north side of Constitution Way for approximately 0.33 miles. The trail crosses Liberty Drive at a traffic signal and then turns south along the east side of Liberty Drive for approximately 0.47 miles, ending at SR 45 at the existing Bloomington West Trail.

Liberty Drive will be widened at the intersection with Constitution Way to accommodate a new, 11-foot-wide dedicated northbound left turn lane to help improve traffic flow at the intersection.

The trail will be a 10-foot-wide asphalt multi-use path. The trail will also include Americans with Disabilities Act (ADA)-compliant curb ramps. The total project length is approximately 1.33 miles.

MONROE COUNTY
KARST GREENWAY CONNECTOR TRAIL
TABLE OF CONTENTS

Itemized Application Discussion

Community Support Documentation

Safety Documentation

Utility Documentation

Project Readiness Documentation

- Preliminary Plans
- CE-2 Signed Cover Page
- Construction Cost Estimate

KARST GREENWAY CONNECTOR

ITEMIZED APPLICATION DISCUSSION

Project Elements

On-Street or Off-Street Bicycle Infrastructure: The project consists of a separated multi-use path.

Pedestrian and Bicycle Signals: Two new traffic signals are included in the project (Curry Pike/Constitution & Constitution/Liberty). Each signal will include pedestrian-actuated signal indications, with ADA-compliant pushbuttons.

Construction of Recreational Trail Facilities: The proposed multi-use path will connect the recreational Karst Trail to the Bloomfield Road trail.

Traffic Calming Techniques: The installation of the traffic signal on Curry Pike will stop traffic on Curry Pike (during red phase). This added stop in the Curry Pike traffic flow will result in reduced speeds. Similar scenario for the new signal on Liberty Drive. Additionally, piano-key crosswalk markings will be installed.

Lighting and Other Infrastructure that Improves Bicycle and Pedestrian Safety: New traffic signals will allow for safe crossings on Liberty Drive and on Curry Pike.

Infrastructure Projects that Provide Safe Routes for Non-Drivers: The new multi-use trail will be separated from the road, and will accommodate all non-motorized users, included those with disabilities.

Community Support

Safety

Top locations for crashes were taken from *BMCMPPO CY 2015-2019 Crash Report - Final Document*.

The third-highest location is the intersection of Liberty Drive/Sam's Club Entrance and Bloomfield Drive/S.R. 45. This intersection is the southern terminus of the trail project, and therefore meets the ¼-mile criteria.

The 10th-highest top location by crash rate is the intersection of Liberty Drive and Constitution Boulevard, which falls entirely within the project limits.

The BMCMPPO Crash Report does not list top locations by crash severity, nor top bicycle/pedestrian crash locations.

Crash data available on the MPO was utilized to compile crash history for the years 2017-2021. These are summarized in the crash history appendix.

The proposed multi-use trail will improve safety pedestrians, bicyclists, and disabled persons (all elements of the trail will be ADA-compliant). Additionally, the two proposed traffic signals will improve safety for motorists.

Utility

The proposed trail will connect to the Karst Greenway, a linear public park. Additionally, the trail will connect to multiple employment generators along Liberty Drive and Constitution Boulevard.

The proposed trail will also connect to the existing Bloomfield Road (S.R. 45) trail, as well as multiple sidewalk network connections.

As shown on the included transit map, the trail is within ¼-mile of Bloomington Transit Lines 4 and 3, and within ¼-mile of 7 transit stops, for a total of 9.

The project is not within an Environmental Justice area, as defined in the transportation plan.

Project Readiness

The County has used local funds to pay for the preliminary engineering. The project is at Stage 3 design stage (90% complete).

The project requires 9 parcels. No parcels are secured.

The project is eligible for CE Level 2. This CE has been completed and approved.

The requested funds will fully fund the construction of the project.

KARST FARM GREENWAY CONNECTOR QUANTITY SUMMARY & COST ESTIMATE

Des. 1900405

Des: JKN
Date: 1/26/23
Chk: DAV
Date: 2/2/23

No.	ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	105-06845	CONSTRUCTION ENGINEERING	1	LS	\$ 44,855.61	\$ 44,855.61
2	110-01001	MOBILIZATION AND DEMOBILIZATION	1	LS	\$ 89,711.22	\$ 89,711.22
3	201-52370	CLEARING RIGHT OF WAY	1	LS	\$ 44,855.61	\$ 44,855.61
4	202-02240	PAVEMENT REMOVAL	144	SYS	\$ 25.00	\$ 3,611.11
5	203-02000	EXCAVATION, COMMON	2572	CYS	\$ 50.00	\$ 128,609.00
6	203-02000	EXCAVATION, COMMON, FOR UNDERCUT	798	CYS	\$ 50.00	\$ 39,909.82
7	205-12108	STORMWATER MANAGEMENT BUDGET	20847	DOL	\$ 1.00	\$ 20,847.06
8	205-12616	STORMWATER MANAGEMENT IMPLEMENTATION	1	LS	\$ 20,847.06	\$ 20,847.06
9	205-12618	SWQCP PREPARATION	1	LS	\$ 12,000.00	\$ 12,000.00
10	207-08264	SUBGRADE TREATMENT, TYPE II	816	SYS	\$ 30.00	\$ 24,489.00
11	207-08266	SUBGRADE TREATMENT, TYPE III	8598	SYS	\$ 6.00	\$ 51,585.68
12	211-02050	B BORROW, FOR UNDERCUT	798	CYS	\$ 50.00	\$ 39,909.82
13	301-12234	COMPACTED AGGREGATE NO. 53	1230	CYS	\$ 55.00	\$ 67,646.50
14	302-07455	DENSE GRADED SUBBASE	370	CYS	\$ 80.00	\$ 29,572.00
15	304-12623	HMA PATCHING FULL DEPTH, TYPE B	7	TON	\$ 300.00	\$ 2,089.64
16	306-08034	MILLING, ASPHALT, 1 1/2 IN.	1331	SYS	\$ 5.00	\$ 6,655.44
17	401-07322	QC/QA-HMA, 3, 64, SURFACE, 9.5 mm	110	TON	\$ 100.00	\$ 11,048.04
18	406-05520	ASPHALT FOR TACK COAT	2.9	TON	\$ 500.00	\$ 1,457.37
19	502-06627	PCCP, 6 IN.	43	SYS	\$ 150.00	\$ 6,441.67
20	604-05528	HMA FOR SIDEWALK	1588	TON	\$ 130.00	\$ 206,446.61
21	604-06070	SIDEWALK, CONCRETE	288	SYS	\$ 70.00	\$ 20,168.56
22	604-08086	CURB RAMP, CONCRETE	519	SYS	\$ 275.00	\$ 142,746.39
23	604-12083	DETECTABLE WARNING SURFACES	97	SYS	\$ 325.00	\$ 31,398.61
24	605-06120	CURB, CONCRETE, 6 IN.	1258	LFT	\$ 40.00	\$ 50,315.20
25	605-06120	CURB, CONCRETE, 8 IN.	25	LFT	\$ 50.00	\$ 1,243.00
26	605-06140	CURB AND GUTTER, CONCRETE	607	LFT	\$ 40.00	\$ 24,260.00
27	605-97937	CURB AND GUTTER, ROLL CURB	97	LFT	\$ 50.00	\$ 4,835.00
28	610-09108	PCCP FOR APPROACHES, 9 IN.	739	SYS	\$ 200.00	\$ 147,860.00
29	616-06405	RIPRAP, REVETMENT	3	TON	\$ 70.00	\$ 210.00
30	616-12246	GEOTEXTILE FOR RIPRAP TYPE 1A	4	SYS	\$ 10.00	\$ 40.00
31	621-01004	MOBILIZATION AND DEMOBILIZATION FOR SEEDING	2	EACH	\$ 100.00	\$ 200.00
32	621-06545	FERTILIZER	1.2	TON	\$ 800.00	\$ 951.95
33	621-06553	SEED MIXTURE, R	595	LBS	\$ 8.00	\$ 4,759.74
34	621-06565	MULCHING MATERIAL, FOR PERMANENT SEEDING	5.9	TON	\$ 450.00	\$ 2,677.36
35	628-09403	FIELD OFFICE, C	10	MOS	\$ 3,000.00	\$ 30,000.00
36	628-11976	COMPUTER SYSTEM EQUIPMENT	1	EACH	\$ 800.00	\$ 800.00
37	628-11977	COMPUTER SYSTEM	1	EACH	\$ 1,500.00	\$ 1,500.00
38	712-09730	BOARDWALK	140	LFT	\$ 1,600.00	\$ 224,000.00
39	715-05149	PIPE, TYPE 2, CIRCULAR, 12 IN.	21	LFT	\$ 60.00	\$ 1,260.00
40	715-05151	PIPE, TYPE 2, CIRCULAR, 15 IN.	13	LFT	\$ 70.00	\$ 910.00
41	715-05156	PIPE, TYPE 2, CIRCULAR, 30 IN.	52	LFT	\$ 120.00	\$ 6,240.00
42	715-46030	PIPE END SECTION, DIAMETER 30 IN.	1	EACH	\$ 2,000.00	\$ 2,000.00
43	720-12797	CASTING, INLET, ADJUST TO GRADE	1	EACH	\$ 1,000.00	\$ 1,000.00
44	720-12798	CASTING, MANHOLE, ADJUST TO GRADE	6	EACH	\$ 1,000.00	\$ 6,000.00
45	720-45030	INLET, E7	2	EACH	\$ 2,500.00	\$ 5,000.00
46	801-06640	CONSTRUCTION SIGN, A	15	EACH	\$ 200.00	\$ 3,000.00
47	801-06645	CONSTRUCTION SIGN, B	22	EACH	\$ 80.00	\$ 1,760.00
48	801-06775	MAINTAINING TRAFFIC	1	LS	\$ 30,000.00	\$ 30,000.00
49	802-05701	SIGN POST, SQUARE, TYPE 1, REINFORCED ANCHOR BASE	200	LFT	\$ 25.00	\$ 5,000.00
50	802-07060	SIGN, SHEET, RELOCATE	2	EACH	\$ 120.00	\$ 240.00
51	802-09838	SIGN, SHEET, WITH LEGEND, 0.080 IN.	196	SFT	\$ 30.00	\$ 5,889.90
52	805-01815	SIGNAL POLE FOUNDATION, 36 IN. X 144 IN.	4	EACH	\$ 2,800.00	\$ 11,200.00
53	805-01842	HANDHOLE, SIGNAL, TYPE 1	7	EACH	\$ 2,100.00	\$ 14,700.00
54	805-02150	PEDESTRIAN SIGNAL HEAD, COUNTDOWN, 18 IN.	13	EACH	\$ 1,000.00	\$ 13,000.00
55	805-02445	CONTROLLER AND CABINET, P1	2	EACH	\$ 18,000.00	\$ 36,000.00
56	805-02645	SIGNAL POLE FOUNDATION, 24 IN. X 24 IN. X 36 IN.	3	EACH	\$ 1,000.00	\$ 3,000.00
57	805-03978	EMERGENCY VEHICLE PREEMPTION DETECTOR, SINGLE CHANNEL, ONE DIRECTION	7	EACH	\$ 2,000.00	\$ 14,000.00
58	805-03980	EMERGENCY VEHICLE CONFIRMATION LIGHT KIT	7	EACH	\$ 400.00	\$ 2,800.00
59	805-05405	SIGNAL POLE, PEDESTAL, 4 FT	1	EACH	\$ 800.00	\$ 800.00
60	805-11377	SIGNAL CANTILEVER STRUCTURE, SINGLE ARM 35 FT	1	EACH	\$ 30,000.00	\$ 30,000.00
61	805-11385	SIGNAL CANTILEVER STRUCTURE, DRILLED SHAFT FOUNDATION, E	1	EACH	\$ 13,000.00	\$ 13,000.00
62	805-11386	SIGNAL CANTILEVER STRUCTURE, DRILLED SHAFT FOUNDATION, F	1	EACH	\$ 16,000.00	\$ 16,000.00
63	805-11438	SIGNAL CANTILEVER STRUCTURE, COMBINATION ARM 40 FT	1	EACH	\$ 32,000.00	\$ 32,000.00

64	805-11814	CONDUIT, HDPE, 2 IN. SCHEDULE 40	343	LFT	\$ 32.00	\$ 10,976.00
65	805-11815	CONDUIT, HDPE, 2 IN. SCHEDULE 80	483	LFT	\$ 40.00	
66	805-78205	TRAFFIC SIGNAL HEAD, 3 SECTION, 12 IN.	14	EACH	\$ 1,050.00	\$ 14,700.00
67	805-78225	TRAFFIC SIGNAL HEAD, 4 SECTION, 12 IN.	2	EACH	\$ 1,200.00	\$ 2,400.00
68	805-78370	PEDESTRIAN PUSH BUTTON, NON-APS	15	EACH	\$ 800.00	\$ 12,000.00
69	805-78415	SPAN, CATENARY, AND TETHER	4	EACH	\$ 4,000.00	\$ 16,000.00
70	805-78420	DISCONNECT HANGER	6	EACH	\$ 750.00	\$ 4,500.00
71	805-78445	SIGNAL SERVICE	2	EACH	\$ 1,500.00	\$ 3,000.00
72	805-78467	SIGNAL CABLE, SERVICE, COPPER, 3C/8 GAUGE	46	LFT	\$ 8.50	\$ 391.00
73	805-78470	SIGNAL CABLE, ROADWAY LOOP, COPPER, 1C/14 GAUGE	4100	LFT	\$ 0.85	\$ 3,485.00
74	805-78480	SIGNAL CABLE, CONTROL, COPPER, 3C/14 GAUGE	1503	LFT	\$ 2.00	\$ 3,006.00
75	805-78485	SIGNAL CABLE, CONTROL, COPPER, 5C/14 GAUGE	1588	LFT	\$ 3.00	\$ 4,764.00
76	805-78490	SIGNAL CABLE, CONTROL, COPPER, 7C/14 GAUGE	640	LFT	\$ 5.00	\$ 3,200.00
77	805-78495	SIGNAL CABLE, CONTROL, COPPER, 9C/14 GAUGE	311	LFT	\$ 6.00	\$ 1,866.00
78	805-78510	SIGNAL CABLE, DETECTOR LEAD-IN, COPPER, 2C/16 GAUGE	926	LFT	\$ 3.50	\$ 3,241.00
79	805-78785	SIGNAL DETECTOR HOUSING	9	EACH	\$ 1,500.00	\$ 13,500.00
80	805-78795	SAW CUT FOR ROADWAY LOOP DETECTOR AND SEALANT	1700	LFT	\$ 6.00	\$ 10,200.00
81	805-78925	CONTROLLER CABINET FOUNDATION, P1	2	EACH	\$ 3,000.00	\$ 6,000.00
82	805-81032	SIGNAL POLE, STEEL STRAIN, 30 FT	2	EACH	\$ 8,000.00	\$ 16,000.00
83	805-81060	SIGNAL POLE, STEEL STRAIN, 36 FT	2	EACH	\$ 9,000.00	\$ 18,000.00
84	805-90005	SIGNAL POLE, PEDESTAL, 10 FT	2	EACH	\$ 1,200.00	\$ 2,400.00
85	807-12202	LUMINAIRE, LOW LUMEN ROADWAY, TYPE III DISTRIBUTION, WITH 10 FT MAST ARM	2	EACH	\$ 3,500.00	\$ 7,000.00
86	808-03439	TRANSVERSE MARKING, THERMOPLASTIC, CROSSWALK LINE, WHITE, 24 IN.	1318	LFT	\$ 10.00	\$ 13,180.00
87	808-06703	LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.	100	LFT	\$ 3.00	\$ 300.00
88	808-10051	TRANSVERSE MARKING, MULTI-COMPONENT, STOP LINE, WHITE, 24 IN.	102	LFT	\$ 15.00	\$ 1,530.00
89	808-10099	TRANSVERSE MARKING, MULTI-COMPONENT, CROSSWALK LINE, WHITE, 24 IN.	440	LFT	\$ 10.00	\$ 4,400.00
90	808-75245	LINE, THERMOPLASTIC, SOLID, YELLOW, 4 IN.	600	LFT	\$ 3.00	\$ 1,800.00
91	808-75297	TRANSVERSE MARKING, THERMOPLASTIC, STOP LINE, WHITE, 24 IN.	271	LFT	\$ 15.00	\$ 4,065.00
92	808-75320	PAVEMENT MESSAGE MARKING, THERMOPLASTIC LANE INDICATION ARROW	2	EACH	\$ 150.00	\$ 300.00

TOTAL	\$ 1,977,557.97
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Karst Greenway Connector Trail
2017-2021 Accident Data Summary



Headquarters:

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Branch Locations:

