



POLICY COMMITTEE

February 10, 2017

1:30 – 3:00 p.m.

Council Chambers (#115)*

- I. Call to Order
 - II. Approval of the Minutes**
 - a. January 13, 2017
 - III. Communications from the Chair
 - IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
 - V. Reports from the MPO Staff
 - a. FY 2018-2021 TIP Call for Projects
 - b. I-69 Update
 - c. FY 2017 Quarterly Project Tracking Reports
 - VI. Old Business
 - VII. New Business
 - a. TIP Amendments**
 - (1) Statewide On-call Pavement Designs (INDOT)
 - (2) Statewide On-Call Geotechnical Investigations (INDOT)
 - (3) SR45 & Tamarron Drive, Traffic Signals (INDOT)
 - VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
 - IX. Upcoming Meetings
 - a. Technical Advisory Committee – February 25, 2017 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – February 25, 2017 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – March 10, 2017 at 1:30 p.m. (Council Chambers)
- Adjournment

****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.***

*****Recommendations requested. Public comments limited to five minutes per speaker.***



POLICY COMMITTEE

January 13, 2017

1:30 – 3:00 p.m.

Council Chambers (#115)

Policy Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning & Transportation Department.

Attendance:

Policy Committee: Jason Banach, Kevin Tolloty, Jim Ude, Lisa Ridge, Julie Thomas, Richard Martin, Kent McDaniel, John Hamilton, Adam Wason, Geoff McKim, Sarah Ryterband, Brad Wisler, Andrew Cibor, Andy Ruff

Staff: Josh Desmond, Pat Martin

Others: Nicholas Carder, Michael Reschke, Paul Satterly, Ron Brown

- I. Call to Order- Introductions were made.
- II. Nominations and Election of Officers for Calendar Year 2017
 - a. **Geoff McKim moved that Ken McDaniel serve as the Policy Committee Chair and Lisa Ridge Vice-Chair for Calendar Year 2017. Richard Martin seconded. Motion passed through unanimous voice vote.
- III. Approval of the Minutes
 - a. November 4, 2016- **Richard Martin moved for approval. Sarah Ryterband seconded. Motion passed through unanimous voice vote.
- IV. Communications from the Chair –
 - a. Kent McDaniel thanked Jack Backer for his years of service on the Policy Committee and briefly reported on the transit-specific legislative proposals (SB 71 and SB391) under consideration by Indiana Senate.
- V. Reports from Officers and/or Committees
 - a. *Citizens Advisory Committee*- Sarah Ryterband reported on a new FHWA publication “Achieving Multimodal Networks” and a request to the staff for a webinar on this publication.
 - b. *Technical Advisory Committee*- Andrew Cibor said TAC last met in November and had no reports or recommendations for the Policy Committee.
- VI. Reports from the MPO Staff
 - a. *FY2018-2021 TIP Call for Projects* - Josh Desmond said the deadline for partner agency project applications was today at 5:00 p.m., and the target for FY2018-2021 TIP adoption is May 2017. The MPO will offer a new opportunity for public comment in March 2017 in an effort to seek additional public input on project scope and selection and project selection. Josh requested that the Policy Committee identify two (2) voluntary representatives for the Transportation Alternative Project (TAP) selection committee for evaluations and recommendations. The committee will not meet if there are no new applications. Lisa Ridge and Geoff McKim volunteered for committee service. Richard Martin

asked how the MPO intended to prioritize applications if requests exceeded available funds. Josh responded that all MPO committees would receive copies of all requests and then the MPO staff would work with LPA staffs in determining adjustments for achieving fiscal constraint. Projects already started are the first priority for the sake of continuity followed by projects consistent with the MTP.

