



CITIZENS ADVISORY COMMITTEE

August 23, 2023

6:30 – 8:00 pm

Bloomington City Hall - McCloskey Room and Virtual Location via Zoom

Join Zoom Meeting

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

Meeting ID: 865 723 1124

Passcode: BMCMPPO

Dial by your location

+1 312 626 6799 US (Chicago)

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

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

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

I. Call to Order and Introductions

II. Approval of Meeting Agenda*

III. Approval of Minutes*

a. June 28, 2023

IV. Communications from the Chair and Vice Chair

V. Reports from Officers and/or Committees

VI. Reports from the MPO Staff

- a. Updated 2023 MPO Meeting Schedules
- b. BMCMPPO FY 2024 Unified Planning Work Program (UPWP) Approval
 - (1) Bipartisan Infrastructure Law 2.5% Complete Streets Requirement
- c. BMCMPPO FY 2024-2028 Transportation Improvement Program (TIP) Approval
- d. BMCMPPO FY 2050 Metropolitan Transportation Plan (MTP) - Status Report
- e. CY 2023 Indiana Metropolitan Planning Organization Annual Conference

VII. Old Business

a.

VIII. New Business

- a. FY 2022-2026 TIP Amendment and FY 2024-2028 TIP Amendment*
 - (1) DES#1700198 - SR 45-46 0.2 miles E of I-69 (Arlington Road) to 0.93 miles E of I-69 (Kinser Pike)

- (2) DES#2300671 - Protect Program Development for Infrastructure Investment & Jobs Act
- (3) DES#2200146 - Eagleson Avenue Bridge Replacement over The Indiana Rail Road
- (4) DES# 1900399 - 1st Street Reconstruction and Safety Improvements
- (5) DES# TBD - Covenanter Protected Bike Lanes and Intersection Improvements
- (6) DES# TBD - Go Bloomington, Transportation Demand Management (TDM) program for Bloomington and Monroe County
- (7) DES# 2200021 - Downtown Curb Ramps Phase 4
- b. BMCMPPO FY 2024 Complete Streets Policy - Proposed Update and Discussion

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

- X. Communications from Committee Members on Matters Not Included on the Agenda (*non-voting items*)
- a. Communications
 - b. Topic Suggestions for Future Agendas

- XI. Upcoming Meetings
- a. Policy Committee - September 8, 2023 at 1:30 p.m. (Hybrid)
 - b. Technical Advisory Committee - September 27, 2023 at 10:00 a.m. (Hybrid)
 - c. Citizens Advisory Committee - September 27, 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.



CITIZENS ADVISORY COMMITTEE

June 28, 2023

6:30 – 8:00 pm

Bloomington City Hall - McCloskey Room and Virtual Location via Zoom

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Members present: Paul Ash, Elizabeth Cox-Ash, Mary Jane Hall, Sarah Ryterband, John Kennedy (V)

Staff present: Rachael Sargent, Pat Martin

I. Call to Order and Introductions

II. Approval of Meeting Agenda*

****Mary Jane Hall motioned to approve of the meeting agenda, with the suggested change.**

Elizabeth Cox-Ash seconded. Motion passed by a unanimous roll call vote 5-0.**

III. Approval of Minutes*

a. May 24, 2023

****Mary Jane Hall motioned to approve of the meeting agenda, with the suggested change.**

Elizabeth Cox-Ash seconded. Motion passed by a unanimous roll call vote 5-0.**

IV. Communications from the Chair and Vice Chair

John Kennedy reported that the MPO Technical Advisory Committee recommended the approval of the FY 2024-2028 Transportation Improvement Program to the MPO Policy Committee.

V. Reports from Officers and/or Committees

VI. Reports from the MPO Staff

a. Updated 2023 MPO Meeting Schedules

Rachael Sargent updated the committee on the summer schedule, indicating the July summer recess and reconvening in August.