Fort Wayne
Jeffersonville
Lafayette
Merrillville
Plainfield

Founded 1961



YEAR	# CRASHES	INJURIES	FATALITIES
2017	31	12	0
2018	28	7	0
2019	19	9	1
2020	15	8	0
2021	27	11	0
TOTALS	120	47	1

KARST CONNECTOR TRAIL - ACCIDENT DATA 2017-2018

DATE	INJ	DEAD	House#	Roadway Id	Intersect Rd.	Primary Factor	Collision Type
1/6/2017	0	0	1801	LIBERTY DR		SPEED TOO FAST - WEATHER CONDITIONS	RIGHT ANGLE
1/11/2017	1	0		LIBERTY DR	CONSTITUTION AVE	SPEED TOO FAST - WEATHER CONDITIONS	RAN OFF ROAD
1/18/2017	0	0		SR45	LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
1/19/2017	0	0		CONSTITUTION AVE	CURRY PIKE	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
1/23/2017	2	0		SR45	LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
2/3/2017	0	0		SR45	LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
3/4/2017	2	0		LIBERTY DR	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
3/21/2017	0	0		SR45	LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
4/15/2017	0	0		SR45	LIBERTY DR	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
4/15/2017	0	0		SR45	LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
4/17/2017	2	0		LIBERTY DR	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
5/3/2017	0	0		SR45	LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
6/2/2017	2	0		CURRY PIKE	LAMPLIGHTER MALL	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
7/18/2017	0	0		LIBERTY DR	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
7/24/2017	1	0		SR45	LIBERTY DR	OTHER (DRIVER)	NON-COLLISION
8/9/2017	0	0		SR45	LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
8/14/2017	0	0	2035	LIBERTY DR		OTHER (DRIVER)	OTHER - EXPLAIN IN NARRATIVE
8/25/2017	0	0		SR45	LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
9/5/2017	0	0		SR45	LIBERTY DR	OTHER (DRIVER)	REAR END
9/12/2017	0	0		LIBERTY DR	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
9/13/2017	0	0		LIBERTY DR	CONSTITUTION AVE	CELL PHONE USAGE	REAR END
9/29/2017	1	0		LIBERTY DR	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
10/3/2017	0	0		SR45	LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
10/30/2017	0	0		SR45	LIBERTY DR	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
11/10/2017	1	0		SR45	LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
11/22/2017	0	0		CONSTITUTION AVE	CURRY PIKE	PEDESTRIAN ACTION	OTHER - EXPLAIN IN NARRATIVE
11/25/2017	0	0		LIBERTY DR	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
12/24/2017	0	0		CURRY PIKE	CONSTITUTION AVE	SPEED TOO FAST - WEATHER CONDITIONS	RAN OFF ROAD
12/28/2017	0	0		LIBERTY DR	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
12/29/2017	0	0		SR45	LIBERTY DR	OTHER (DRIVER)	REAR END
1/5/2018	2	0		SR45	LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
1/17/2018	0	0		LIBERTY DR	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
1/26/2018	0	0		CURRY PIKE	CONSTITUTION AVE	IMPROPER TURNING	SIDESWIPE
2/3/2018	0	0		SR45	LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
2/9/2018	0	0		CURRY PIKE	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
2/14/2018	0	0		LIBERTY DR	CONSTITUTION AVE	SPEED TOO FAST - WEATHER	REAR END
2/15/2018	1	0		LIBERTY DR	PRIVATE DRIVE	RAN OFF ROAD RIGHT	RAN OFF ROAD
2/23/2018	0	0		LIBERTY DR	CONSTITUTION AVE	FAILURE TO YIELD RIGHT OF WAY	RIGHT TURN
2/23/2018	0	0		SR45	LIBERTY DR	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
3/16/2018	0	0		SR45	LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
3/20/2018	0	0		LIBERTY DR	CONSTITUTION AVE	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
4/22/2018	0	0		SIERRA	CURRY PIKE	DRIVER ASLEEP OR FATIGUED	HEAD ON
5/2/2018	0	0		SR45	LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
5/4/2018	1	0		SR45	SAMS CLUB	FOLLOWING TOO CLOSELY	REAR END
5/15/2018	0	0		LIBERTY DR	CONSTITUTION AVE	FAILURE TO YIELD RIGHT OF WAY	REAR END
6/6/2018	0	0		CURRY PIKE	CONSTITUTION AVE	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
6/8/2018	0	0		SR45	LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
7/18/2018	0	0		CURRY PIKE	CONSTITUTION AVE	FAILURE TO YIELD RIGHT OF WAY	SIDESWIPE
8/24/2018	0	0		SR45	LIBERTY DR	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
9/22/2018	2	0		LIBERTY DR	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
10/1/2018	1	0		SR45	LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
11/1/2018	0	0		CURRY PIKE	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
11/3/2018	0	0		SR45	LIBERTY DR	UNSAFE LANE MOVEMENT	SIDESWIPE
11/28/2018	0	0		LIBERTY DR	CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
12/13/2018	0	0		SR45	LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
12/28/2018	0	0		CURRY PIKE	CONSTITUTION AVE	UNSAFE LANE MOVEMENT	SIDESWIPE

KARST CONNECTOR TRAIL - ACCIDENT DATA 2019

Collision Date	Number Injured	Number Dead	House NunRoadway	Intersecting Road	Primary Factor	Manner of Collision
2/25/2019	0	0	S CURRY	W CONSTITUTION AVE	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
5/18/2019	0	0	S CURRY	W CONSTITUTION AVE	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
8/3/2019	0	0	S CURRY	W CONSTITUTION AVE	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH ANIMAL OTHER
10/31/2019	0	0	S CURRY	W CONSTITUTION AVE	IMPROPER TURNING	HEAD ON BETWEEN TWO MOTOR VEHICLES
2/21/2019	2	0	S LIBERTY	SR 45	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
6/4/2019	0	0	S LIBERTY	SR 45	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
6/27/2019	0	0	S LIBERTY	SR 45	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
7/18/2019	0	0	S LIBERTY	SR 45	FOLLOWING TOO CLOSELY	REAR END
3/27/2019	0	0	S LIBERTY	SR 45	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
7/30/2019	2	0	S LIBERTY	W CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
11/22/2019	1	0	S LIBERTY	W CONSTITUTION AVE	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
4/8/2019	0	0	S LIBERTY	W CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
9/23/2019	1	0	S LIBERTY	W CONSTITUTION AVE	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	OTHER - EXPLAIN IN NARRATIVE
5/14/2019	1	0	SR 45	S LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
6/28/2019	2	0	SR 45	S LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
7/31/2019	0	0	SR 45	S LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
1/17/2019	0	0	SR 45	S LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
7/19/2019	0	0	W CONSTITUTION	CURRY PIKE	FAILURE TO YIELD RIGHT OF WAY	REAR END

KARST CONNECTOR TRAIL - ACCIDENT DATA 2020

Collision Date	Number Injured	Number Dead	House Num	Roadway Id	Intersecting Road	Primary Factor	Manner of Collision
1/8/2020	0	0		S CURRY PIKE	W CONSTITUTION WAY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
8/27/2020	0	0		S CURRY PIKE	W CONSTITUTION WAY	UNSAFE BACKING	BACKING CRASH
10/26/2020	1	0		S LIBERTY DR	SR 45	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
6/25/2020	0	0		S LIBERTY DR	W CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
7/21/2020	1	0		S LIBERTY DR	W CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
3/20/2020	1	0		SR 45	S LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
5/5/2020	1	0		SR 45	S LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
6/11/2020	0	0		SR 45	S LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
6/25/2020	0	0		SR 45	S LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
8/9/2020	0	0		SR 45	S LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
8/26/2020	2	0		SR 45	S LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
11/10/2020	0	0		SR 45	S LIBERTY DR	OVERCORRECTING/OVERSTEERING	RIGHT ANGLE
8/24/2020	1	0		W CONSTITUTION AVE	S LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
7/9/2020	1	0		SR 45	ENTRANCE TO SAM'S CLUB	FAILURE TO YIELD RIGHT OF WAY	OTHER - EXPLAIN IN NARRATIVE
8/25/2020	0	0		SR 45	ENTRANCE TO SAM'S CLUB	FAILURE TO YIELD RIGHT OF WAY	REAR END

KARST CONNECTOR TRAIL - ACCIDENT DATA 2021

Collision Date	Number Injured	Number Dead	Roadway Id	Intersecting Road	Primary Factor	Manner of Collision
10/6/2021	0	0	S CURRY PIKE	W CONSTITUTION WAY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
9/3/2021	0	0	S CURRY PIKE	W SIERRA DR	IMPROPER TURNING	SAME DIRECTION SIDESWIPE
3/3/2021	0	0	S CURRY PIKE	W SIERRA DR	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
1/21/2021	0	0	S CURRY PIKE	W SIERRA DR	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
6/9/2021	1	0	S LIBERTY DR	ENTRANCE TO BLOOM INSURANCE	FOLLOWING TOO CLOSELY	REAR END
12/8/2021	1	0	S LIBERTY DR	ENTRANCE TO STEAK 'N SHAKE	FAILURE TO YIELD RIGHT OF WAY	HEAD ON BETWEEN TWO MOTOR VEHICLES
12/17/2021	1	0	S LIBERTY DR	SR 45	FAILURE TO YIELD RIGHT OF WAY	LEFT/RIGHT TURN
10/20/2021	0	0	S LIBERTY DR	SR 45	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
8/19/2021	0	0	S LIBERTY DR	SR 45	BRAKE FAILURE OR DEFECTIVE	REAR END
6/4/2021	1	0	S LIBERTY DR	W CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
11/12/2021	0	0	S LIBERTY DR	W CONSTITUTION AVE	FOLLOWING TOO CLOSELY	REAR END
1/7/2021	3	0	S LIBERTY DR		FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
6/21/2021	0	0	S LIBERTY DR		RAN OFF ROAD RIGHT	RAN OFF ROAD
4/15/2021	0	0	S LIBERTY DR		FOLLOWING TOO CLOSELY	RIGHT TURN
12/9/2021	0	0	SR 45	S LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
10/28/2021	0	0	SR 45	S LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
8/20/2021	0	0	SR 45	S LIBERTY DR	IMPROPER LANE USAGE	REAR END
8/19/2021	0	0	SR 45	S LIBERTY DR	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
5/28/2021	1	0	SR 45	S LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END
5/3/2021	2	0	SR 45	S LIBERTY DR	RAN OFF ROAD RIGHT	RAN OFF ROAD
7/2/2021	0	0	SR 45	S LIBERTY DR	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	OTHER - EXPLAIN IN NARRATIVE
7/1/2021	0	0	SR 45	S LIBERTY DR	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	BACKING CRASH
6/3/2021	0	0	SR 45	S LIBERTY DR	FOLLOWING TOO CLOSELY	REAR END



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: lridge@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 BMCMPPO Complete Streets Policy.

Lisa Ridge

Employee in Responsible Charge (ERC)

4-12-2023

Date

Section 3: Project Information

- A. Project Name: Pedestrian Trail Crossing Improvements
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): #1900493
- D. Project Location (detailed description of project termini if applicable): This project is to improve the pedestrian crossings at various locations around the county with flashing beacons. The installations will be installed at City of Bloomington and Monroe County Trail crossing locations.

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.):
Alternative Transportation Plan for Monroe County

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: 10/12/2023

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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	HSIP	\$176,828.00	\$	\$	\$	\$	\$
	Local	\$3,615.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STPBG	\$119,084.00	\$	\$	\$	\$	\$
	Local	\$24,100.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$323,627.00	\$	\$	\$	\$	\$

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 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 involves the installation of Rectangular Rapid Flashing Beacons (RRFBs) at seven existing multi-use path road crossings, located within Monroe County. The RRFB's will be pushbutton-actuated, and will be ADA-compliant. The following locations will receive this system:

- 1) Clear Creek Trail @ Rockport Road
- 2) Clear Creek Trail @ W That Road
- 3) Clear Creek Trail @ Victor Pike
- 4) Bloomington Rail Trail @ Rogers Street
- 5) Bloomington Rail Trail @ W That Road
- 6) Limestone Greenway @ Church Lane
- 7) Limestone Greenway @ Dillman Road

The objective of this project is to improve crossing safety. Currently, the crossings are addressed with warning signage.

- 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 design will adhere to PROWAG, Indiana Department of Transportation Design Manual ,and FHWA/AASHTO Guidelines.

- 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.).

This project will improve pedestrian crossing safety by increasing awareness of crossing pedestrians. Additionally, the project will reduce accident rates near the crosswalks, as all approaching vehicles will have increased awareness of potentially stopped vehicles (reduce rear end crashes).

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

Consultant Selection: Complete

Public Participation: Not required (this is a CE Level 1)

Design: 7/27/22-4/3/23

Right-of-Way Acquisition: No R/W Req'd

Construction: 12/1/23-6/1/24

Completion: 6/1/24

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

Approvals: INDOT Design Approval will be Completed as a part of the Stage 3 and Tracings

Submittals (see dates above)

Permits: No Permits Required

Agreements: Design Agreement is Complete

Inspection Agreement Anticipated be Complete by 4/3/23 (Tracings Due Date)

Design Status: Design is 90% Complete

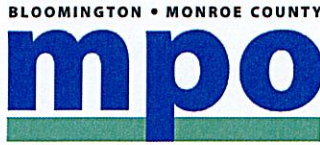
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

No other cost considerations.

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

The project will be limited to safety enhancements at existing facilities, within the existing right-of-way. No public participation is planned.

- 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 Board of Commissioners, Monroe County Council, Monroe County Parks and Recreation Department.



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

2-9-2023

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: 12/11/2024

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:		\$3,197,700.00	\$	\$	\$	\$	\$

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 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 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.



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 BMCMPPO Complete Streets Policy.

Lisa Ridge

2-9-2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Dillman Road, Bridge #83 replacement
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): #2101712
- D. Project Location (detailed description of project termini if applicable): Dillman Road, 2,300' west of SR 37 steel truss bridge replacement

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

G. Allied Projects:
Indot modifications at SR 37 and Dillman Road

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: 10/2026

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 Match	\$105,800.00	\$	\$	\$	\$	\$
	Local Bridge	\$423,200.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local Match	\$ 32,000.00	\$	\$	\$	\$	\$
	Local Bridge	\$128,000.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local Match	\$	\$	\$	\$ 84,000.00	\$	\$
	Local Bridge	\$	\$	\$	\$ 336,000.00	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local Match	\$	\$	\$	\$ 470,600.00	\$	\$
	Local Bridge	\$	\$	\$	\$ 1,882,400.00	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$689,000.00	\$	\$	\$ 2,773,000.00	\$	\$

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 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 includes the replacement of the existing structurally deficient one lane bridge carrying Dillman Road over Clear Creek and improve the geometrics of the approach roadway leading up to the bridge. The new bridge will be structurally adequate to carry all Legal Loads and Emergency vehicles. Due to evidence of the bridge and approach roadway overtopping during flood events, the proposed structure will have a larger waterway area that incorporates the loss in waterway area going over the road. The new bridge is anticipated to be built at the location of the existing structure with a skew to match the channel. The horizontal curves on the approaches will be eliminated and a raise in the grade of the roadway will be required to provide adequate freeboard for the structure. A multi-use path will be incorporated along the south side of Dillman road and bridge. The bridge and roadway will be closed during construction and traffic 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 bridge and realigned Dillman Road will be designed based upon the AASHTO Green Book and Geometric Design Criteria for Urban Local Street. In addition the bridge 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 new bridge will improve the load capacity by removing all load postings and will allow buses, emergency vehicles such as fire trucks and ambulances, garbage trucks, and routine commercial and specialized hauling vehicles to use this bridge. The overall safety of the roadway will be improved to provide adequate stopping sight distance, intersection sight distance, and will satisfy Level One and Level Two controlling design criteria.

- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. The project was awarded grant funds in March 2022. The LPA process was followed for choosing a design firm in the summer of 2022. INDOT is waiting for the approved STIP amendment 22-06 to be approved and the NTP will be provided to the Consultant for the preparation of design plans. Construction is anticipated in 2027.

- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). It is anticipated that a 401, 404, DNR and a Rule 5 permit will be needed for this project. All appropriate actions will be taken to meet all schedules for each phase of the 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. The project is funded by Monroe County Cumulative Bridge funds. 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.). The existing bridge is a Non-Select Bridge on the Indiana Historic Bridge Inventory list that will require a historic bridge alternative analysis to be completed and included in the CE document. In addition, a public hearing will be required as part of the design process.

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

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



FY 2024 - 2028 Transportation Improvement Program Project Request Form

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

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Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): 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 BMCMPPO Complete Streets Policy.

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Fullerton Pike, Phase III bridge
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): #2001721
- D. Project Location (detailed description of project termini if applicable): 500' west of Rogers Street to Rockport Road intersection. This project is for the installation of the bridge.

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 Comprehensive Plan, Monroe County Urbanizing Area Plan, Monroe County SR 37 Corridor Plan, Monroe County Thoroughfare Plan, 2040 Metropolitan Transportation Plan of the BMCMPPO.

G. Allied Projects: Fullerton Pike, Phase I and II have been completed, Completion of I69 Corridor through Monroe County.

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: 7/12/2023

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	Local	\$1,177,227.00	\$	\$	\$	\$	\$
	Bridge	\$ 222,000.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$9,713,812.00	\$	\$	\$	\$	\$
	Bridge	\$ 1,480,000.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 12,593,039.00	\$	\$	\$	\$	\$

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 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:

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

All phases of this project have included all ADA compliancy and improving all modes of transportation, including bicyclists and pedestrians by providing multi-use paths and sidewalks. All environmental processes have been followed throughout the whole corridor.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
The project was planned for many years to be a southwest connection to I69. The purpose of the project is to provide connectivity in the southern portion of the county.

- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
The project is set for letting in July 2023. The project will take approximately 18-24 months to be completed.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.).
All permits have been applied for and approved. All project timelines have been met from design to right-of-way to construction to keep the project on target for the projected letting date. All contracts have been completed and approved.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
Monroe County has been committed to see the completion of the project by providing all the necessary funding for the project. 60% of the design cost was paid from various funding sources for the project. 50% of the right-of-way costs were paid from county funds also. The county has committed these funds to see the project to completion.
- 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 has held numerous public meetings for several years for this project. The first phase of this project began in 2008, however the original concept of the project dates as far back as 1995 in the Monroe County Thoroughfare Plan that was adopted that year.
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.
Bloomington Monroe County MPO, Monroe County Council, Monroe County Commissioners, Monroe County Redevelopment Commission and INDOT.