- b. *I-69 Update* – INDOT provided the MPO staff with an Update just prior to today’s meeting. Staff is attending the I69 Partners Bi-Weekly coordination meetings. Richard Martin expressed shock concerning a fatality in the construction zone and ask who monitors safety/tracks crashes. Josh said all crashes are reported to a statewide database, downloaded by the staff, and analyzed for the Annual Crash Report. Richard Martin and Ken McDaniel expressed concern with the term “recapitalization” in the I-69 Section 5 Update. Staff understands the construction schedule is under review and may be modified in February-March of 2017. Mayor John Hamilton reiterated INDOT’s prior confidence in meeting the initial published construction schedule and the failure to produce an updated schedule or provide communications to elected officials and the general public. A single-page, undated, unsigned report for a project of this magnitude is not acceptable. Frustration has been conveyed to the Indiana Finance Authority and INDOT. The project schedule for local closings and bridge work is unknown, specifically for Tapp Road, and the 2nd and 3rd Street overpass bridges. Unknowns include: Can the 2nd Street corridor bridge remain open or will it be closed for a long period of time? Closure will greatly affect public safety, school routes, public transit routes, commercial goods movements, and overall public travel. The city and the county are not a party to any discussions regarding partial or total construction closures. We must be involved. The public-private partnership has a staggering lack of transparency, unacceptable accountability, and is not working in the best interests of the community. The experience of delivering updates, transparency, and responsibility is disappointing. Leadership will schedule a meeting with the Governor’s Office to convey concern and seek answers.
- c. *MPO Planning Review Report* – Josh Desmond noted Corrective Actions regarding completion of the Metropolitan Transportation Plan (MTP); Recommendations for Title VI Certification, the use of budget planning dollars; public availability of planning documents, and; Commendations for public participation, the MPO website, and bike and trail projects. The BMCMP’s next review is in FY 2020-2021. Josh responded to questions regarding Title VI Plan requirements, funding formulas, finance reserve allocations, and a limited English Requirements Plan. This is the final report for certification pending delivery of the MTP model, document text, public meetings, and approval of the MTP in FY 2017.

VII. Old Business

VIII. New Business

IX. Communications from Committee Members (*non-agenda items*)

- a. Topic Suggestions for Future Agendas -- Sarah Ryterband and Geoff McKim are continuing research on a proposed state office building in Monroe County.

X. Upcoming Meetings

- a. Technical Advisory Committee – November 16, 2016 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee – November 16, 2016 at 6:30 p.m. (McCloskey Room)
- c. Policy Committee – January 13, 2017 at 1:30 p.m. (Council Chambers)

Adjournment

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

MEMORANDUM

To: BMCMPO Policy Committee

From: Patrick Martin
Senior Transportation Planner

Date: February 2, 2017

Re: Quarterly Project Tracking – 2nd Quarter, Fiscal Year 2017

The MPO conducted its latest Quarterly Project Tracking meeting on February 1, 2017. All reports submitted to the MPO regarding programmed Transportation Improvement Projects are attached to this memorandum. All projects continue moving forward on their scheduled timelines with a few projects of significant note listed below.

Upcoming Project Lettings for Fiscal Year 2017:

- *Downtown Curb Ramp Upgrades* – March 1, 2017
- *2nd Street & College Avenue Signal Upgrade* – April 5, 2017
- *3rd Street & Woodscrest Drive Signal Upgrade* – April 5, 2017

Key Changes/Milestones:

- *Fullerton Pike Phase I* – Construction Notice to Proceed.
- *Tapp Road & Rockport Road Intersection Improvement* – The environmental document was approved. The project is now moving into the right-of-way acquisition phase.
- *17th Street Reconstruction* – Awaiting final disposition of State funding contract with INDOT. Once the contract is finalized, the project will be removed from TIP and funding reassigned.

The next Quarterly Project Tracking meeting is scheduled for April 2017.

Please let us know if you have any questions or require any additional information.