VII. Old Business

a. BMCMPPO FY 2024-2028 Transportation Improvement Program (TIP) – FINAL*

****Mary Jane Hall motioned to approve of the meeting agenda, with the suggested change.**

Elizabeth Cox-Ash seconded. Motion passed by a unanimous roll call vote 5-0.**

VIII. New Business

- 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
 - b. Topic Suggestions for Future Agendas
- XI. Upcoming Meetings
 - a. Policy Committee - June 30, 2023 at 1:30 p.m. (Hybrid)
 - b. Technical Advisory Committee - August 23, 2023 at 10:00 a.m. (Hybrid)
 - c. Citizens Advisory Committee - August 23, 2023 at 6:30 p.m. (Hybrid)
- XII. Adjournment
 - a. Sarah Ryterband adjourned the meeting.

**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.



2023 BMCMPPO Committee Meeting Schedules

	POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
January	WINTER RECESS	2/3/2023, 10:00 am ^o	2/1/2023, 6:30 pm [^]
February	2/10/2023, 1:30 pm	2/22/2023, 10:00 am	2/22/2023, 6:30 pm
March	3/10/2023, 1:30 pm	3/22/2023, 10:00 am	3/22/2023, 6:30 pm
April	4/14/2023, 1:30 pm	4/26/2023, 10:00 am	4/26/2023, 6:30 pm
May	5/12/2023, 1:30 pm	5/24/2023, 10:00 am	5/24/2023, 6:30 pm
June	6/30/2023, 1:30 pm ^o	6/28/2023, 10:00 am	6/28/2023, 6:30 pm
July	SUMMER RECESS	SUMMER RECESS	SUMMER RECESS
August	CANCELLED	8/23/2023, 10:00 am	8/23/2023, 6:30 pm
September	9/8/2023, 1:30 pm	9/27/2023, 10:00 am	9/27/2023, 6:30 pm
October	10/06/2023, 1:30 pm	10/25/2023, 10:00 am [∞]	10/25/2023, 6:30 pm [∞]
November	11/17/2023, 1:30 pm [^]	11/15/2023, 10:00 am [*]	11/15/2023, 6:30 pm [*]
December	12/8/2023, 1:30 pm [∞]	WINTER RECESS	WINTER RECESS

** Meeting moved ahead one week due to holiday; ^ Meeting moved back one week due to holiday or weather; ^o Meeting postponement date;
[∞] Meeting to be held if necessary*

ALL MEETINGS WILL BE HELD IN A HYBRID FORMAT
 Policy Committee (2nd Fridays)
 Technical & Citizens Advisory Committees (4th Wednesdays)

Bloomington-Monroe County Metropolitan Planning Organization
www.bloomington.in.gov/mpo



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

June 27, 2023

Roy Nunnally, Director
Technical Planning & Programming Division
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

Dear Mr. Nunnally:

The purpose of this letter is to respond to the Indiana Department of Transportation's (INDOT's) June 12, 2023 request for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to approve the FY 2023-2024 Unified Planning Work Program (UPWP) Amendment for the Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO) FY 2023-2024. FHWA and FTA have, in cooperation with INDOT, reviewed the BMCMPPO UPWP document and found it to be in compliance with 23 CFR 420, and it is hereby approved.

This approval does not constitute FHWA & FTA authorization of the associated Federal-aid funds. Please assure the associated funds are authorized in the Fiscal Management Information System (FMIS) prior to the beginning of State FY 2024 (July 1, 2023).

Should you have any questions regarding this eligibility finding, please contact Patrick Carpenter of FHWA at (317) 226-5351 or Angelica Salgado of FTA at (312) 886-1621.

Sincerely,
**ROBERT S
MCKENZIE**

Digitally signed by ROBERT S
MCKENZIE
Date: 2023.06.27 11:21:51 -05'00'

Stewart McKenzie
Director of Financial Management &
Program Oversight
FTA Region V

Sincerely,

For **PATRICK ALLEN
CARPENTER**

Digitally signed by
PATRICK ALLEN
CARPENTER
Date: 2023.06.27 16:12:50
-04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

ecc: Pat Martin, BMCMPPO
Emmanuel Nsonwu, INDOT



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

July 18, 2023

Mr. Patrick Martin, Senior Transportation Planner
Bloomington-Monroe County Metropolitan Planning Organization
401 North Morton Street, Suite 130
Bloomington, IN 47402

Fiscal Years 2024 – 2028 Transportation Improvement Program (TIP) Approval

Dear Mr. Martin:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2024-2028 Transportation Improvement Program for the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO). State and locally initiated transportation projects were reviewed for accuracy and compliance under The Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58.