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



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

4-12-2023

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.):

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	\$	\$450,000.00	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
	Local Bridge	\$	\$	\$1,248,250.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
	Local Bridge	\$	\$	\$4,993,000.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 772,800.00	\$ 450,000.00	\$6,241,250.00	\$	\$	\$

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).

- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

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

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

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

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

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

DES#TBD - Old SR 37 & Dillman Rd Intersection

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)			
Transportation Improvement Program (TIP) - Project Prioritization Criteria			
	Weighting	Yes = 1, No = 0	
System Preservation and Maintenance			
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1	
Project addresses a maintenance need (e.g. repaving, bridge repair)		0	
Project is located within existing right of way		0	
	Total	0.15	
Safety			
Project addresses a known high crash risk location			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0	
Project incorporates strategies that reduce crash risk			
Geometrical improvement for motorized safety		1	
Geometrical Improvement for non-motorized safety		1	
Signalization Improvement		1	
Signage/Wayfinding		1	
Project improves safe travel to nearby schools (within 1 mile)		1	
Other improvements with rationale as to how the project reduces crash risk		1	
	Total	1.2	
Multi-Modal Options			
Project incorporates Multi-Modal solutions			
Project located along existing transit service	20%	0	
Project located along existing pedestrian/bicycle facility		0	
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0	
Project includes sidewalk improvements		1	
Project includes bicycle facility improvements		1	
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0	
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		0	
Project makes a connection to an existing active mode facility		0	
	Total	0.6	
Congestion Management			
Project incorporates congestion management strategies			
Grade separation or dedicated travel space for individual modes	10%	0	
Improvements to access management		1	
Signalization improvement		0	
Improves parallel facility or contributes to alternative routing		1	
Provides capacity for non-motorized modes		1	
Adds transit capacity		0	
Other strategies		1	
		Total	0.4
Health and Equity			
Project provides increased accessibility for people with a low income & minorities	10%	0	
Project corrects ADA non-compliance		1	
Project promotes physical activity		1	
Project reduces vehicle emissions		1	
Project will not have a negative impact for a natural resource		1	
Project will not have a negative impact for a socio-cultural resources		1	
	Total	0.5	
Consistency with Adopted Plans			
Project located along planned transit service	10%	0	
Project located along planned pedestrian/bicycle facility		0	
Local Master Thoroughfare Plan Priority		1	
Transit Plan Priority		0	
Bicycle/Pedestrian Plan Priority		0	
Project supports goals and principles of MPO Metropolitan Transportation Plan		1	
Project supports goals and principles of local land use plans		1	
Other applicable planning documents		1	
	Total	0.4	
Context Sensitivity and Land Use			
Project contributes to the sense of place and matches the surrounding land use			
Project balances the need to move people with other desirable outcomes	15%	1	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1	
Project is seen as adding lasting value to the community		1	
Project supports high quality growth and land use principles			
Project improves accessibility and/or connectivity to existing land use development		0	
Project location supports infill/redevelopment		1	
Project contributes to transportation network grid development/roadway network connectivity	0		
	Total	0.6	
Overall Total		3.85	

Source: BMCMPPO Complete Streets Policy, November 2018.



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Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): 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 BMCMPPO Complete Streets Policy.

Lisa Ridge

2-10-2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: 2022-2026 Bridge Safety Inspection & Inventory
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): #2100084
- D. Project Location (detailed description of project termini if applicable): Various locations in Monroe County for all county owned bridges.
- 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.):

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: N/A

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	Local Bridge	\$ 118,973.75	\$9,046.48	\$ 137,297.53	\$ 14,888.95	\$ 138,918.49	\$ 10,584.38
	Local Match	\$ 29,743.44	\$2,261.62	\$ 34,324.28	\$ 3,722.24	\$ 34,729.62	\$ 2,646.10
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 148,717.19	\$ 11,308.10	\$ 171,621.91	\$ 18,611.19	\$ 173,648.11	\$ 13,230.48

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).
All bridges in the Monroe County Bridge Inventory are required inspections on a 2 year rotation and some on a one year rotation.
- 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.). Maintain the bridges in Monroe County safe and provide routine maintenance as needed.
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. All phases are to be completed in the month of March each to be compliant.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). No permits are required for these cycles of bridge inspections. All agreements are in place until 2025 for the 4-year cycle.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above. Each phase will have the associated costs for the type of inspection that is required that year.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.). The only public meetings that this project is associated with is the approval of agreements and funding.
- 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 Board of Commissioners and Monroe County Council.

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



FY 2024 - 2028 Transportation Improvement Program Project Request Form

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Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): 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 BMCMPPO Complete Streets Policy.

Lisa Ridge

4-12-2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Old SR 37 South and Dillman Road
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): _____
- D. Project Location (detailed description of project termini if applicable): 1,000' on Old SR 37 South and 400' on Dillman Road for intersection improvement.
- 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.):

The INDOT Office of Traffic Safety has approved the eligibility of this project for Highway Safety Improvement Program funding.

G. Allied Projects: INDOT intersection improvement project at SR 37 South and Dillman Road

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: 10/2027

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	HSIP		\$	\$ 481,500.00	\$	\$	\$
	Local		\$	\$53,500.00	\$	\$	\$
		\$	\$		\$		\$
RW	STPBG	\$	\$		\$ 156,000.00	\$	\$
	Local	\$	\$		\$39,000.00	\$	\$
		\$	\$			\$	\$
UT	STPBG	\$	\$		\$96,000.00	\$	\$
	Local	\$	\$		\$24,000.00	\$	\$
		\$	\$	\$		\$	\$
CE	STPBG	\$	\$	\$		\$312,000.00	\$
	Local	\$	\$	\$		\$ 78,000.00	\$
		\$	\$	\$			\$
CN	STPBG	\$	\$	\$		\$2,080,000.00	\$
	Local	\$	\$	\$		\$520,000.00	\$
		\$	\$	\$		\$	\$
Totals:			\$	\$ 535,000.00	\$315,000.00	\$ 2,990,000.00	\$

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 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 consists of replacing the existing intersection with a roundabout. The intersection will be a single-lane roundabout centered generally 50' north of the existing intersection to provide the necessary deflection for approaches to the roundabout. The existing crest curve limits sight distance for vehicles traveling east-west on Dillman Road. Due to existing topography, the profile grade of the circulating roadway will be designed on a southwest to northeast direction. The roundabout will be designed to accommodate a WB-50 design vehicle remaining in the circulatory roadway and a WB-67 vehicle utilizing a truck apron area. Approach work on Old SR 37 will extend approximately 400' to the north with lanes remaining within the same general alignments. Approach work along Old SR 37 south of the roundabout will be more extensive and will extend approximately 500' and shifting to the east to avoid the existing structure in the SW corner of the intersection. Approach work on Dillman Road will extend approximately 300' to the west and east of the intersection. Pedestrian and bike facilities will be constructed on portions of Old SR 37 and Dillman.
-

- 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 roundabout will be designed in accordance with NCHRP 672, the Indiana Design Manual, the AASHTO Green Book and all other applicable design guidelines for intersections. A capacity analysis was performed for the 20 year design year utilizing standardized methodologies with the SIDRA analysis tool. All pedestrian facilities will be constructed in accordance with ADA requirements and the PROWAG documents insuring accessibility to all users. An environmental document will be developed in accordance with FHWA’s and INDOT’s NEPA process, minimizing impacts to all environmental resources (including existing natural resources, historic resources/section 106, environmental justice areas and all other environmental considerations within the project limits.) All necessary environmental permits will be obtained prior to construction. Currently, an IDEM Construction Stormwater General permit is anticipated to be the only permit required for the project. Upon completion, the intersection will be maintained in accordance with Monroe County’s standard highway maintenance procedures and processes.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.). The project’s primary purpose is to reduce and/or eliminate injury or fatal accidents at this intersection which has historically been significantly higher than statewide averages. Specifically, the primary manner of collision at the existing intersection are left turn, right turn, right angle collisions. Roundabouts have been proven to reduce injury accidents by more than 80% and fatal crashes by 95% due to the elimination of the potential for right angle collisions. The goal of the project is to eliminate all serious injury and/or fatal crashes at this intersection and maintaining a safe passage for all users of the intersection, including motorists, pedestrians, bicyclists and other non-motorized uses.

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

HSIP Funding Notification: Spring 2023

Consultant Selection and NTP: Fall 2023

Public Hearing: Summer/Fall 2025

Right of Way Acquisition Complete: Spring 2027

Project letting: Fall 2027

Project construction complete: Fall 2028

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

Funding Notification: Spring 2023

Consultant Selection and NTP: Fall 2023

Stage 1 Submittal: Fall 2024

PFC Spring 2024

Public Hearing: Summer/Fall 2025

Right of Way Acquisition Complete: Spring 2027

Stage 3: Winter 2026

Project letting: Fall 2027

- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
Monroe County has submitted a funding request through INDOT for HSIP funding which will be 90/10. The county is committed to utilize various local fund sources for the remaining (matching) funds. If the project is not awarded in that call this would be the only funding source available.
- 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 will host public outreach meetings and if necessary a formal public hearing as part of the NEPA process.
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.
As part of the NEPA process, all adjacent property owners, special interest groups and affected environmental agencies, historic entities or representatives and other special interest groups will be informed and invited to provide input to the project. Part of the NEPA process will be to identify every all stakeholders and provide them opportunities to voice concerns or support of the project.

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



FY 2024 - 2028 Transportation Improvement Program Project Request Form

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Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3913
Email: atenro@bloomington.in.gov

Section 2: Verification

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

04/13/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: B-Line Trail Connection
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 1700735
- D. Project Location (detailed description of project termini if applicable): Project will connect the existing B-Line Trail terminus at Adams Street with the multiuse path on the 17th Street I-69 overpass. The project follows just north of the railroad corridor from Adams Street to Fountain Drive, follows Fountain Drive from the railroad corridor to Crescent Road, and then follows Crescent Road from Fountain Drive to 17th 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.):

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Fund projects that encourage and educate the public about safe driving, biking, walking, and using transit,” “Promote projects that focus on improving safety for all,” and “Pursue possible funding opportunities to increase trail/path use and investment.”

BMCMPPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – Project is specifically listed as part of the City’s high priority bicycle network.

BMCMPPO FY2022-2026 Transportation Improvement Program – Project is currently programmed for federal funding.

This project has also been the source of discussions between City of Bloomington and Monroe County officials regarding the need to improve connectivity between the trails systems of these two entities.

G. Allied Projects: B-Line Trail, 17th Street (I-69 overpass to Arlington/Monroe roundabout), 17th Street I-69 Overpass, Vernal Pike Multiuse Path, Karst Farm Trail/County Trail System.

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: Sept 13, 2023

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	Local	\$ 257,410	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$ 1,362,554	\$	\$	\$	\$	\$
	Group III	\$ 340,051	\$	\$	\$	\$	\$
	STBG	\$ 242,110	\$	\$	\$	\$	\$
	CRP	\$ 339,592	\$	\$	\$	\$	\$
	PROTECT	\$ 125,693	\$	\$	\$	\$	\$
	Totals:	\$ 2,667,410	\$	\$	\$	\$	\$

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).

Project will connect the existing B-Line Trail terminus at Adams Street with the multiuse path on the 17th Street I-69 overpass. The project follows just north of the railroad corridor from Adams Street to Fountain Drive (multiuse trail), follows Fountain Drive from the railroad corridor to Crescent Road (multiuse path), and then follows Crescent Road from Fountain Drive to 17th Street (multiuse path). Project also includes intersection modifications along the corridor to improve both safety and mobility, accessible transit stop improvements, sidewalk connections, and other improvements.

- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
Project will be constructed to improve safety and comfort for users of all ages and abilities, including efforts to reduce intersection corner radii and shorten crosswalk lengths. Project will comply with PROWAG, the City’s adopted accessibility standards. Project will comply with all required environmental and historical regulations per the federal process. Project will have an appropriate maintenance of traffic plan to accommodate all users during construction.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
Project seeks to improve safety, comfort, and accessibility for people using active transportation. Project will improve overall street capacity by providing transportation options and by updating two street intersections to better accommodate the dominant traffic movements.

PROTECT funds are eligible for use for the categories of “Strengthening systems that remove rainwater from surface transportation facilities, Upgrades to and installation of structural storm water controls, ... Increasing the size or number of drainage structures.” Fountain Drive and Crescent Road do not currently have compatible stormwater infrastructure, and this project will install stormwater improvements along the east side of the road with an increased number of drainage structures in order to remove rainwater from the roadway.

CRP funds are eligible for use in the category of “A Transportation Alternative project including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.” This project provides improvements for all modes of transportation including a fully accessible trail and multiuse path for pedestrians and bicyclists.

- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
Preliminary engineering is complete. Public participation was completed in 2019. Right of way acquisition is nearly complete and will wrap up in early 2023. Construction could begin in 2023.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.).
All required permits have been approved. Engineering is nearly completed. Public participation was completed in 2019. Right of way acquisition is expected to be completed in 2023. Construction is expected in 2023.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
Project is limited by amount of available MPO funding. Local match is expected to be significantly larger than 20%, but the City is committed to moving the project forward.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates,

levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

Project has been discussed at the MPO and the Bloomington Bicycle and Pedestrian Safety Commission. Those groups received updates about the project during development. Individual property owners adjacent to the project were contacted during right of way acquisition. A public information meeting was held in 2019. An additional meeting will be held before construction. All comments and questions received during project development were considered and addressed as appropriate.

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

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



**City of Bloomington
Engineering Department**

February 10, 2023

Signal Timing Project

RE: Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) Call for Projects

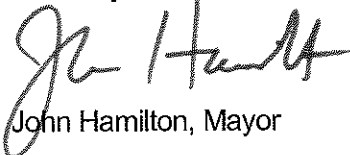
Dear Mr. Martin:

The City of Bloomington is pleased to submit this funding application to utilize Highway Safety Improvement Program (HSIP) funding. This project will update the signal timing of all of the City's traffic signals, pedestrian hybrid beacons, and rectangular rapid-flashing beacons. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including making changes to yellow interval traffic signal timing or signal interconnect to improve safety. Other required project application forms are attached with this letter.

The implementation of these improvements does not require construction and the project will only require a preliminary engineering phase. Preliminary engineering costs are estimated at \$425,000 and we are requesting HSIP funding in the amount of \$382,500 in FY 2024. Additional funding details are included within the attached application forms.

We are committed to initiating the preliminary engineering for this project in FY 2024 and pursuing project completion in a timely manner. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,


John Hamilton, Mayor

Jeffrey H.
Underwood, CPA

Digitally signed by Jeffrey H. Underwood,
CPA
DN: cn=Jeffrey H. Underwood, CPA, o=City
of Bloomington, IN, ou=Controller,
email=underwoj@bloomington.in.gov,
c=US
Date: 2023.02.09 08:29:47 -05'00'

Jeff Underwood, Controller



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): Neil Kopper
Phone: 812-349-3423
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Neil Kopper

2/10/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Signal Timing Project
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 1900400
- D. Project Location (detailed description of project termini if applicable): Signalized intersections, including pedestrian hybrid beacons and rectangular rapid-flashing beacons, located throughout the City of Bloomington.

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

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

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

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Enhance the safe, efficient, and effective movement of people and goods through maintenance, operational and capital investment decisions.” “Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities.” and “Support projects that maximize the use of existing infrastructure through systematic, systemic, and operational best practices.”

BMCMPPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated....” and “To ensure the use of the latest and best design standards, policies and guidelines.”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.” Programs include “Continually monitor traffic patterns and evaluate changes (e.g., signal timing adjustments) to enhance efficient flow of traffic.”

BMCMPPO FY2022-2026 Transportation Improvement Program – Project is currently programmed for federal funding.

G. Allied Projects: FY 2016 Signal Retiming Project _____

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: N/A. Project is PE only and has no letting.

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	HSIP	\$ 382,500	\$	\$	\$	\$	\$
	Local	\$ 42,500	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$

		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	Totals:	\$ 425,000	\$	\$	\$	\$	\$

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 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).

Project will collect traffic data, model traffic patterns, determine timings that optimize safety and mobility for all modes of transportation, implement new timings, and verify optimal system performance for all of the City’s traffic signals, pedestrian hybrid beacons, and rectangular rapid-flashing beacons. The project will focus on updating yellow and all-red clearance intervals with current best practices. Additional improvements may include optimized progression along corridors, leading pedestrian intervals, and other signal phasing changes. Project may additionally include evaluation and development work necessary for smart signal system improvements.

- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

Project is intended to comply with best practice signal timing guidance and also ensure that signal timing prioritizes pedestrian, bicycle, and transit safety and mobility.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

Project will evaluate delay and level of service before and after implementation.

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

Consultant selection, public participation, and design will begin in 2023. No right of way acquisition or construction is anticipated.

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

Minimal permits and approvals are anticipated for this project. Key milestones will include consultant selection and final project completion.

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

None

- 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.).

Public involvement is currently expected to involve one public meeting before timing implementation begins. This meeting may be scheduled to be a part of another public meeting for a relevant group such as the Traffic Commission (TC) or the Bicycle and Pedestrian Safety Commission (BPSC).

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

Project may receive input from city staff, MPO TAC, MPO CAC, TC, BPSC, Traffic Commission, and the general public.