BMCMPO QUARTERLY PROJECT UPDATE FORM

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

FY 2017 First Quarter

Fullerton Pike Phase 2 1600419 Gordon Pike Bridge

Lisa Ridge, Public Works Director, 812.349.2555

Local Public Agency: Monroe County

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	--	--	--	--
b. right of way	--	--	--	--
TOTAL (PE & RW, lines a+b)	--	--	--	--
c. construction (including inflation)*	\$3,000,321	\$2,912,933	\$884,803	\$2,028,130
Inflation rate used: 3%	-----	-----	-----	-----
d. credits (if applicable)	--	--	--	--
e. construction engineering	\$375,000	\$364,100	--	\$364,100
f. contingency	--	--	--	--
TOTAL (all construction, lines c-f)	\$3,375,321	\$3,277,033	\$884,803	\$2,392,230
Total All Phases	\$3,375,321	\$3,277,033	\$884,803	\$2,392,230
Federal Fund % 27				
Local Funding % 73				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	6/25/08	Complete	6/14/13	Complete	
Final Environmental Document Approval	8/22/08	Complete	3/30/15	Complete	
Authorize Funds for PE	6/25/15	Complete	6/26/15	Complete	
Start Plan Development	6/26/15	Complete	6/26/15	Complete	
Prelim. Field Check	12/15/15	Complete	3/1/16	Complete	3/21/16
Hearing Certification	1/29/15	Complete	1/29/15	Complete	
R/W Clear	2/16/18	In Process	2/16/18		
Stage 3 Final Plans	2/16/18	In Process	2/16/18		
Final Tracings			4/2/18		
Railroad Coordination	n/a	n/a	n/a	n/a	
Ready for Contracts	5/2/18		5/2/18		
Letting	7/11/18		7/11/18		
Contract Award	9/1/18		9/1/18		

BMCMPQ QUARTERLY PROJECT UPDATE FORM

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

Final Audit		9/1/20		9/1/20		
Permits						
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires	
401	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019	
404	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019	
DNR	N	-	-	-	-	
Rule5	Y	2/16/18	~Aug 2017	~Dec 2017	~Dec 2022	
FAA	N	-	-	-	-	
Flood Protection	N	-	-	-	-	

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

Complete Streets Policy Compliance

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

- Stage 2 Design & Plans Submitted to LPA for Review 11/23/16.
- Final Plans for Utility Relocation sent to affected utilities on 11/22/16.
- Additional NEPA Investigations on-going for additional APE along Rogers Street (Roundabout).
- ROW Engineering & APA's are complete. Appraisals begun 10/28/16.
- Geotechnical Investigation & report completed 10/5/16. Pavement Design submitted for INDOT review 11/18/16.

BMCMPO QUARTERLY PROJECT UPDATE FORM

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FY 2017 First Quarter

Fullerton Pike Phase 2 1500523

Lisa Ridge, Public Works Director, 812.349.2555

Local Public Agency: Monroe County

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$680,000	\$641,835	--	\$641,835
b. right of way	\$450,000	\$450,000	--	\$450,000
TOTAL (PE & RW, lines a+b)	\$1,130,000	\$1,091,835	--	\$1,091,835
c. construction (including inflation)*	\$2,171,844	\$2,582,634	\$1,737,475	\$845,159
Inflation rate used: 3%	-----	-----	-----	-----
d. credits (if applicable)	--	--	--	--
e. construction engineering	\$271,500	\$322,825	--	\$322,825
f. contingency	--	--	--	--
TOTAL (all construction, lines c-f)	\$2,443,344	\$2,905,459	\$1,737,475	\$1,167,984
Total All Phases	\$3,573,344	\$3,997,294	\$1,737,475	\$2,259,819
Federal Fund %	60			
Local Funding %	40			

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	6/25/08	Complete	6/14/13	Complete	
Final Environmental Document Approval	8/22/08	Complete	3/30/15	Complete	
Authorize Funds for PE	6/25/15	Complete	6/26/15	Complete	
Start Plan Development	6/26/15	Complete	6/26/15	Complete	
Prelim. Field Check	12/15/15	Complete	3/1/16	Complete	3/21/16
Hearing Certification	1/29/15	Complete	1/29/15	Complete	
R/W Clear	2/16/18	In Process	2/16/18		
Stage 3 Final Plans	2/16/18	In Process	2/16/18		
Final Tracings			4/2/18		
Railroad Coordination	n/a	n/a	n/a	n/a	
Ready for Contracts	5/2/18		5/2/18		
Letting	7/11/18		7/11/18		
Contract Award	9/1/18		9/1/18		

BMCMPQ QUARTERLY PROJECT UPDATE FORM

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Final Audit		9/1/20		9/1/20		
Permits						
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires	
401	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019	
404	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019	
DNR	N	-	-	-	-	
Rule5	Y	2/16/18	~Aug 2017	~Dec 2017	~Dec 2022	
FAA	N	-	-	-	-	
Flood Protection	N	-	-	-	-	

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

Complete Streets Policy Compliance

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

- Stage 2 Design & Plans Submitted to LPA for Review 11/23/16.
- Final Plans for Utility Relocation sent to affected utilities on 11/22/16.
- Additional NEPA Investigations on-going for additional APE along Rogers Street (Roundabout).
- ROW Engineering & APA's are complete. Appraisals begun 10/28/16.
- Geotechnical Investigation & report completed 10/5/16. Pavement Design submitted for INDOT review 11/18/16.