It is my pleasure to inform you that on behalf of Governor Eric Holcomb, I approve your FY 2024-2028 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2024-2028 timeline and will be included by reference in the INDOT FY 2024-2028 Indiana Statewide Improvement Program (STIP).

If you should have any questions, please feel free to contact Roy Nunnally at 317-234-1692.

Sincerely,

Michael Smith, Commissioner
Indiana Department of Transportation

cc: Lyndsay Quist
Louis Feagans
Tony McClellan
Rebecca Packer
Roy Nunnally
Erica Tait
Patrick Carpenter

File

STIP AMENDMENT and/or MODIFICATION REQUEST

Amendm

modification

Date: 5-Jul

Requestor: Taylor Herrin

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	2026	Remarks	Letting Date	MPO
INDOT	1700198	SR 45	Intersect. Improv. W/ Added Turn Lanes	From 0.2 mi E of I-69 (Arlington) to 0.93 mi E of I-69 (Kinser)	Monroe	Seymour	0.82	NHPP	Roadway	RW	659,187	164,797			823,984				12/13/23	BCMCMPO

MENT and/or MODIFICATION REQUEST

Date: August 2022

Requestor: INDOT

	Amendment
	Modification
	Grouped Project

Signed Off? (Month/Y ear)	Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2024	2025	2026	2027	Remarks
	INDOT	2300671	Various	Other Type Project (Miscellaneous)	Protect Program Development for Infrastructure Investment & Jobs Act	Various	Multiple	0	STBG	Statewide	PE	\$ 400,000	\$ 100,000	\$ 500,000				New Project Added



FY 2022 - 2026 & FY 2024 - 2028 Transportation Improvement Program Project Request Form

Mail: Bloomington - Monroe County MPO
401 N Morton Street, Suite 130
Bloomington, Indiana 47402
Fax: (812) 349-3530

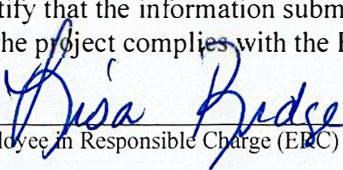
Section 1: Local Public Agency Information

- ☐ 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.



Employee in Responsible Charge (ERC)

8.7.2023

Date

Section 3: Project Information

- A. Project Name: Eagleson Avenue Over IN RR Bridge Replacement
- B. Is project already in the TIP?
☒ Yes ☐ No
- C. DES # (if assigned): 2200146
- D. Project Location (detailed description of project termini): 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
☐ Transit

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

G. Allied Projects:

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

☐ Yes ☒ No

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

☐ Yes ☐ No

I. Anticipated Letting Date: 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 2022 begins on July 1, 2021 and ends on June 30, 2022.

Phase	Funding Source	FY 2022	FY 2022	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$		\$	\$	\$
	Federal Bridge	\$	\$	\$ 45,000.00	\$	\$	\$
	Local Match	\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
	Federal Bridge	\$	\$	\$	\$80,000.00	\$	\$
	Local Match	\$	\$	\$	\$ 20,000.00	\$	\$
CE		\$	\$	\$	\$	\$	\$
	Federal Bridge	\$	\$	\$	\$	\$336,000.00	\$
	Local Match	\$	\$	\$	\$	\$84,000.00	\$
Utilities	Local Bridge					\$80,000.00	
CN		\$	\$	\$	\$	\$20,000.00	\$
	Federal Bridge	\$	\$	\$	\$	\$3,378,400.00	\$
	Local Match	\$	\$	\$	\$	\$ 844,600.00	\$
Totals:		\$	\$	\$45,000.00	\$ 100,000.00	\$4,743,000.00	\$

ROW includes Utilities and RR

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.