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

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone Email

PROJECT

Request Des No. of existing project

Road Name

Improvement Type

SIGN UPGRADE PROJECT QUESTION

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

Sign Inventory

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

LOCATION DESCRIPTION

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

Signalized intersections, including pedestrian hybrid beacons and RRFBs, located throughout the City of Bloomington.
 County = Monroe County
 Townships = Bloomington and Perry
 City = City of Bloomington

SCHEDULE AND FUNDING

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

Existing project funding type

P/E	<input type="text" value="425,000"/>	Est. Start Date	<input type="text" value="Aug 1, 2023"/>
Land Acquisition	<input type="text"/>	Est. Start Date	<input type="text"/>
Construction	<input type="text"/>	Est. Start Date	<input type="text"/>
Construction Eng.	<input type="text"/>		
Total	<input type="text" value="425,000"/>		

PROJECT INTENT (required)

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

Project will collect traffic data, model traffic patterns, determine timings that optimize safety and mobility for all modes of transportation, implement new timings, and verify optimal system performance for all of the City's traffic signals and pedestrian hybrid beacons. The project will focus on updating yellow and all-red clearance intervals with current best practices. Additional improvements may include optimized progression along corridors, leading pedestrian intervals, and other signal phasing changes. The project will update the signal timing parameters to reflect recommended yellow change intervals and required ADA walk/flashing don't walk phase lengths. Additionally, a key project metric will be to minimize vehicle stops while also managing the vehicle progression speed. Updating the change intervals and minimizing vehicle stops are expected to mitigate rear end and angle crash types. Providing sufficient time for pedestrians to cross the intersections is anticipated to improve pedestrian safety. Managing progression speeds is anticipated to enhance bicyclist safety and reduce crash severity. The project will also evaluate locations for possible use of leading pedestrian intervals, left-turn signal phasing changes, and identify additional beneficial traffic signal investments (e.g. interconnect signal heads, flashing yellow arrow left-turn).

Special Rule Narrative (attach additional pages if needed)

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

Most locations with high crash numbers and rates in the City of Bloomington are at signalized intersections per the Bloomington/Monroe County Metropolitan Planning Organization Crash Report. Risk tends to be greatest at signalized intersections due to their high traffic volumes and conflict points. Additionally, signalized intersections are multimodal nodes that process conflicting traffic ranging from large trucks and buses to pedestrians and bicyclists. The City of Bloomington has a significant amount of pedestrian and bicycle traffic and the City's signalized intersections are preferred crossing locations for many of these vulnerable users.

The proposed signal timing project will reduce severe crashes by using recommended yellow change intervals, minimizing vehicle stops, providing sufficient pedestrian crossing times, and managing vehicle speed. These changes are anticipated to reduce the frequency and severity of angle, rear end, pedestrian, and bicycle crashes. Additionally, potential changes to left-turn signal phasing could also result in a reduced number of turning crashes. The City of Bloomington does not have a signal timing specialist on staff and has not initiated a full signal retiming project since 2016 (this application is for a 2024 project). This combination leads the City to believe this project will have significant and noticeable safety improvements.



**City of Bloomington
Engineering Department**

February 10, 2023

West 2nd Street Modernization and Safety Improvements

RE: Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) Call for Projects

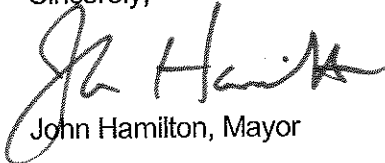
Dear Mr. Martin:

The City of Bloomington is pleased to submit this application to utilize federal funding. The project will improve safety, accessibility, and mobility for all modes of transportation in this important corridor. This project is also part of an effort to facilitate infill redevelopment of the legacy hospital site as a part of the new Hopewell neighborhood. All required project application forms are attached with this letter.

Preliminary engineering for the project will utilize local funding. If any right of way acquisition is necessary, then that would also utilize local funding. The total construction and construction engineering project costs are estimated at \$4,890,000 and we are requesting federal funding in the amount of \$3,884,672 in FY 2025. Additional funding details are included within the attached application forms.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2025. Patrick Dierkes will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,


John Hamilton, Mayor

Jeffrey H.
Underwood, CPA

Digitally signed by Jeffrey H. Underwood,
CPA
DN: cn=Jeffrey H. Underwood, CPA, o=City
of Bloomington, IN, ou=Controller,
email=underwoj@bloomington.in.gov,
c=US
Date: 2023.02.09 08:31:44 -05'00'

Jeff Underwood, Controller



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): Patrick Dierkes
Phone: 812-318-2507
Email: patrick.dierkes@bloomington.in.gov

Section 2: Verification

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

2/9/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: West 2nd Street Modernization and Safety Improvements
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2200012
- D. Project Location (detailed description of project termini if applicable): 2nd Street from Walker Street to the B-Line Trail. (Work may extend west to Patterson Drive or east to College Avenue if desirable based on detailed design.)

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.):

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Promote projects that focus on improving safety for all;” “Encourage development patterns that are walkable, bikeable, and readily served by public transit;” and “Encourage infill development to most effectively utilize existing utilities and infrastructure.” This project improves multimodal safety and serves to facilitate infill development in a very central area of Bloomington where short trip lengths are particularly conducive to walking and bicycling.

BMCMPPO Complete Streets Policy – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl;” “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities;” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.” The plan also lists “West 2nd Street – Former Bloomington Hospital” as a focus area for significant change in land use activities.

Bloomington Transportation Plan – “The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington.” The plan also notes that “All facilities for pedestrians must be designed for safety, accessibility, and comfort.”

Redevelopment Strategies for the Bloomington Hospital Site – This report prepared by the Urban Land Institute details the need and vision for this area including a focus on dense, infill redevelopment that supports multimodal transportation.

Bloomington Hospital Site Redevelopment Master Plan – This report specifically recommends reducing the width of 2nd Street, providing better accommodations for pedestrians, and installing a protected bicycle lane.

BMCMPPO FY2022-2026 Transportation Improvement Program – Project is currently programmed for federal funding.

G. Allied Projects: 2nd-Bloomfield Multimodal Improvements, 1st Street Reconstruction, IU Health Hospital Redevelopment, B-Line Trail, Switchyard Park _____

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: October 9, 2024 _____

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	Local	\$ 200,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$ 100,000	\$	\$	\$	\$
	STBG	\$	\$ 390,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$ 905,328	\$	\$	\$	\$
	STBG	\$	\$2,789,488	\$	\$	\$	\$
	TAP	\$	\$ 396,993	\$	\$	\$	\$
	CRP	\$	\$ 179,984	\$	\$	\$	\$
	PROTECT	\$	\$ 128,207	\$	\$	\$	\$
	Totals:	\$ 200,000	\$ 4,890,000	\$	\$	\$	\$

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).

This project will construct multimodal safety and mobility improvements on West 2nd Street from Walker Street to the B-Line Trail. Project improvements are expected to include sidewalks, bus stops, a two-way protected bicycle lane, pavement maintenance, and traffic signal replacements.

The project seeks to reduce conflicts between modes by providing accessible sidewalks on both sides of the street as well as a physically protected bicycle lane to connect the existing multiuse paths west of Walker to the existing B-Line Trail. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Walker Street and at Rogers Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, improved detection, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The street will be resurfaced because it requires maintenance and also to reallocate street space for the protected bicycle lanes. This work will include signage and marking updates to improve predictability. By reducing the width of the existing 16' travel lanes, the project will have a traffic calming effect that is expected to reduce crash risk for all modes. The new cross section will provide an opportunity for shorter and improved pedestrian crosswalks. The project will also incorporate access management by removing the old hospital's driveways and facilitating an urban street grid within the hospital site.

This project is necessary to improve both safety and mobility for all modes of transportation, but it is also specifically necessary to facilitate infill redevelopment of the current hospital site. This is a very central area of Bloomington where the short trip lengths are particularly conducive to walking and bicycling. As the hospital site redevelops, the multimodal demands on this street are expected to increase substantially.

- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

Project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. Project will comply with PROWAG, the City's adopted accessibility standards. Project will comply with all required environmental and historical regulations per the federal process. Project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.). Project priorities include improving safety (as detailed in #1) and expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City's ability to transport people while also working toward goals of equity and sustainability. This street is expected to receive increased pressure as the area redevelops. Furthermore, this project connects to the existing B-Line Trail and is less than half a mile from Building Trades Park, Seminary Park, Waldron/3rd Street Park, and the Banneker Community Center. The project is also less than one

mile from four elementary schools, one high school, the MCCSC Academy of Science and Entrepreneurship, and Indiana University. The project also connects to multiple lower income residential areas and the area is expected to redevelop with significantly more residential housing. This project also provides a regional connection by linking the B-Line trail to the existing 2nd/Bloomfield multiuse paths which are now connected all the way to Liberty Drive (with projects underway that will connect to the Karst trail system).

PROTECT funds are eligible for use for the categories of “Strengthening systems that remove rainwater from surface transportation facilities, Upgrades to and installation of structural storm water controls, ... Increasing the size or number of drainage structures.” Stormwater infrastructure will be replaced along the length of 2nd Street with an increased number of drainage structures in order to remove rainwater from the roadway.

CRP funds are eligible for use in the category of “A Transportation Alternative project including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.” This project will utilize Transportation Alternatives funding to install a separated bicycle lane and fully accessible sidewalk infrastructure.

- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. Preliminary engineering consultant selection and design began in 2022. Public participation is anticipated in 2023. The project will be constructed primarily within existing right of way, but any minor acquisitions will be completed in 2024. Construction will take place during 2025.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). All permits will be applied for at the appropriate time in project development. Key milestones will include Stage 3 and Final Tracings plan submissions.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above. The City’s local match portion will depend upon available/awarded federal funding levels.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.). Project will be presented to the MPO committees and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. The Hospital Re-Use Steering Committee may also provide input on the project. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list. INDOT, BMCMPPO, BT, various City of Bloomington Departments, City of Bloomington Utilities, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.

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

FY 2024 - 2028 Transportation Alternatives (TA) Project Application

Please complete all relevant fields, attach appropriate documentation, and return an electronic copy to MPO staff at clemensr@bloomington.in.gov or martipa@bloomington.in.gov.

Detailed Project Description (not to exceed 250 words)

Please identify the project scope, overview, objective, and any other relevant project details.

This project focuses on multimodal safety and mobility improvements on West 2nd Street from Walker Street to the B-Line Trail. The project seeks to reduce conflicts between modes by providing accessible sidewalks on both sides of the street as well as a physically protected bicycle lane to connect the existing multiuse paths west of Walker to the existing B-Line Trail. Accessible bus stops will be constructed to complement the existing transit on the street. The traffic signals at Walker Street and at Rogers Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, improved detection, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The street will be resurfaced because it requires maintenance and also to reallocate street space for the protected bicycle lanes. This work will include signage and marking updates to improve predictability. By reducing the width of the existing 16' travel lanes, the project will have a traffic calming effect that is expected to reduce crash risk for all modes. The new cross section will provide an opportunity for shorter and improved pedestrian crosswalks. The project will also incorporate access management by removing the old hospital's driveways and facilitating an urban street grid within the hospital site.

Primary Purpose (Select one)

Please select an appropriate primary project purpose for the identified project. All eligible project types shall have equal consideration during evaluation.

- X Construction of bicycle/pedestrian facilities**
- Multi-use trail project
- Safe Routes to Schools
- Other (Please Specify) _____

Project Elements (Select all that apply)

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

Community Support (20 points maximum)

- Does the project have documented state or local community planning support (**10 points maximum**)? Please list each planning document supporting the project and how it provides support.

- **BMCMPO 2040 Metropolitan Transportation Plan** – Goals include “Promote projects that focus on improving safety for all;” “Encourage development patterns that are walkable, bikeable, and readily served by public transit;” and “Encourage infill development to most effectively utilize existing utilities and infrastructure.” This project improves multimodal safety and serves to facilitate infill development in a very central area of Bloomington where short trip lengths are particularly conducive to walking and bicycling.
 - **BMCMPO Complete Streets Policy** – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated....”
 - **Bloomington Comprehensive Plan** – Policies include “In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl;” “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities;” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.” The plan also lists “West 2nd Street – Former Bloomington Hospital” as a focus area for significant change in land use activities.
 - **Bloomington Transportation Plan** – “The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington.” The plan also notes that “All facilities for pedestrians must be designed for safety, accessibility, and comfort.”
 - **Redevelopment Strategies for the Bloomington Hospital Site** – This report prepared by the Urban Land Institute details the need and vision for this area including a focus on dense, infill redevelopment that supports multimodal transportation.
 - **Bloomington Hospital Site Redevelopment Master Plan** – This report specifically recommends reducing the width of 2nd Street, providing better accommodations for pedestrians, and installing a protected bicycle lane.
 - **BMCMPO FY2022-2026 Transportation Improvement Program** – Project is currently programmed for federal funding.
- Has the project received letters of support from state or local community organizations (**5 points maximum**)? Please include each letter as a PDF scanned attachment.
This project supports the efforts of numerous community organizations, but it has not sought endorsement letters.
 - Has the project been presented at public meetings (**5 points maximum**)? Please list the name, date, and location of each meeting.
All of the local planning documents supporting this project included extensive public outreach. Additionally, these infrastructure recommendations for hospital redevelopment from the Urban Land Institute and the Hospital Re-Use Steering Committee involved numerous public meetings.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO’s crash reports from the previous five (5) years (**10 points maximum**)? *Please check each list on which the project location appears and indicate which year’s crash report the list is in.*

- Top Locations by Crash Total - Year(s): _____
 - Top Locations by Crash Rate - Year(s): _____
 - Top Locations by Crash Severity - Year(s): _____
 - Eligible HSIP Locations - Year(s): _____
 - Top Bicycle and Pedestrian Crash Locations - Year(s): _____
- b. How many total crashes occurred within ¼ mile of the proposed project in the previous five (5) years **(5 points maximum)**? 516 crashes (2016-2020 data)
- c. How many fatal or serious injury crashes occurred within ¼ mile of the proposed project in the previous five (5) years **(5 points maximum)**? 1 fatal and 46 incapacitating crashes (2016-2020 data)
- d. Does the proposed project improve safety for multiple user groups **(5 points maximum)**?
Please check all that apply.
- X Pedestrians**
 - X Bicyclists**
 - X Motorists**
 - X Transit users**
 - X Disabled persons**

Utility (25 points maximum)

- a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers **(10 points maximum)**? *Please check all that apply.*
- X Public Park**
 - X School**
 - Library
 - X Employment**
 - X Retail**

- b. Does the proposed project connect to existing bicycling and walking networks **(5 points maximum)**? *Please check all that apply.*
- X Multi-use trail**
 - On-street bikeway
 - X Sidepath**
 - X Sidewalk**
 - X Signed bike route or greenway**
- c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project **(5 points maximum)**? This project is within ¼ mile of the downtown transit center, thus every transit route in the City is in the project area. Currently, Route 4 travels on 2nd Street in this area and the project is within ¼ mile of dozens of bus stops. Potential BT route optimizations and enhancements may add east-west high capacity transit access to this area.
- d. Does the project enhance bicycle and pedestrian access for traditionally underserved/Environmental Justice residents as identified in the MPO's 2045 Metropolitan Transportation Plan (<https://bloomington.in.gov/mpo/metropolitan-transportation-plan>) **(5 points maximum)**? This project borders census tract 1, which is identified as an Environmental Justice area, but does not fall directly within one of the census tracts specified in the MPO 2040 Long Range Transportation Plan. Primary goals of this project include enhancing bicycle/pedestrian access and facilitating dense, infill development which can improve housing affordability in the community.

Project Readiness (30 points maximum)

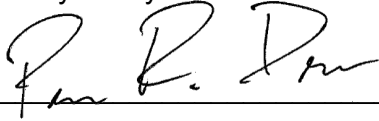
- a. What percentage of preliminary engineering has been completed for the project **(10 points maximum)**? Conceptual design was planned through hospital redevelopment discussions and has been further finalized. Detailed design is currently underway. There is sufficient time to complete design in compliance with INDOT timelines.
- b. What percentage of the project right-of-way has been acquired **(10 points maximum)**? 2nd Street is currently entirely within City right of way and only minor additional permanent right of way acquisition is anticipated. Many of the parcels on the south side of the street are currently owned by the City, but it is possible that some right of way or temporary right of way will be necessary for construction.
- c. Is this project eligible for a Categorical Exclusion (CE) from National Environmental Policy Act (NEPA) reviews **(5 points maximum)**? Yes, it is expected that this project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering is farther along and a determination is made by INDOT/FHWA.
- d. Will the project be fully funded, or a phase of the project fully funded with the funds requested **(5 points maximum)**? Yes, with the funds requested the project would be fully funded. Preliminary engineering and potential right of way acquisition is assumed to be 100% locally funded.

PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

1. FY 2024 - 2028 TIP Project Request Form
2. Project Area Map
3. NEPA Approval Letter (if applicable)

4. Letters of support (if applicable)

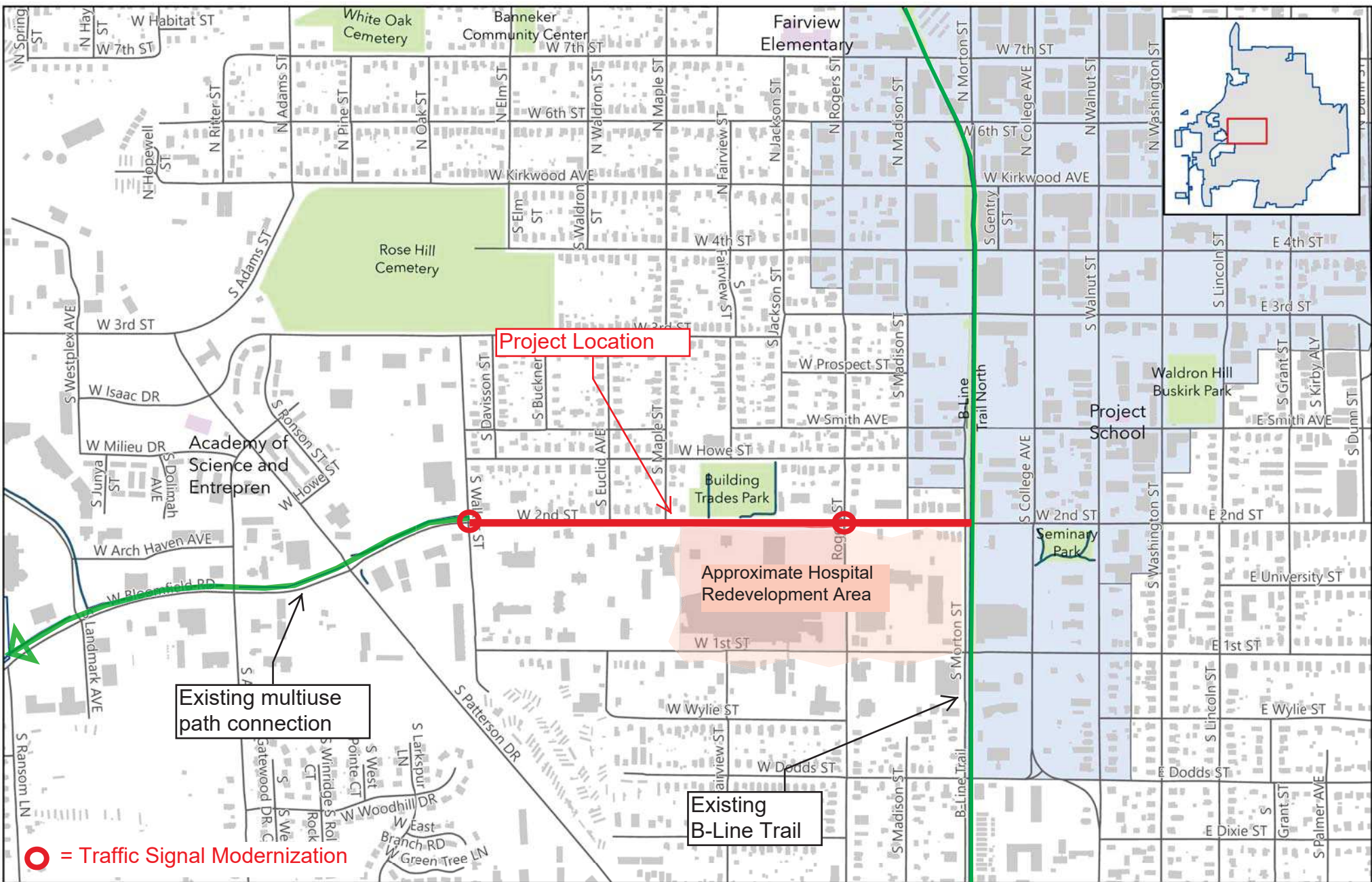
I hereby certify that the information submitted as part of this application is accurate.

A handwritten signature in black ink, appearing to read "P. R. Dow", written over a horizontal line.

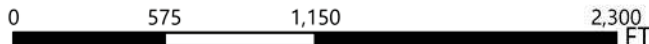
Signature

2/9/2023

Date



2nd St (Walker to B-Line) MPO Project Candidate



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





**City of Bloomington
Engineering Department**

February 10, 2023

Crosswalk Safety Improvements Project (Phase 2)

RE: Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

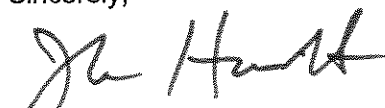
The City of Bloomington is pleased to submit this funding application to utilize Highway Safety Improvement Program (HSIP) funding. This project will install or improve pedestrian crosswalks throughout the City. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including new pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge areas. Other required project application forms are attached with this letter.

This project supports the City's adopted accessibility guidelines (PROWAG) as well as the City's ADA Transition Plan. More specifically, this project will reduce the risk of crashes involving pedestrians crossing a street.

A preliminary engineering contract has already been executed. The total construction and construction engineering project costs are estimated at \$624,000 and we are requesting HSIP and Section 164 funding in the amount of \$566,753 in FY 2025. No right of way acquisition is anticipated. Additional funding details are included within the attached application forms.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2025. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,



John Hamilton, Mayor

Jeffrey H.
Underwood, CPA

Digitally signed by Jeffrey H. Underwood,
CPA
DN: cn=Jeffrey H. Underwood, CPA, o=City
of Bloomington, IN, ou=Controller,
email=underwoj@bloomington.in.gov,
c=US
Date: 2023.02.09 08:30:09 -05'00'

Jeff Underwood, Controller



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): Neil Kopper
Phone: 812-349-3913
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Neil Kopper

2/10/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Crosswalk Safety Improvements Project (Phase 2)
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2200014
- D. Project Location (detailed description of project termini if applicable): This project is expected to include improvements at numerous crosswalks located on streets maintained and operated by the City of Bloomington.

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

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

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

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Promote projects that focus on improving safety for all.”

BMCMPPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – “In order to improve walking conditions throughout the City, street design should prioritize the safety and comfort of pedestrians....”

BMCMPPO FY2022-2026 Transportation Improvement Program – Project is currently programmed for federal funding.

G. Allied Projects: Downtown Curb Ramps Projects, Pedestrian Safety and Accessibility at Signalized Intersections, School Zone Enhancements Project, Crosswalk Improvement Project (Phase 1)

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: October 9, 2024

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	Local	\$	\$ 7,745	\$	\$	\$	\$
	HSIP	\$	\$ 66,255	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$ 49,502	\$	\$	\$	\$
	HSIP	\$	\$ 364,540	\$	\$	\$	\$
	Sec 164	\$	\$ 135,958	\$	\$	\$	\$
	Totals:	\$	\$ 624,000	\$	\$	\$	\$

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 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).

This project will install or enhance pedestrian crosswalks. Improvements may include marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuge islands, curb bumpouts, raised crosswalks, signal equipment upgrades, and other features. Project locations will be prioritized to focus on areas with low accessibility compliance and high crash risk.

- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of

services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

Project will be designed and constructed to meet current accessibility requirements.

3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
Project seeks to reduce crash risk for pedestrians by improving safety and accessibility of crosswalks.

4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
Consultant selection began in late 2022. Public participation and design are expected to begin in 2023. Work is expected to take place within existing right of way. Construction and completion are expected in 2025.

5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.).
All applicable permits and approvals will be secured at appropriate times. Key milestones will include Stage 3 and Final Tracings submissions.

6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
None.

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.).
Public involvement is currently expected to involve one meeting to discuss location and type of crosswalk improvements. This discussion may be scheduled to be a part of another public meeting for a relevant group such as the Bicycle and Pedestrian Safety Commission (BPSC).

8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.
Project may receive input from city staff, MPO TAC, MPO CAC, CCA, BPSC, and the general public.

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

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	<input type="text" value="Feb 10, 2023"/>	Submitted by	<input type="text" value="BMCMPPO"/>
Local Public Agency	<input type="text" value="City of Bloomington"/>		
Official Signatory	<input type="text" value="Neil Kopper"/>		
Office Title	<input type="text" value="Senior Project Engineer"/>		
Project Contact	<input type="text" value="Neil Kopper"/>		
Telephone	<input type="text" value="812-349-3913"/>	Email	<input type="text" value="koppern@bloomington.in.gov"/>

PROJECT

Request	<input type="text" value="Existing Project"/>	Des No. of existing project	<input type="text" value="2200014"/>
Road Name	<input type="text" value="Various City Maintained Streets"/>		
Improvement Type	<input type="text" value="05 Install new pedestrian crosswalk warning signs, flashing beacons, special pavem"/>		

SIGN UPGRADE PROJECT QUESTION

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

Sign Inventory

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

LOCATION DESCRIPTION

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

The project will include improvements at numerous crosswalks on streets maintained and operated by the City of Bloomington.
 County = Monroe County
 Townships = Bloomington and Perry
 City = City of Bloomington

SCHEDULE AND FUNDING

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

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

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

This project will install or enhance pedestrian crosswalks. Improvements may include marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuge islands, curb bumpouts, raised crosswalks, signal equipment upgrades, and other features. All work will comply with PROWAG, the City's adopted accessibility guidelines.

New crosswalks are frequently requested throughout the City. During evaluation of these potential new crosswalks, staff frequently determines that a location warrants additional improvements beyond simple pavement markings. This project will evaluate existing and desired crosswalks and construct improvements at the highest priority locations. Priority for improvements will be determined based on an evaluation of existing conditions as well as requests from Bloomingtonians. The primary objective of this project is to reduce the risk of crashes involving pedestrians crossing a street.

Special Rule Narrative (attach additional pages if needed)

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

Crashes involving pedestrians are more likely to result in a fatality or incapacitating injury than crashes involving only motor vehicles. Pedestrian crashes are also much more likely to occur at locations where pedestrians cross the street and interact with vehicular traffic.

Documented crash reduction factors indicate numerous tools that can be used to decrease crash risk for pedestrians crossing a street. As an example, installation of pedestrian refuge islands has been shown to result in a 56% reduction in crashes involving pedestrians. There is also widespread documentation on the effect of motor vehicle speeds on crash severities. Research indicates that the likelihood of a pedestrian surviving a crash with a motor vehicle traveling at 40mph is only 10%, while the likelihood of surviving a crash with a motor vehicle traveling at 20mph is 90%. These improvements would aim to increase visibility of pedestrians, reduce high-risk motor vehicle speeding, and reduce the risk of crashes involving pedestrians that could result in fatalities or incapacitating injuries.



**City of Bloomington
Engineering Department**

February 10, 2023

High Street Intersection Modernizations and Multiuse Path

RE: Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

The City of Bloomington is pleased to submit this application to utilize federal funding. The project will improve safety, accessibility, and mobility for all modes of transportation in this important corridor.

Preliminary engineering for the project utilizes FY 2023 federal funding, and right of way acquisition will utilize local funding. The total construction and construction engineering project costs are estimated at \$6,440,000 and we are requesting federal funding in the amount of \$3,957,221 in FY 2026. Please note that these requests are limited by the amount of available federal funding. We are interested in options to increase these funding levels, but we are open to phasing the project or reducing scope based on funding availability. Additional funding details are included within the attached application forms.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2026. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,


John Hamilton, Mayor

Jeffrey H.
Underwood, CPA

Digitally signed by Jeffrey H. Underwood,
CPA
DN: cn=Jeffrey H. Underwood, CPA, o=City
of Bloomington, IN, ou=Controller,
email=underwoj@bloomington.in.gov,
c=US
Date: 2023.02.09 08:35:00 -05'00'

Jeff Underwood, Controller



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): Neil Kopper
Phone: 812-349-3913
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Neil Kopper

2/10/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: High Street Intersection Modernizations and Multiuse Path
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2200020
- D. Project Location (detailed description of project termini if applicable): High Street from Arden Drive to 3rd Street. This project may be reduced or phased based on federal funding award or other constraints.

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.):

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Promote projects that focus on improving safety for all” and “Pursue possible funding opportunities to increase trail/path use and investment.”

BMCMPPO Complete Streets Policy – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated...”

Bloomington Comprehensive Plan – Policies include “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – “The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington.” The plan also notes that “All facilities for pedestrians must be designed for safety, accessibility, and comfort.” This multiuse path is specifically listed as MU-8 recommended project.

BMCMPPO FY2022-2026 Transportation Improvement Program – Project is currently programmed for federal funding.

G. Allied Projects: Jackson Creek Trail Project (which includes multiuse path on High from Rogers to Arden)

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: October 8, 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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$

		\$	\$	\$	\$	\$	\$
RW	Local	\$ 1,100,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$ 640,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$ 1,842,779	\$	\$	\$
	STBG	\$	\$	\$ 3,241,261	\$	\$	\$
	TAP	\$	\$	\$ 404,933	\$	\$	\$
	CRP	\$	\$	\$ 180,256	\$	\$	\$
	PROTECT	\$	\$	\$ 130,771	\$	\$	\$
	Totals:	\$ 1,100,000	\$	\$ 6,440,000	\$	\$	\$

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).

This project will construct multimodal safety and mobility improvements on High Street from Arden Drive to 3rd Street. Project improvements are expected to include sidewalk curb ramps, accessible bus stops, multiuse path, stormwater infrastructure, and traffic signal modernizations.

The project seeks to reduce conflicts between modes by constructing a multiuse path to connect to the existing multiuse path and Jackson Creek Trail south of Arden Drive. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Hillside Drive, 2nd Street, and 3rd Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, accessible pedestrian pushbuttons and countdown timers, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The intersection at 3rd Street will be evaluated for a realignment that is expected to significantly reduce delay by removing split phasing. All intersections will be evaluated for options to provide shorter pedestrian crosswalks. The project will also pursue other geometric modifications to reduce crash risk by encouraging speed limit compliance. The project will include signage and marking updates to improve predictability.

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

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
Project priorities include improving safety (as detailed in #1) and expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City’s ability to transport people while also working toward goals of equity and sustainability. This project connects to the existing Jackson Creek Trail and is less than half a mile from Southeast Park and the YMCA. The project is also less than one mile from five elementary schools and Indiana University.

PROTECT funds are eligible for use for the categories of “Strengthening systems that remove rainwater from surface transportation facilities, Upgrades to and installation of structural storm water controls, ... Increasing the size or number of drainage structures.” This portion of High Street does not have adequate stormwater infrastructure, and this project will install a modern stormwater system with an increased number of drainage structures in order to remove rainwater from the roadway.

CRP funds are eligible for use in the category of “A Transportation Alternative project including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.” The High Street project is already approved in the TIP to utilize Transportation Alternatives funding to install a fully accessible multiuse path.

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

Preliminary engineering consultant selection is complete and design will begin in 2023. Public participation is anticipated in 2023/2024. The project will be constructed along an existing right of way, but additional right of way acquisitions will be completed in 2025. Construction would take place during 2026.

- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). All permits will be applied for at the appropriate time in project development. Key milestones will include Stage 3 and Final Tracings plan submissions.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above. The City's local match portion will depend upon available/awarded federal funding levels. This project may need to be reduced or phased based on federal funding award or other constraints.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.). Project will be presented to the MPO committees and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list. INDOT, BMCMPPO, various City of Bloomington Departments, City of Bloomington Utilities, MCCSC, IU, BT, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.

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

FY 2024 - 2028 Transportation Alternatives (TA) Project Application

Please complete all relevant fields, attach appropriate documentation, and return an electronic copy to MPO staff at clemensr@bloomington.in.gov or martipa@bloomington.in.gov.

Detailed Project Description (not to exceed 250 words)

Please identify the project scope, overview, objective, and any other relevant project details.

This project will construct multimodal safety and mobility improvements on High Street from Arden Drive to 3rd Street. Project improvements are expected to include sidewalk curb ramps, accessible bus stops, multiuse path, and traffic signal modernizations.

The project seeks to reduce conflicts between modes by constructing a multiuse path to connect to the existing (currently under construction) multiuse path and Jackson Creek Trail south of Arden Drive. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Hillside Drive, 2nd Street, and 3rd Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, accessible pedestrian pushbuttons and countdown timers, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The intersection at 3rd Street will be evaluated for a realignment that is expected to significantly reduce delay by removing split phasing. All intersections will be evaluated for options to provide shorter pedestrian crosswalks. The project will also pursue other geometric modifications to reduce crash risk by encouraging speed limit compliance. The project will include signage and marking updates to improve predictability.

Primary Purpose (Select one)

Please select an appropriate primary project purpose for the identified project. All eligible project types shall have equal consideration during evaluation.

- X Construction of bicycle/pedestrian facilities**
- Multi-use trail project
- Safe Routes to Schools
- Other (Please Specify) _____

Project Elements (Select all that apply)

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

Community Support (20 points maximum)

- Does the project have documented state or local community planning support (**10 points maximum**)? Please list each planning document supporting the project and how it provides support.