BMCMPO QUARTERLY PROJECT UPDATE FORM

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or call **812.349.3530** for questions or additional information.

FY 2017 2nd Quarter

Project Name and DES#: 2nd/Bloomfield Multimodal Safety Improvements

ERC Name and Phone#: Neil Kopper 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$205,000		\$104,331	\$100,669
b. right of way	\$80,000			\$80,000
TOTAL (PE & RW, lines a+b)	\$285,000		\$104,331	\$180,669
c. railroad				
d. construction (including inflation)*	\$840,000		\$669,657	\$170,343
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering	\$143,000			\$143,000
g. contingency				
TOTAL (all construction, lines c-f)	\$983,000		\$669,657	\$313,343
Total All Phases	\$1,268,000		\$773,988	\$494,012
Federal Fund % 61.0				
Local Funding % 39.0				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	10/14/2016	Complete	10/14/2016	Complete	
Final Environmental Document Approval		Not Complete		Not Complete	
Authorize Funds for PE		Not Complete		Not Complete	
Start Plan Development		Not Complete		Not Complete	
Prelim. Field Check		Not Complete		Not Complete	
Hearing Certification		Not Complete		Not Complete	
R/W Clear		Not Complete		Not Complete	
Stage 3 Final Plans		Not Complete		Not Complete	
Final Tracings		Not Complete		Not Complete	
Railroad Coordination		Not Complete		Not Complete	
Ready for Contracts		Not Complete		Not Complete	
Letting	01/16/2019	Not Complete		Not Complete	
Contract Award		Not Complete		Not Complete	

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

Final Audit		Not Complete		Not Complete	
Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

RFP for engineering services completed, discussing scope/fee with Parsons Brinckerhoff

BMCMPO QUARTERLY PROJECT UPDATE FORM

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FY 2017 Second Quarter

Project Name and DES#: Tapp Road & Rockport Road Intersection Improvement 0901730

ERC Name and Phone#: Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	540,505.00		421,200.00	119,305.00
b. right of way	750,000.00		429,000.00	321,000.00
TOTAL (PE & RW, lines a+b)	1,290,505.00		850,200.00	440,305.00
c. railroad				
d. construction (including inflation)*	3,150,000.00		2,231,327.00	918,673.00
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering	472,500.00		352,315.00	120,185.00
g. contingency				
TOTAL (all construction, lines c-f)	3,622,500.00		2,583,642.00	1,038,858.00
Total All Phases	4,913,005.00		3,433,842.00	1,479,163.00
Federal Fund %	70			
Local Funding %	30			

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	05/31/2009	Completed			
Final Environmental Document Approval	5/10/2010	Completed	10/12/2016	100%	
Authorize Funds for PE	12/17/2009	Completed			
Start Plan Development	5/10/2010	Completed	05/01/2017	100%	
Prelim. Field Check	04/06/2015	Completed	08/17/2015	100%	
Hearing Certification	01/25/2016	Completed	09/26/2016	100%	
R/W Clear	01/29/2016		10/13/2017		
Stage 3 Final Plans	08/17/2015		10/13/2017	50%	
Final Tracings	11/13/2017		11/27/2017		
Railroad Coordination	07/05/16		10/13/2017		
Ready for Contracts	12/20/2017		12/20/2017		
Letting	03/07/2018		03/07/2018		
Contract Award	06/07/2018		06/07/2018		

BMCMPQ QUARTERLY PROJECT UPDATE FORM

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Final Audit	06/07/2019	6/07/2019			
Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	Y				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