FY 2022 - 2026 Transportation Improvement Program Project **Amendment** Form

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

8/17/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

A. Project Name: 1st Street Reconstruction

B. Is project already in the TIP?

☒ Yes ☐ No

C. DES # (if assigned): 1900399

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

1st Street from Fairview Street to College Avenue (some utility and infrastructure work may extend west as far as Patterson Drive or as far east as Walnut Street depending 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
- ☐ Transit

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

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Promote projects that focus on improving safety for all;” “Directly focus on maintaining existing transportation facilities before building new ones;” “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.”

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.

BMCMPPO FY2020-2024 Transportation Improvement Program – Project is currently programmed for federal funding.

G. Allied Projects:

IU Health Hospital Redevelopment, 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: December 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 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	Local	\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$ 90,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$ 433,001	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$ 0	\$ 1,598,663	\$	\$	\$
	Federal	\$	\$ 0	\$ 4,601,337	\$	\$	\$
Totals:		\$ 90,000	\$ 433,001	\$ 6,200,000	\$	\$	\$

This 8/17/2023 project amendment adds FY24 funding that becomes available pending execution of a Memorandum of Understanding for transfer of federal funding between BMCMPPO and another MPO.

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).

This project is expected to reconstruct portions of existing 1st Street to include continuous and accessible sidewalks on both sides of the street, install enhanced pedestrian crosswalks, improve/replace the traffic signal equipment at 1st-College, replace old underground utility infrastructure, and provide accessible accommodations for existing transit stops.

The project seeks to reduce conflicts between modes by providing separated and continuous sidewalks on both sides of the street (the existing street does not have continuous sidewalks on both sides and the portions of existing sidewalk do not include tree plot separation as desired). The project will improve access management by removing numerous driveway cuts that were previously used by the hospital. The project will also be designed to discourage high traffic speeds in order to improve safety for all modes of transportation. The City’s Transportation Plan designates this street as a neighborhood greenway, meaning that it will need to be designed to have calm motor vehicle traffic so that bicyclists are able to operate safely and comfortably within the street. Improvements at the signalized intersection would include accessible pedestrian equipment, signage updates, optimized traffic signal timings, signal head backplates, and a new traffic signal controller (existing equipment will be ~30 years old). The project is also expected to repave or reconstruct the existing asphalt roadway and perform maintenance/replacement/extension of existing underground utilities such as storm sewer systems.

This street reconstruction is necessary in general to improve safety and connectivity for all modes of transportation and it is necessary specifically 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 demands on this street are expected to increase substantially.

The primary geographic focus of this project is on 1st Street from Fairview Street to College Avenue. However, detailed design may lead to utility or other infrastructure work that could extend as far west as Patterson Drive or as far east as Walnut Street. All of 1st Street in this area is currently within City right of way. However, it is possible that small amounts of right of way or temporary right of way acquisition will be required.

- 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 Bryan Park, Switchyard Park, Building Trades Park, Seminary Park, and Waldron/3rd Street Park. 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.

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

Preliminary engineering is underway. Public participation is expected in 2022. Right of way acquisition, if necessary, is expected in 2022. Construction is expected in 2024.

- 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. Preliminary engineering is underway. Public participation is expected in 2022. Right of way acquisition, if necessary, is expected in 2022. Construction is expected in 2024.

- 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 match is being provided by an existing Tax Increment Financing district.

- 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 will 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, 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.



FY 2024 - 2028 Transportation Improvement Program Project **Amendment** Form

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

8/17/2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

A. Project Name: 1st Street Reconstruction

B. Is project already in the TIP?

☒ Yes ☐ No

C. DES # (if assigned): 1900399

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

1st Street from Fairview Street to College Avenue (some utility and infrastructure work may extend west as far as Patterson Drive or as far east as Walnut Street depending 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
- ☐ Transit

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

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Promote projects that focus on improving safety for all;” “Directly focus on maintaining existing transportation facilities before building new ones;” “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.”

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.

BMCMPPO FY2020-2024 Transportation Improvement Program – Project is currently programmed for federal funding.

G. Allied Projects:

IU Health Hospital Redevelopment, 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: December 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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$ 1,598,663	\$	\$	\$	\$	\$
	Federal	\$ 4,601,337	\$	\$	\$	\$	\$
Totals:		\$ 6,200,000	\$	\$	\$	\$	\$

This 8/17/2023 project amendment adds FY24 funding that becomes available pending execution of a Memorandum of Understanding for transfer of federal funding between BMCMPPO and another MPO.