- **BMCMPO 2040 Metropolitan Transportation Plan** – Goals include “Promote projects that focus on improving safety for all” and “Pursue possible funding opportunities to increase trail/path use and investment.”
 - **BMCMPO Complete Streets Policy** – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated....”
 - **Bloomington Comprehensive Plan** – Policies include “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”
 - **Bloomington Transportation Plan** – “The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington.” The plan also notes that “All facilities for pedestrians must be designed for safety, accessibility, and comfort.” This multiuse path is specifically listed as MU-8 recommended project.
 - **BMCMPO FY2022-2026 Transportation Improvement Program** – Project is currently programmed for federal funding.
- Has the project received letters of support from state or local community organizations **(5 points maximum)**? Please include each letter as a PDF scanned attachment.
This project’s local design funding has already received a positive vote from City Council. This project supports the efforts of numerous community organizations, but it has not sought additional endorsements.
 - Has the project been presented at public meetings **(5 points maximum)**? Please list the name, date, and location of each meeting. All of the local planning documents supporting this project included extensive public outreach. In addition, the local match funding for this project was approved by City Council at public meetings as part of a General Obligation Bond.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO’s crash reports from the previous five (5) years **(10 points maximum)**? *Please check each list on which the project location appears and indicate which year’s crash report the list is in.*
 - Top Locations by Crash Total - Year(s): _____
 - Top Locations by Crash Rate - Year(s): _____
 - Top Locations by Crash Severity - Year(s): _____
 - Eligible HSIP Locations - Year(s): _____
 - Top Bicycle and Pedestrian Crash Locations - Year(s): _____
- b. How many total crashes occurred within ¼ mile of the proposed project in the previous five (5) years **(5 points maximum)**? 239 crashes (2016-2020 data)

- c. How many fatal or serious injury crashes occurred within ¼ mile of the proposed project in the previous five (5) years **(5 points maximum)**? 16 incapacitating injury crashes (2016-2020 data)
- d. Does the proposed project improve safety for multiple user groups **(5 points maximum)**? *Please check all that apply.*
 - X Pedestrians**
 - X Bicyclists**
 - X Motorists**
 - X Transit users**
 - X Disabled persons**

Utility (25 points maximum)

- a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers **(10 points maximum)**? *Please check all that apply.*
 - X Public Park**
 - X School**
 - Library
 - X Employment**
 - Retail
- b. Does the proposed project connect to existing bicycling and walking networks **(5 points maximum)**? *Please check all that apply.*
 - X Multi-use trail**
 - X On-street bikeway**
 - X Sidepath**
 - X Sidewalk**
 - X Signed bike route or greenway**
- c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project **(5 points maximum)**? 3 transit routes (3, 4, and 5) and 18 transit stops
- d. Does the project enhance bicycle and pedestrian access for traditionally underserved/Environmental Justice residents as identified in the MPO's 2045 Metropolitan Transportation Plan (<https://bloomington.in.gov/mpo/metropolitan-transportation-plan>) **(5 points maximum)**? This project borders census tract 2.02, which is listed as an Environmental Justice area, but does not fall directly within one of the census tracts specified in the Plan.

Project Readiness (30 points maximum)

- a. What percentage of preliminary engineering has been completed for the project **(10 points maximum)**? Conceptual design has begun. Consultant selection is complete and the project is awaiting approval from INDOT to begin detailed design. There is sufficient time to complete design in compliance with INDOT timelines.
- b. What percentage of the project right-of-way has been acquired **(10 points maximum)**? The majority of High Street is currently within City right of way, but additional acquisition is anticipated for multiuse path installation. Topographic survey and title searches will be necessary to determine the extent of right of way acquisition required.

- c. Is this project eligible for a Categorical Exclusion (CE) from National Environmental Policy Act (NEPA) reviews **(5 points maximum)**? Yes, it is expected that this project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering is farther along and a determination is made by INDOT/FHWA.

- d. Will the project be fully funded, or a phase of the project fully funded with the funds requested **(5 points maximum)**? The City is committed to providing local match sufficient for this project. This project may be phased if necessary based on the federal funding award.

PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

- 1. FY 2024 - 2028 TIP Project Request Form
- 2. Project Area Map
- 3. NEPA Approval Letter (if applicable)
- 4. Letters of support (if applicable)

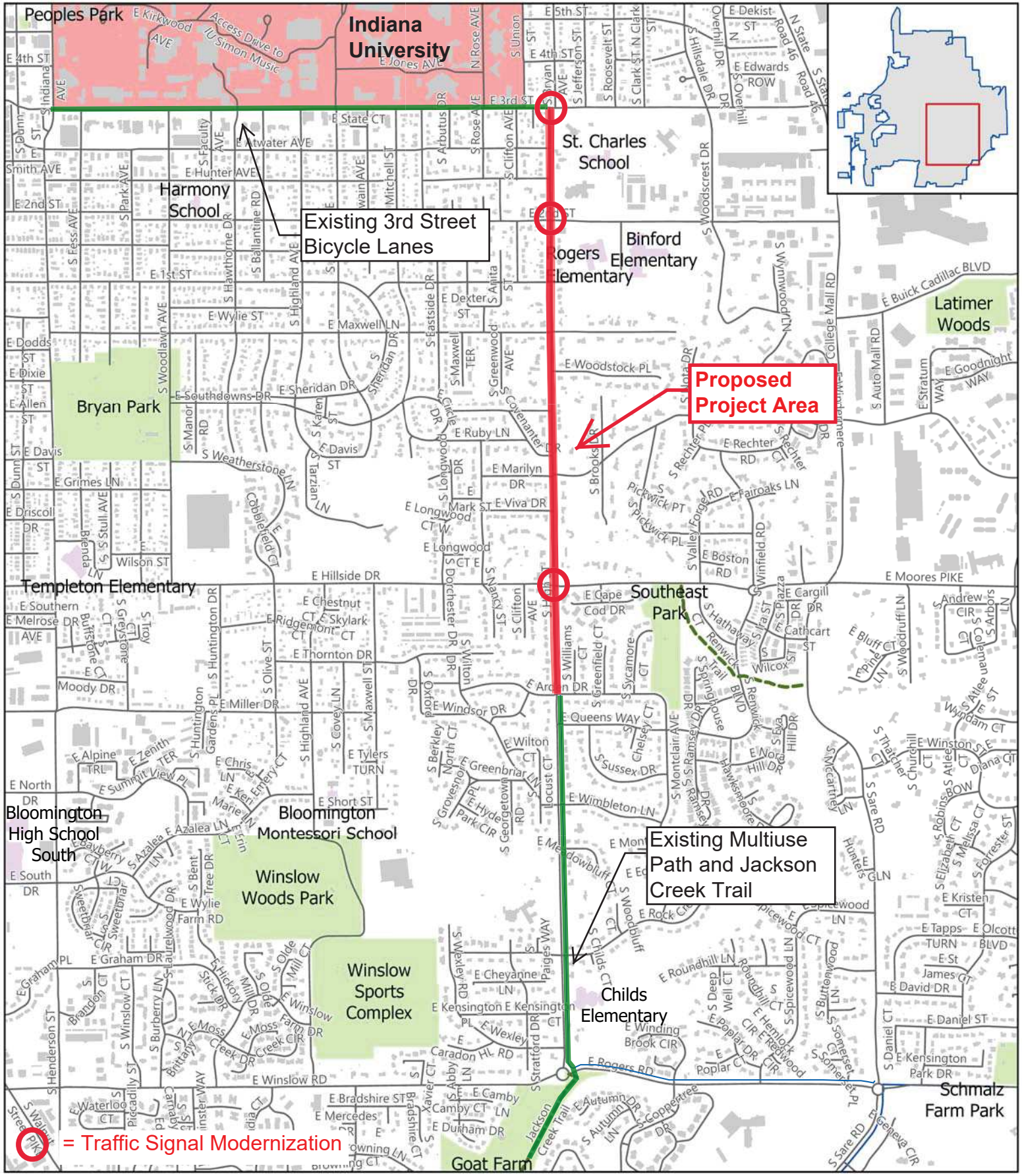
I hereby certify that the information submitted as part of this application is accurate.

Neil Kopper

2/10/2023

Signature

Date



 = Traffic Signal Modernization



High St (Arden to 3rd)

MPO Project Candidate



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

Produced: 4/29/2021
Author: karina.pazos



Project: Location Maps
File: LocationMapLP



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): Neil Kopper
Phone: 812-349-3913
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Neil Kopper

4/12/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Downtown Curb Ramps Phase 4
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2200021
- D. Project Location (detailed description of project termini if applicable): Numerous locations in and near downtown Bloomington that require accessible curb ramps.
- 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.):

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure and promote integration of ADA components into the transportation system.”

BMCMPPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – Prioritizes “building pedestrian ... infrastructure that is accessible to all users....”

BMCMPPO FY2022-2026 Transportation Improvement Program – Project is currently programmed for federal funding.

G. Allied Projects: Downtown Curb Ramps Phase 1, Downtown Curb Ramps Phase 2, Downtown Curb Ramps Phase 3.

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: October 7, 2026

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	Sec 164	\$ 133,293	\$	\$	\$	\$	\$
	Local	\$ 1,707	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$

CE	Local	\$	\$	\$	\$ 90,000	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	HSIP	\$	\$	\$	\$ 584,382	\$	\$
	Sec 164	\$	\$	\$	\$ 138,678	\$	\$
	Local	\$	\$	\$	\$ 76,940	\$	\$
	Totals:	\$ 135,000	\$	\$	\$ 890,000	\$	\$

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 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).

Project will modify or reconstruct curb ramps in the downtown Bloomington area to meet current accessibility guidelines. Work may include curb bumpouts, accessible connections to transit stops, or other modifications based on site specific context. Work will take place in and around the downtown area and locations will be prioritized to focus on locations with low accessibility compliance and high levels of interaction between pedestrians and motor vehicles.

- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal

Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

Project will be designed and constructed to meet current accessibility requirements.

3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.). Project seeks to reduce crash risk for pedestrians by ensuring accessible transitions between the sidewalk and the street at crosswalk locations.

4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. Consultant selection will begin in late 2023. Public participation and design will be in 2024 and 2025. Work is expected to take place within existing right of way. Construction and completion are expected in 2026.

5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). Minimal permits and approvals are anticipated for this project. Key milestones will include Stage 3 and Final Tracings submissions.

6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above. None.

7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.). This project is primarily a maintenance effort to bring curb ramps into compliance with accessibility requirements. Public involvement is currently expected to involve one meeting and focus on prioritization of curb ramp locations. This discussion may be scheduled to be a part of another public meeting for a relevant group such as the Council for Community Accessibility (CCA) or the Bicycle and Pedestrian Safety Commission (BPSC).

8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list. Project may receive input from city staff, MPO TAC, MPO CAC, CCA, BPSC, and the general public.

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



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): Neil Kopper
Phone: 812-349-3913
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Neil Kopper

4/13/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Covenanter Protected Bike Lanes and Intersection Improvements
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): _____
- D. Project Location (detailed description of project termini if applicable): East Covenanter Drive from College Mall Road to Clarizz Boulevard.

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.):

BMCMPPO 2045 Metropolitan Transportation Plan – Goals include “Improve the safety of the transportation system or all users and all modes” and “Improve accessibility and mobility of people by adding capacity through multimodal improvements and prioritizing networks for historically underfunded modes as a means to improve access within the community.” This Covenanter project is specifically listed as a conceptual project to utilize STBG, TA, and local funding.

BMCMPPO Complete Streets Policy – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

City of Bloomington Climate Action Plan – Recommended strategies include “Increase bicycle/pedestrian commuting from 17% to 18% by creating infrastructure to better encourage alternatives to vehicles” and “Increase pedestrian access and safety.”

Bloomington Comprehensive Plan – Policies include “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – “The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington.” The plan also notes that “All facilities for pedestrians must be designed for safety, accessibility, and comfort.” This project is specifically listed as a part of the Priority Bicycle Facilities Network within the Transportation Plan.

Bloomington City Council - City Council has voted to approve this project for funding support through a 2022 General Obligation Bond.

G. Allied Projects: Covenanter (High to College Mall) Neighborhood Greenway; College Mall Road Resurfacing and Bike Lane Project

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: October 7, 2026

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	\$ 700,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$	\$ 90,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$ 90,000	\$	\$
	STBG	\$	\$	\$	\$ 360,000	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$ 835,035	\$	\$
	STBG	\$	\$	\$	\$ 2,629,261	\$	\$
	TAP	\$	\$	\$	\$ 404,933	\$	\$
	PROTECT	\$	\$	\$	\$ 130,771	\$	\$
Totals:		\$ 700,000	\$ 90,000	\$	\$ 4,450,000	\$	\$

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 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).

This project will construct multimodal safety and mobility improvements on Covenanter Drive from College Mall Road to Clarizz Boulevard. Project improvements are expected to include sidewalk curb ramps, accessible bus stops, protected bicycle lanes, stormwater infrastructure, pavement maintenance, and traffic signal modernization.

The project seeks to reduce conflicts between modes by constructing physically protected bicycle lanes to connect to the existing multiuse path on Clarizz Blvd and to the neighborhood greenway on Covenanter Drive west of College Mall Road (a prioritized project in the City's Transportation Plan). Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signal at the College Mall intersection will be more than 25 years old when this project goes to construction. This traffic signal requires replacement due to its age, but also to provide safety improvements such as signal head backplates, at least one signal head per approach lane, improved detection, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The eastern leg of the intersection at College Mall Road may also require modifications to the existing bridge structure. All intersections will be evaluated for options to provide shorter pedestrian crosswalks. The project will also pursue other geometric modifications to reduce crash risk by encouraging speed limit compliance. The project will include signage and marking updates to improve predictability.

- 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.

This project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. The project will comply with PROWAG, the City's adopted accessibility standards. The project will comply with all required environmental and historical regulations per the federal process. The project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

Project priorities include improving safety (as detailed in #1) and expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City's ability to transport people while also working toward goals of equity and sustainability. This project is part of the Transportation Plan's High Priority Bicycle Network which is intended to form a basic east-west and north-south bicycle network to achieve the biggest impact within a short timeframe to advance multimodal transportation in the City. This network connects parks, trails, schools, employers, retail, and housing. Within the limits of this project there is a hardware store, a grocery store, restaurants, high-density housing (this census block has the highest population density on the southeast side of Bloomington), and more.

PROTECT funds are eligible for use for the categories of "Strengthening systems that remove rainwater from surface transportation facilities, Upgrades to and installation of structural storm water controls, ... Increasing the size or number of drainage structures." This project will require an update to the existing stormwater infrastructure, which is anticipated to increase the number of drainage structures in order to remove rainwater from the roadway. The project will also investigate opportunities for green stormwater infrastructure.

CRP funds are eligible for use in the category of “A Transportation Alternative project including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.” This project would utilize Transportation Alternatives funding and would install protected and fully accessible facilities for both pedestrians and bicyclists.

- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. Consultant selection and design will begin in late 2023. Public participation is anticipated in 2024. The project will be constructed along an existing right of way, but any additional right of way acquisitions will be completed in 2025. Construction would take place during 2027.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). All permits will be applied for at the appropriate time in project development. Key milestones will include Stage 3 and Final Tracings plan submissions.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above. Local match for this project has already been prioritized by City Council through a 2022 General Obligation Bond. The City’s local match portion will depend upon available/awarded federal funding levels. This project’s timeline may need to be adjusted based on the availability of federal funding.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.). The project will be presented to the MPO committees and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list. INDOT, BMCMPPO, City Council, Monroe County Highway Department, various City of Bloomington Departments, City of Bloomington Utilities, BT, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.

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

DES#TBD - Covenanter Protected Bike Lanes & Intersection Improvements

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria			
	Weighting	Yes = 1, No = 0	
System Preservation and Maintenance			
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1	
Project addresses a maintenance need (e.g. repaving, bridge repair)		1	
Project is located within existing right of way		1	
	Total	0.45	
Safety			
Project addresses a known high crash risk location			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0	
Project incorporates strategies that reduce crash risk			
Geometrical improvement for motorized safety		0	
Geometrical Improvement for non-motorized safety		1	
Signalization Improvement		1	
Signage/Wayfinding		1	
Project improves safe travel to nearby schools (within 1 mile)		1	
Other improvements with rationale as to how the project reduces crash risk		1	
	Total	1	
Multi-Modal Options			
Project incorporates Multi-Modal solutions			
Project located along existing transit service	20%	1	
Project located along existing pedestrian/bicycle facility		1	
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0	
Project includes sidewalk improvements		1	
Project includes bicycle facility improvements		1	
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1	
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1	
Project makes a connection to an existing active mode facility		1	
	Total	1.6	
Congestion Management			
Project incorporates congestion management strategies			
Grade separation or dedicated travel space for individual modes	10%	1	
Improvements to access management		1	
Signalization improvement		1	
Improves parallel facility or contributes to alternative routing		1	
Provides capacity for non-motorized modes		1	
Adds transit capacity		0	
Other strategies		1	
		Total	0.6
Health and Equity			
Project provides increased accessibility for people with a low income & minorities	10%	1	
Project corrects ADA non-compliance		1	
Project promotes physical activity		1	
Project reduces vehicle emissions		1	
Project will not have a negative impact for a natural resource		1	
Project will not have a negative impact for a socio-cultural resources		1	
	Total	0.6	
Consistency with Adopted Plans			
Project located along planned transit service	10%	1	
Project located along planned pedestrian/bicycle facility		1	
Local Master Thoroughfare Plan Priority		1	
Transit Plan Priority		0	
Bicycle/Pedestrian Plan Priority		1	
Project supports goals and principles of MPO Metropolitan Transportation Plan		1	
Project supports goals and principles of local land use plans		1	
Other applicable planning documents		1	
	Total	0.7	
Context Sensitivity and Land Use			
Project contributes to the sense of place and matches the surrounding land use			
Project balances the need to move people with other desirable outcomes	15%	1	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1	
Project is seen as adding lasting value to the community		1	
Project supports high quality growth and land use principles			
Project improves accessibility and/or connectivity to existing land use development		1	
Project location supports infill/redevelopment		1	
Project contributes to transportation network grid development/roadway network connectivity	1		
	Total	0.9	
Overall Total		5.85	

Source: BMCMPPO Complete Streets Policy, November 2018.



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): Neil Kopper
Phone: 812-349-3913
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Neil Kopper

4/12/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Crosswalk Safety Improvements Project (Phase 3)
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): _____
- D. Project Location (detailed description of project termini if applicable): This project will include improvements at numerous crosswalks located on streets maintained and operated by the City of Bloomington.

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

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

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

BMCMPPO 2045 Metropolitan Transportation Plan – Goals include “Promote projects that focus on improving safety for all transportation modes....”

BMCMPPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – “In order to improve walking conditions throughout the City, street design should prioritize the safety and comfort of pedestrians....”

G. Allied Projects: Downtown Curb Ramps Projects, Pedestrian Safety and Accessibility at Signalized Intersections, School Zone Enhancements Project, Crosswalk Improvement Project (Phase 1), Crosswalk Safety Improvements Project (Phase 2)

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: October 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	Local	\$	\$ 19,064	\$	\$	\$	\$
	HSIP	\$	\$ 140,936	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$

CE	Local	\$	\$	\$	\$	\$ 90,000	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$	\$ 76,940	\$
	HSIP	\$	\$	\$	\$	\$ 584,382	\$
	Sec 164	\$	\$	\$	\$	\$ 138,678	\$
	Totals:	\$	\$ 160,000	\$	\$	\$ 890,000	\$

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 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).

This project will install or enhance pedestrian crosswalks. Improvements may include marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuge islands, curb bumpouts, raised crosswalks, signal equipment upgrades, and other features. Project locations will be prioritized in accordance with the City’s adopted Transportation Plan and will focus on areas with low accessibility compliance, high pedestrian conflicts, and high crash risk.

- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal

Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

Project will be designed and constructed to meet current accessibility requirements.

3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
Project seeks to reduce crash risk for pedestrians by improving safety and accessibility of crosswalks.

4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
Consultant selection, public participation, and design are expected to begin in 2024. Work is expected to take place within existing right of way. Construction and completion are expected in 2027.

5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.).
All applicable permits and approvals will be secured at appropriate times. Key milestones will include Stage 3 and Final Tracings submissions.

6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
None.

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.).
Public involvement is currently expected to involve one meeting to discuss location and type of crosswalk improvements. This discussion may be scheduled to be a part of another public meeting for a relevant group such as the Bicycle and Pedestrian Safety Commission (BPSC).

8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.
Project may receive input from city staff, MPO TAC, MPO CAC, CCA, BPSC, and the general public.

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

DES#TBD - Crosswalk Safety Improvements Project - Phase 3

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria			
	Weighting	Yes = 1, No = 0	
System Preservation and Maintenance			
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1	
Project addresses a maintenance need (e.g. repaving, bridge repair)		1	
Project is located within existing right of way		1	
	Total	0.45	
Safety			
Project addresses a known high crash risk location			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0	
Project incorporates strategies that reduce crash risk			
Geometrical improvement for motorized safety		0	
Geometrical Improvement for non-motorized safety		1	
Signalization Improvement		1	
Signage/Wayfinding		1	
Project improves safe travel to nearby schools (within 1 mile)		1	
Other improvements with rationale as to how the project reduces crash risk		1	
	Total	1	
Multi-Modal Options			
Project incorporates Multi-Modal solutions			
Project located along existing transit service	20%	1	
Project located along existing pedestrian/bicycle facility		1	
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0	
Project includes sidewalk improvements		1	
Project includes bicycle facility improvements		1	
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0	
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1	
Project makes a connection to an existing active mode facility		1	
	Total	1.4	
Congestion Management			
Project incorporates congestion management strategies			
Grade separation or dedicated travel space for individual modes	10%	1	
Improvements to access management		1	
Signalization improvement		1	
Improves parallel facility or contributes to alternative routing		1	
Provides capacity for non-motorized modes		1	
Adds transit capacity		1	
Other strategies		1	
		Total	0.7
Health and Equity			
Project provides increased accessibility for people with a low income & minorities	10%	1	
Project corrects ADA non-compliance		1	
Project promotes physical activity		1	
Project reduces vehicle emissions		1	
Project will not have a negative impact for a natural resource		1	
Project will not have a negative impact for a socio-cultural resources		1	
	Total	0.6	
Consistency with Adopted Plans			
Project located along planned transit service	10%	1	
Project located along planned pedestrian/bicycle facility		1	
Local Master Thoroughfare Plan Priority		1	
Transit Plan Priority		0	
Bicycle/Pedestrian Plan Priority		1	
Project supports goals and principles of MPO Metropolitan Transportation Plan		1	
Project supports goals and principles of local land use plans		1	
Other applicable planning documents		1	
	Total	0.7	
Context Sensitivity and Land Use			
Project contributes to the sense of place and matches the surrounding land use			
Project balances the need to move people with other desirable outcomes	15%	1	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1	
Project is seen as adding lasting value to the community		1	
Project supports high quality growth and land use principles			
Project improves accessibility and/or connectivity to existing land use development		1	
Project location supports infill/redevelopment		1	
Project contributes to transportation network grid development/roadway network connectivity	1		
	Total	0.9	
Overall Total		5.75	

Source: BMCMPPO Complete Streets Policy, November 2018.



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): Neil Kopper
Phone: 812-349-3913
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Neil Kopper

4/12/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Downtown Curb Ramps Phase 5
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): _____
- D. Project Location (detailed description of project termini if applicable): Numerous locations in and near downtown Bloomington that require accessible curb ramps.
- 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.):

BMCMPO 2045 Metropolitan Transportation Plan – Goals include “Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure and promote integration of ADA components into the transportation system.”

BMCMPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – Prioritizes “building pedestrian ... infrastructure that is accessible to all users....”

G. Allied Projects: Downtown Curb Ramps Phase 1, Downtown Curb Ramps Phase 2, Downtown Curb Ramps Phase 3, Downtown Curb Ramps Phase 4.

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: October 12, 2028

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	HSIP	\$	\$	\$ 102,882	\$	\$	\$
	Sec 164	\$	\$	\$ 138,678	\$	\$	\$
	Local	\$	\$	\$ 11,440	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$	\$	\$ 165,000
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	HSIP	\$	\$	\$	\$	\$	\$ 800,000
	Sec 164	\$	\$	\$	\$	\$	\$ 300,000
	Local	\$	\$	\$	\$	\$	\$ 165,000
Totals:		\$	\$	\$ 253,000	\$	\$	\$ 1,430,000

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).

Project will modify or reconstruct curb ramps in the downtown Bloomington area to meet current accessibility guidelines. Work may include curb bumpouts, accessible connections to transit stops, or other modifications based on site specific context. Work will take place in and around the downtown area and locations will be prioritized to focus on locations with low accessibility compliance and high levels of interaction between pedestrians and motor vehicles.

- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

Project will be designed and constructed to meet current accessibility requirements.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.). Project seeks to reduce crash risk for pedestrians by ensuring accessible transitions between the sidewalk and the street at crosswalk locations.
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. Consultant selection, public participation, and design will begin in 2025. Work is expected to take place within existing right of way. Construction and completion are expected in 2028.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). Minimal permits and approvals are anticipated for this project. Key milestones will include Stage 3 and Final Tracings submissions.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
None.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
This project is primarily a maintenance effort to bring curb ramps into compliance with accessibility requirements. Public involvement is currently expected to involve one meeting and focus on prioritization of curb ramp locations. This discussion may be scheduled to be a part of another public meeting for a relevant group such as the Council for Community Accessibility (CCA) or the Bicycle and Pedestrian Safety Commission (BPSC).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.
Project may receive input from city staff, MPO TAC, MPO CAC, CCA, BPSC, and the general public.

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

DES#TBD - Downtown Curb Ramps - Phase 5

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria			
	Weighting	Yes = 1, No = 0	
System Preservation and Maintenance			
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1	
Project addresses a maintenance need (e.g. repaving, bridge repair)		1	
Project is located within existing right of way		1	
	Total	0.45	
Safety			
Project addresses a known high crash risk location			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0	
Project incorporates strategies that reduce crash risk			
Geometrical improvement for motorized safety		0	
Geometrical Improvement for non-motorized safety		1	
Signalization Improvement		0	
Signage/Wayfinding		1	
Project improves safe travel to nearby schools (within 1 mile)		1	
Other improvements with rationale as to how the project reduces crash risk		1	
	Total	0.8	
Multi-Modal Options			
Project incorporates Multi-Modal solutions			
Project located along existing transit service	20%	1	
Project located along existing pedestrian/bicycle facility		1	
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1	
Project includes sidewalk improvements		1	
Project includes bicycle facility improvements		1	
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1	
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1	
Project makes a connection to an existing active mode facility		1	
	Total	1.8	
Congestion Management			
Project incorporates congestion management strategies			
Grade separation or dedicated travel space for individual modes	10%	0	
Improvements to access management		1	
Signalization improvement		0	
Improves parallel facility or contributes to alternative routing		1	
Provides capacity for non-motorized modes		1	
Adds transit capacity		0	
Other strategies		1	
		Total	0.4
Health and Equity			
Project provides increased accessibility for people with a low income & minorities	10%	1	
Project corrects ADA non-compliance		1	
Project promotes physical activity		1	
Project reduces vehicle emissions		1	
Project will not have a negative impact for a natural resource		1	
Project will not have a negative impact for a socio-cultural resources		1	
	Total	0.6	
Consistency with Adopted Plans			
Project located along planned transit service	10%	1	
Project located along planned pedestrian/bicycle facility		1	
Local Master Thoroughfare Plan Priority		1	
Transit Plan Priority		0	
Bicycle/Pedestrian Plan Priority		1	
Project supports goals and principles of MPO Metropolitan Transportation Plan		1	
Project supports goals and principles of local land use plans		1	
Other applicable planning documents		1	
	Total	0.7	
Context Sensitivity and Land Use			
Project contributes to the sense of place and matches the surrounding land use			
Project balances the need to move people with other desirable outcomes	15%	1	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1	
Project is seen as adding lasting value to the community		1	
Project supports high quality growth and land use principles			
Project improves accessibility and/or connectivity to existing land use development		1	
Project location supports infill/redevelopment		1	
Project contributes to transportation network grid development/roadway network connectivity	1		
	Total	0.9	
Overall Total		5.65	

Source: BMCMPPO Complete Streets Policy, November 2018.



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): Neil Kopper
Phone: 812-349-3913
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Neil Kopper

4/13/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: North Dunn Street Multiuse Path
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): _____
- D. Project Location (detailed description of project termini if applicable): North Dunn Street from Indiana 45 Bypass to East Clover Lane. As funding allows, the project may be phased or include additional multiuse path construction between these limits and the existing multiuse path near the Griffy Lake Dam.

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.):

BMCMPPO 2045 Metropolitan Transportation Plan – Goals include “Improve the safety of the transportation system or all users and all modes” and “Improve accessibility and mobility of people by adding capacity through multimodal improvements and prioritizing networks for historically underfunded modes as a means to improve access within the community.” This project is specifically listed as a conceptual project to utilize STBG, TA, and local funding.

BMCMPPO Complete Streets Policy – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – “The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington.” The plan also notes that “All facilities for pedestrians must be designed for safety, accessibility, and comfort.” This project is specifically listed as recommended project MU-10 in the Transportation Plan.

City of Bloomington Climate Action Plan – Recommended strategies include “Increase bicycle/pedestrian commuting from 17% to 18% by creating infrastructure to better encourage alternatives to vehicles” and “Increase pedestrian access and safety.”

Bloomington City Council - City Council has voted to approve this project for funding support through a 2022 General Obligation Bond.

G. Allied Projects: Griffy Lake Loop Trail and Accessible Fishing Pier Project

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: October 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	Local	\$ 500,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$	\$	\$ 80,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$	\$ 390,000	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$	\$1,448,900	\$
	STBG	\$	\$	\$	\$	\$ 849,261	\$
	TAP	\$	\$	\$	\$	\$ 404,933	\$
	CRP	\$	\$	\$	\$	\$ 166,135	\$
	PROTECT	\$	\$	\$	\$	\$ 130,771	\$
Totals:		\$ 500,000	\$	\$ 80,000	\$	\$ 3,390,000	\$

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).

This project will construct multiuse path on North Dunn Street from the Indiana 45 Bypass to East Clover Lane. Project may be phased based on funding availability. Project improvements are expected to also include accessible curb ramps, stormwater modifications, and pavement maintenance.

The project seeks to reduce conflicts between modes by constructing a physically separated facility for people walking and bicycling. The new multiuse path will connect residential neighborhoods to the existing multiuse paths on the Bypass and on Dunn Street south of 17th Street. It will provide those neighborhoods with improved connectivity to IU Campus as well as the rest of Bloomington. It will also build towards a more accessible route for the majority of Bloomington to access the Griffy Lake Nature Preserve. All intersections within the project limits will be evaluated for options to provide improved pedestrian and bicycle access from the multiuse path to adjacent neighborhoods. These access improvements may involve curb bumpouts, flashing beacons, or other features. The project will also include signage and marking updates to improve predictability along the corridor.

- 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.

This project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. The project will comply with PROWAG, the City's adopted accessibility standards. The project will comply with all required environmental and historical regulations per the federal process. The project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.). Project priorities include improving safety (as detailed in #1) and expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City's ability to transport people while also working toward goals of equity and sustainability. This project will improve connectivity between north-side residences and Parks with the rest of Bloomington.

PROTECT funds are eligible for use for the categories of "Strengthening systems that remove rainwater from surface transportation facilities, Upgrades to and installation of structural storm water controls, ... Increasing the size or number of drainage structures." This project will require an update to the existing stormwater infrastructure, including modifying or replacing drainage structures. The project will also investigate opportunities for green stormwater infrastructure.

CRP funds are eligible for use in the category of "A Transportation Alternative project including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation." This project would utilize Transportation Alternatives funding and would install a fully accessible multiuse path for both pedestrians and bicyclists.

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

Consultant selection and design will begin in 2023. Public participation is anticipated in 2024 or 2025. The project will be constructed along an existing right of way, but any additional right of way acquisitions will be completed in 2025 or 2026. Construction would take place during 2028.

- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). All permits will be applied for at the appropriate time in project development. Key milestones will include Stage 3 and Final Tracings plan submissions.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above. Local funding for design of this project has already been prioritized by City Council through a 2022 General Obligation Bond. The City's local match portion will depend upon available/awarded federal funding levels. This project's phasing and timeline may need to be adjusted based on the availability of federal funding.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
The project will be presented to the MPO committees and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list. INDOT, BMCMPPO, City Council, various City of Bloomington Departments, City of Bloomington Utilities, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.

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

DES#TBD - North Dunn Street Multimodal Path

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria			
	Weighting	Yes = 1, No = 0	
System Preservation and Maintenance			
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1	
Project addresses a maintenance need (e.g. repaving, bridge repair)		1	
Project is located within existing right of way		1	
	Total	0.45	
Safety			
Project addresses a known high crash risk location			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0	
Project incorporates strategies that reduce crash risk			
Geometrical improvement for motorized safety		0	
Geometrical Improvement for non-motorized safety		1	
Signalization Improvement		1	
Signage/Wayfinding		1	
Project improves safe travel to nearby schools (within 1 mile)		1	
Other improvements with rationale as to how the project reduces crash risk	1		
	Total	1	
Multi-Modal Options			
Project incorporates Multi-Modal solutions			
Project located along existing transit service	20%	1	
Project located along existing pedestrian/bicycle facility		1	
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0	
Project includes sidewalk improvements		1	
Project includes bicycle facility improvements		1	
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1	
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1	
Project makes a connection to an existing active mode facility		1	
	Total	1.6	
Congestion Management			
Project incorporates congestion management strategies			
Grade separation or dedicated travel space for individual modes	10%	1	
Improvements to access management		1	
Signalization improvement		1	
Improves parallel facility or contributes to alternative routing		1	
Provides capacity for non-motorized modes		1	
Adds transit capacity		0	
Other strategies		1	
		Total	0.6
Health and Equity			
Project provides increased accessibility for people with a low income & minorities	10%	1	
Project corrects ADA non-compliance		1	
Project promotes physical activity		1	
Project reduces vehicle emissions		1	
Project will not have a negative impact for a natural resource		1	
Project will not have a negative impact for a socio-cultural resources		1	
	Total	0.6	
Consistency with Adopted Plans			
Project located along planned transit service	10%	1	
Project located along planned pedestrian/bicycle facility		1	
Local Master Thoroughfare Plan Priority		1	
Transit Plan Priority		0	
Bicycle/Pedestrian Plan Priority		1	
Project supports goals and principles of MPO Metropolitan Transportation Plan		1	
Project supports goals and principles of local land use plans		1	
Other applicable planning documents		1	
	Total	0.7	
Context Sensitivity and Land Use			
Project contributes to the sense of place and matches the surrounding land use			
Project balances the need to move people with other desirable outcomes	15%	1	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1	
Project is seen as adding lasting value to the community		1	
Project supports high quality growth and land use principles			
Project improves accessibility and/or connectivity to existing land use development		1	
Project location supports infill/redevelopment		1	
Project contributes to transportation network grid development/roadway network connectivity	1		
	Total	0.9	
Overall Total		5.85	

Source: BMCMPPO Complete Streets Policy, November 2018.



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): Jeffrey D. Jackson, Transportation Demand Mgr., ESD
Phone: 305-336-8400
Email: jeffrey.jackson@bloomington.in.gov

Section 2: Verification

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

Jeffrey D. Jackson
Employee in Responsible Charge (ERC)

April 21, 2023 (Updated)
Date

Section 3: Project Information

- A. Project Name: Go Bloomington, Transportation Demand Management (TDM) program for Bloomington and Monroe County
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): Not yet assigned
- D. Project Location (detailed description of project termini if applicable): Go Bloomington provides transportation demand management service to all of the residents of Bloomington, Monroe County and to all employees to commute to work in Bloomington and Monroe County.

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) TDM – walking, biking, public-transit, micro-transit, carpooling, vanpooling, shared rides, and teleworking.

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

Bloomington Comprehensive Plan – Recognizes the importance of transportation demand management (TDM) and states “The City does not have the space or resources to significantly expand roads and intersections within the built-out, urban environment. Many medium and large-sized cities with similar challenges are using transportation demand management to reduce travel demand, or to redistribute travel demand in space or time” (Comprehensive Plan, pg. 72).

Sustainability Action Plan – “All Bloomington residents have access to safe, affordable, and low-carbon transportation options that support healthy, active life styles.” In particular, the TDM program will help reduce the community’s single occupancy vehicles (SOV) rate from 62.8 percent to 60 percent.

Transportation Demand Management (TDM) Program Plan – “By improving the viability and uptake of multimodal transportation TDM will promote healthy living, able Bloomington to grow and adapt to change as demand for new forms of transportation evolve, and support local businesses, and economic activity in the downtown by making it easier to access jobs.

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 N/A

I. Anticipated Letting Date: 10/1/2023

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
TDM	Local	\$400,000	\$249,600	\$259,584	\$96,321	\$280,441	\$
	CRP	\$0	\$166,400	\$173,056	\$353,312	\$187,177	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$400,000	\$416,000	\$432,640	\$449,633	\$467,618	\$

The Carbon Reduction Program (CRP) Funds includes Transportation Demand Management (TDM) programs as eligible projects, “a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and **travel demand management strategies and programs**”. The CRP grant funds will be used specifically to fund Go Bloomington’s marketing expenses, matching software platform annual fee, and the guaranteed ride home program for all of Bloomington and Monroe County.

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 Information:

COMPLETE STREETS IS NOT APPLICABLE TO GO BLOOMINGTON AS A TDM, BUT SINCE GO BLOOMINGTON IS A NEW TDM PROGRAM AND THE CARBON REDUCTION PROGRAM IS A NEW FEDERAL FUNDING SOURCE FOR TDM'S THE FOLLOWING ADDITIONAL INFORMATION IS PROVIDED.

1) **Project Description** –

The City of Bloomington completed its Transportation Demand Management Program Plan in May of 2020. The City hired its first Transportation Demand Manager on 11/1/21. TDM's are operated in every major city in the U.S. and a growing number of smaller communities. The main objective of all TDM's is to reduce the number of single occupant vehicles (SOV) by promoting walking, biking, e-scooters, e-bikes, public transit, shared rides, carpools, vanpools, and teleworking. In 2022 marketing consultants were hired to brand our TDM as Go Bloomington. Consultants also developed Go Bloomington's new website [Home - Go Bloomington](#). Go Bloomington formally launched its new service on September 6, 2022. Go Bloomington's new website ask people to register. Once registered you can input your origin and destination addresses and how you want to travel between the two points. If you are walking, the map will show you the shortest distance between the two points. Likewise if you are riding your bike the map will show the shortest route including bike routes and trails. The map on the website will also show the closest bus route and bus stop with real time locations of the Bloomington Transit or IU Campus Bus Service buses. There is also a map that shows all of the real time locations for e-scooters and e-bikes. The website also has a program that matches people for carpools and vanpools. GO BLOOMINGTON IS A COMMUNITY SERVICE PROVIDED TO ALL RESIDENTS OF MONROE COUNTY THAT WORK IN OR NEAR BLOOMINGTON.

2) **Project Goals** – The goal is to get as many people as possible to register with Go Bloomington. Once they are registered, then there is an additional goal to have them participate by logging their non-SOV trips. The overall goal is to reduce the number of SOV trips whether they register or not with Go Bloomington. Go Bloomington's most important goal is to build awareness of Go Bloomington and specifically demonstrate that there are daily mobility decisions that each individual can make that will have a positive impact on our environment by decreasing carbon emissions, reducing traffic congestion, and improving parking availability.

3) **Measurable Outcomes** - Participants can log their daily trips and your dashboard will show how much money you have saved, number of Non-SOV trips, Non-SOV distance, CO2 saved, and calories burned. The bottom of the home page shows total number of alternative trips, calories burned, CO2 reduced, alternative distance, and how much money participants have saved.

4) **Project Timeline** – Go Bloomington is an ongoing TDM program.

5) **Key Milestones** – Go Bloomington needs to secure federal funding to reduce the local cost of the project. Go Bloomington is building awareness about sustainable transportation alternatives through innovative marketing techniques and will continue to do so. Go Bloomington will continue to build awareness by working with all individuals and all employers in the area and encouraging their participation.

- 6) **Project Cost** – Go Bloomington is currently funded by the City of Bloomington. Securing CRP funds will enable the program to leverage limited local funds to secure federal funding. CRP is the only federal funding that exists for a TDM in a community the size of Bloomington. All TDM's in major cities that are air quality non-attainment areas are eligible for Congestion Mitigation Air Quality (CMAQ) federal funding. Currently the Go Bloomington's budget is \$400,000 which includes the following line items, payroll, conferences, office supplies & equipment, meeting costs, matching software platform, guaranteed ride home, other "try it" incentives, printing & graphic design, promo events, marketing, and contract support. The CRP funds will specifically be used to fund the guaranteed ride home program by contracting with Uber and Lyft (currently planned through an Inter-Local Agreement with BT), matching software platform annual fee, and marketing expenses.

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



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): Chris Myers
Phone: 812-935-2503
Email: cmyers@area10agency.org

Section 2: Verification

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

Chris Myers
Employee in Responsible Charge (ERC)

1/30/2023
Date

Section 3: Project Information

- A. Project Name: Rural Transit operations
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): _____
- D. Project Location (detailed description of project termini if applicable): Area 10 Agency on Aging, 631 W. Edgewood Dr., Ellettsville, IN 47429 – serves Monroe, Owen, Putnam and Lawrence counties

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.):

G. Allied Projects:

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: _____

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases **must** incorporate a four percent (4%) per year inflation factor per 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	FTA 5311	\$ 891641	\$ 927036	964399	1002975	1043094	\$
	PMTF - state	\$ 309812	\$ 322204	335093	348496	361436	\$
	Local, fares & in-kind	\$ 629133	\$ 654298	680470	707689	735997	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 1830586	\$ 1903809	1979961	2059160	2141526	\$

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).

- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

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

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

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

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

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

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



FY 2024 - 2028 Transportation Improvement Program Project Request Form

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- _____

Employee in Responsible Charge (ERC): Chris Myers
Phone: 812-935-2503
Email: cmyers@area10agency.org

Section 2: Verification

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

2/2/2023
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: four camera w/DVR systems for 10 RT
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): _____
- D. Project Location (detailed description of project termini if applicable): ural Transit needs to replace camera systems for 10 revenue vehicles, as our current systems are outdated and cannot be repaired. This project purchases 10 SD4FHD-4 systems (four camera w/DVR) from American Bus Video. Installation will be done in-house by RT mechanic.

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.):

G. Allied Projects:

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: _____

Section 4: Financial Plan

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

Note: Fiscal Year 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	STPBG Flex	\$ 7600	\$	\$	\$	\$	\$
	Local	\$ 1900	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 9500	\$	\$	\$	\$	\$

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

- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

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

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

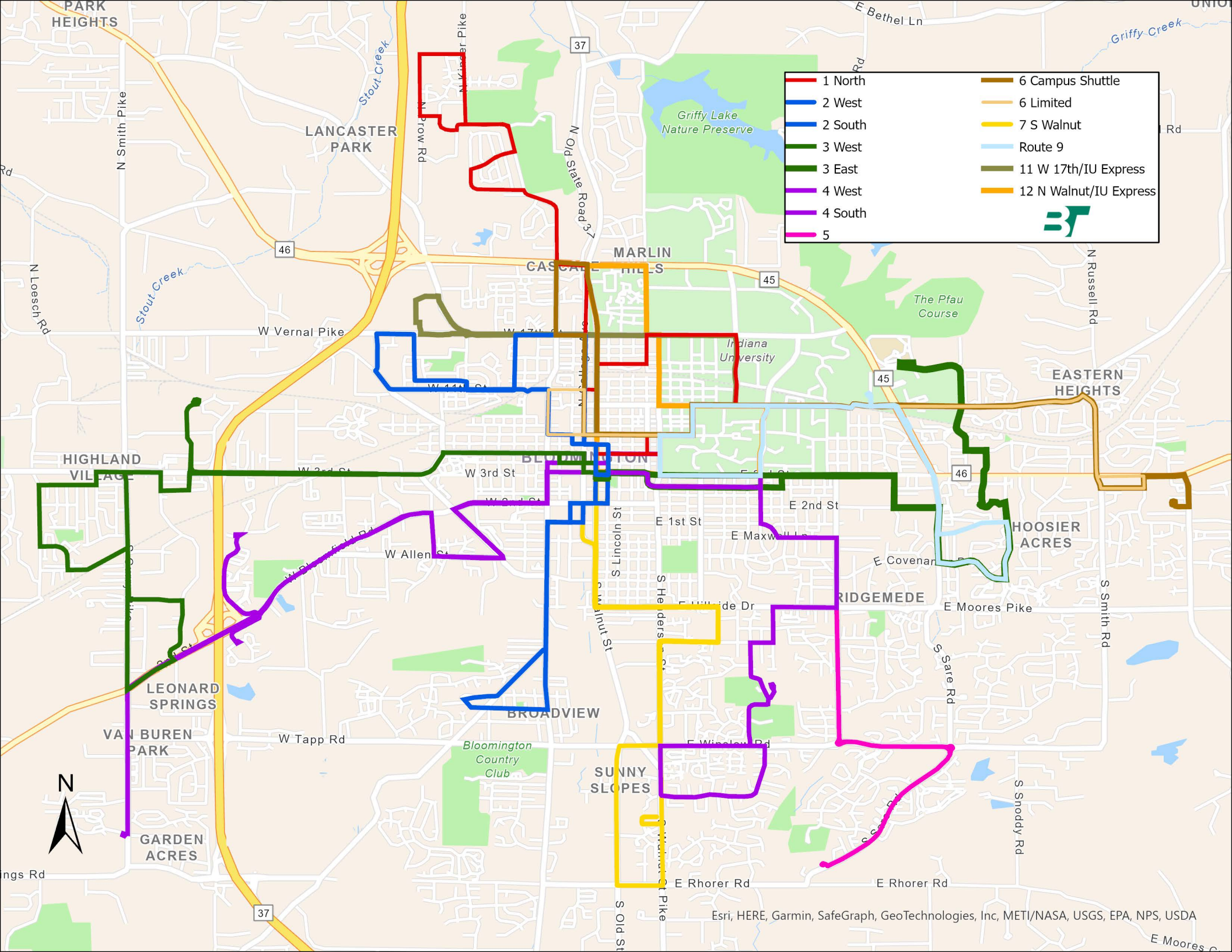
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

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

**Bloomington Transit Transportation Improvement Program (TIP) Projects
2024 - 2028**

Project Information		Funding Source	2024	2025	2026	2027	2028
Agency Project	Bloomington Transit Federal, State and Local Assistance for the services including late weeknight service	FTA 5307	\$2,300,000	\$2,346,000	\$2,392,920	\$2,440,778	\$2,489,594
		PMTF	\$2,700,000	\$2,754,000	\$2,809,080	\$2,865,262	\$2,922,567
Support	GPP, MTP, TDP	Local	\$2,242,221	\$2,287,065	\$2,441,192	\$2,600,568	\$2,765,342
Allied Projects	n/a	Fares	\$1,611,732	\$1,627,849	\$1,660,406	\$1,693,614	\$1,727,487
		TOTALS	\$8,853,953	\$9,014,915	\$9,303,598	\$9,600,222	\$9,904,989
Agency Project	Bloomington Transit Purchase of 40-foot BEB Buses&Charging Equip	FTA 5339				4,400,000	4,500,000
		Local				880,000	900,000
Support	GPP, MTP, TDP	(number of buses/year)				4'-2027	4'-2028
Allied Projects	n/a	TOTALS	\$0	\$0	\$0	\$5,280,000	\$5,400,000
Agency Project	Bloomington Transit Purchase of 35-foot Electric Buses, Charging Stations and Charging Station Installation Services	FTA 5339		\$4,080,000	\$4,161,600		
		STP					
Support	GPP, MTP, TDP	Local		\$816,000	\$832,320		
Allied Projects	n/a	(number of buses/year)		4'-2025	4-2026		
		TOTALS	\$0	\$4,896,000	\$4,993,920		\$0
Agency Project	Bloomington Transit Purchase BT Acces Vehicles	FTA 5310		\$220,000	\$224,400	\$228,888	\$233,466
		Local		\$44,000	\$44,880	\$45,778	\$46,693
Support	GPP, MTP, TDP	(number of buses/year)		3-2025	3-2026	3-2027	3-2018
Allied Projects	n/a	TOTALS	\$0	\$264,000	\$269,280	\$274,666	\$280,159
Agency Project	Bloomington Transit Land Aquisition for Grimes Lane Expansion	5339	\$6,000,000				
		Local	\$1,200,000				
Support	GPP, MTP, TDP	TOTALS	\$7,200,000	\$0	\$0	\$0	\$0
Agency Project	Bloomington Transit Capitalize the Purchase of Engine/Transmission Rebuilds, Hybrid Energy Units, & Tires	FTA 5307	\$157,481	\$163,780	\$170,331	\$177,145	\$184,230
		Local	\$39,370	\$40,945	\$42,583	\$44,286	\$46,057
Support	GPP, MTP, TDP	TOTALS	\$196,851	\$204,725	\$212,914	\$221,431	\$230,288
Agency Project	Bloomington Transit Purchase Support & Maintenance Vehicles	FTA 5307		\$75,000	\$70,800	\$51,000	
		Local		\$14,000	\$15,200	\$16,000	
Support	GPP, MTP, TDP	(number & types)		1 Service truck	2 2026 vans	1 SUV 2027	
Allied Projects	n/a	TOTALS	\$0	\$89,000	\$86,000	\$67,000	\$0
Agency Project	Bloomington Transit Design and constuction of Grimes Lane expansion	FTA 5339		\$35,000,000			
		Local		\$7,000,000			
Support	GPP, MTP, TDP	TOTALS	\$0	\$42,000,000	\$0	\$0	\$0
Allied Projects	n/a						



	1 North		6 Campus Shuttle
	2 West		6 Limited
	2 South		7 S Walnut
	3 West		Route 9
	3 East		11 W 17th/IU Express
	4 West		12 N Walnut/IU Express
	4 South		
	5		




BMCMPO - Draft FY 2024-2028 TIP - Local Public Agency Requests

Program	FY 2024	FY 2025	FY 2026	FY 2027*	FY 2028*
CRP	\$339,592	\$346,384	\$353,312	\$353,312	\$353,312
HSIP	\$559,328	\$571,731	\$584,382	\$584,382	\$584,382
PROTECT	\$125,693	\$128,207	\$130,771	\$130,771	\$130,771
SEC 164	\$133,293	\$135,958	\$138,678	\$138,678	\$138,678
STPBG	\$3,118,927	\$3,179,488	\$3,241,261	\$3,241,261	\$3,241,261
TA	\$389,209	\$396,993	\$404,933	\$404,933	\$404,933
Total Requests	\$4,666,042	\$4,758,761	\$4,853,337	\$4,853,337	\$4,853,337

Source: Bloomington-Monroe County Metropolitan Planning Organization, 04-21-23.

*Illustrative Fiscal years

BMCMPO - Draft FY 2024-2028 TIP - Local Public Agency Requests to Allocation Balance Totals

Program	FY 2024	FY 2025	FY 2026	FY 2027*	FY 2028*
CRP Allocations	\$339,592	\$346,384	\$353,312	\$353,312	\$353,312
CRP Requests	\$339,592	\$346,384	\$353,312	\$353,312	\$353,312
Balance	\$0	\$0	\$0	\$0	\$0
HSIP Allocations	\$559,328	\$571,731	\$584,382	\$584,382	\$584,382
HSIP Requests	\$559,328	\$571,731	\$584,382	\$584,382	\$584,382
Balance	\$0	\$0	\$0	\$0	\$0
PROTECT Allocations	\$125,693	\$128,207	\$130,771	\$130,771	\$130,771
PROTECT Requests	\$125,693	\$128,207	\$130,771	\$130,771	\$130,771
Balance	\$0	\$0	\$0	\$0	\$0
SEC 164 Allocations	\$133,293	\$135,958	\$138,678	\$138,678	\$138,678
SEC 164 Requests	\$133,293	\$135,958	\$138,678	\$138,678	\$138,678
Balance	\$0	\$0	\$0	\$0	\$0
STPBG Allocations	\$3,118,927	\$3,179,488	\$3,241,261	\$3,241,261	\$3,241,261
STPBG Requests	\$3,118,927	\$3,179,488	\$3,241,261	\$3,241,261	\$3,241,261
Balance	\$0	\$0	\$0	\$0	\$0
TA Allocations	\$389,209	\$396,993	\$404,933	\$404,933	\$404,933
TA Requests	\$389,209	\$396,993	\$404,933	\$404,933	\$404,933
Balance	\$0	\$0	\$0	\$0	\$0
Total Fed Allocations	\$4,666,042	\$4,758,761	\$4,853,337	\$4,853,337	\$4,853,337
Total LPA Requests	\$4,666,042	\$4,758,761	\$4,853,337	\$4,853,337	\$4,853,337
Fiscal Year Balance	\$0	\$0	\$0	\$0	\$0

Source: Bloomington-Monroe County Metropolitan Planning Organization, 04-21-23.

*Illustrative Fiscal years