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).

This project is expected to reconstruct portions of existing 1st Street to include continuous and accessible sidewalks on both sides of the street, install enhanced pedestrian crosswalks, improve/replace the traffic signal equipment at 1st-College, replace old underground utility infrastructure, and provide accessible accommodations for existing transit stops.

The project seeks to reduce conflicts between modes by providing separated and continuous sidewalks on both sides of the street (the existing street does not have continuous sidewalks on both sides and the portions of existing sidewalk do not include tree plot separation as desired). The project will improve access management by removing numerous driveway cuts that were previously used by the hospital. The project will also be designed to discourage high traffic speeds in order to improve safety for all modes of transportation. The City’s Transportation Plan designates this street as a neighborhood greenway, meaning that it will need to be designed to have calm motor vehicle traffic so that bicyclists are able to operate safely and comfortably within the street. Improvements at the signalized intersection would include accessible pedestrian equipment, signage updates, optimized traffic signal timings, signal head backplates, and a new traffic signal controller (existing equipment will be ~30 years old). The project is also expected to repave or reconstruct the existing asphalt roadway and perform maintenance/replacement/extension of existing underground utilities such as storm sewer systems.

This street reconstruction is necessary in general to improve safety and connectivity for all modes of transportation and it is necessary specifically 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 demands on this street are expected to increase substantially.

The primary geographic focus of this project is on 1st Street from Fairview Street to College Avenue. However, detailed design may lead to utility or other infrastructure work that could extend as far west as Patterson Drive or as far east as Walnut Street. All of 1st Street in this area is currently within City right of way. However, it is possible that small amounts of right of way or temporary right of way acquisition will be required.

- 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 Bryan Park, Switchyard Park, Building Trades Park, Seminary Park, and Waldron/3rd Street Park. 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.

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

Preliminary engineering is underway. Public participation is expected in 2022. Right of way acquisition, if necessary, is expected in 2022. Construction is expected in 2024.

- 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. Preliminary engineering is underway. Public participation is expected in 2022. Right of way acquisition, if necessary, is expected in 2022. Construction is expected in 2024.

- 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 match is being provided by an existing Tax Increment Financing district.

- 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 will 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, 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.



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 BCMPO Complete Streets Policy.

Neil Kopper

8/17/2023

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	\$	\$	\$	\$ 470,000	\$	\$
	STBG	\$	\$	\$	\$ 0	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$ 3,980,000	\$	\$
	STBG	\$	\$	\$	\$ 0	\$	\$
	TAP	\$	\$	\$	\$ 0	\$	\$
	PROTECT	\$	\$	\$	\$ 0	\$	\$
Totals:		\$ 700,000	\$ 90,000	\$	\$ 4,450,000	\$	\$

This 8/17/2023 project amendment removes FY27 federal funding pending execution of a Memorandum of Understanding for transfer of federal funding between BCMCMPO and another MPO.

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 BCMCMPO 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 BCMCMPO 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.



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)

August 17, 2023
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

X 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 X 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	\$449,633	\$280,441	\$
	CRP	\$0	\$166,400	\$173,056	\$0	\$187,177	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$400,000	\$416,000	\$432,640	\$449,633	\$467,618	\$

This 8/17/2023 project amendment removes FY27 federal funding pending execution of a Memorandum of Understanding for transfer of federal funding between BMCMPPO and another MPO.

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.*

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 2022 - 2026 Transportation Improvement Program Project Request Form

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

8/17/2023

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	\$	\$	\$	\$ 0	\$	\$
	Sec 164	\$	\$	\$	\$ 0	\$	\$
	Local	\$	\$	\$	\$ 800,000	\$	\$
Totals:		\$ 135,000	\$	\$	\$ 890,000	\$	\$

This 8/17/2023 project amendment removes FY27 federal funding pending execution of a Memorandum of Understanding for transfer of federal funding between BMCMPPO and another MPO.

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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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.
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Minimal permits and approvals are anticipated for this project. Key milestones will include Stage 3 and Final Tracings submissions.
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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).
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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
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