- Stage 3 plans in progress.
- Pavement Design Request submitted to INDOT for review and approval on Feb 16, 2016.
- NEPA was approved on 10/12/2016.
- Appraisal Problem Analysis (APA) has been completed and Appraisals are currently in progress.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

FY 2017 2nd Quarter

Project Name and DES#: Downtown Curb Ramps 1400166

ERC Name and Phone#: Neil Kopper, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$87,800	-		\$87,800
b. right of way	\$0	-		
TOTAL (PE & RW, lines a+b)	\$87,800	-		\$87,800
c. railroad	-	-	-	-
d. construction (including inflation)*	\$409,400	\$415,800	\$374,220	\$41,580
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering	\$61,400	\$55,000	\$49,500	\$5,500
g. contingency				
TOTAL (all construction, lines c-g)	\$470,800	\$470,800	\$423,720	\$47,080
Total All Phases	\$558,600	\$558,600	\$423,720	\$134,880
Federal Fund % 76%				
Local Funding % 24 %				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	2/7/2014	C	2/7/2014	C	
Final Environmental Document Approval	12/28/2015	C	5/2/2016	C	
Authorize Funds for PE	12/28/2015	C	12/28/2015	C	
Start Plan Development	12/28/2015	C	4/30/2016	C	
Prelim. Field Check	4/30/2016	C	9/7/2016	C	
Hearing Certification	N/A	N/A	N/A	N/A	
R/W Clear	6/30/2016	U	9/23/2016	C	
Stage 3 Final Plans	6/30/2016	U	10/5/2016	C	
Railroad Coordination	N/A	N/A	N/A	N/A	
Final Tracings	10/7/2016	L	11/21/2016	C	
Ready for Contracts	11/21/2016	L	12/21/2016	C	
Letting	12/21/2016	L	3/1/2017	U	
Contract Award	3/1/2017	L	4/1/2017	L	

BMCMPQ QUARTERLY PROJECT UPDATE FORM

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or call **812.349.3530** for questions or additional information.

Final Audit	4/1/2017		6/30/2018		
Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

BMCMPO QUARTERLY PROJECT UPDATE FORM

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FY 2017 Second Quarter

Project Name and DES#: 17th St. Reconstruction 1500375

ERC Name and Phone#: Andrew Cibor 812-349-3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$500,000			\$500,000
b. right of way	\$755,281			\$755,281
TOTAL (PE & RW, lines a+b)	\$1,255,281			\$1,255,281
c. railroad				
d. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering				
g. contingency				
TOTAL (all construction, lines c-f)	\$3,511,620		\$2,145,501	\$1,366,119
Total All Phases	\$4,766,901		\$2,145,501	\$2,621,400
Federal Fund % 45%				
Local Funding % 55%				

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

BMCMPO QUARTERLY PROJECT UPDATE FORM

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

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

- INDOT/LPA contract is not signed. Will remove project from MPO TIP.
- A funding agreement with INDOT to support this project is finalized. Agreement authorizations to start on January 24, 2017 with the City Board of Public Works.
- AZTEC Engineering Group, Inc. selected to provide PE and RW consultant services after competitive RFP. Contract to be approved by Board of Public Works on January 24, 2017.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov or call 812.349.3530 with questions or additional information.

FY 2017 2nd Quarter

Project Name and DES#: 2nd & College Signal Replacement, Des No 1500376

ERC Name and Phone#: Neil Kopper, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$35,671.12			\$35,671.12
b. right of way	-			-
TOTAL (PE & RW, lines a+b)	\$35,671.12			\$35,671.12
c. railroad	-			
d. construction (including inflation)*	\$256,702.79	\$339,752.53	\$126,714.18	\$213,038.35
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering	\$40,000	\$47,857.28	\$38,285.82	\$9,571.46
g. contingency				
TOTAL (all construction, lines c-f)	\$296,702.79	\$387,609.81	\$165,000.00	\$222,609.81
Total All Phases	\$332,373.91	\$423,280.93	\$165,000.00	\$258,280.93
Federal Fund % 39.0				
Local Funding % 61.0				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	3/22/15	C	3/22/15	C	
Final Environmental Document Approval	5/10/16	C	6/2/16	C	
Authorize Funds for PE	NA	NA	NA	NA	
Start Plan Development	12/1/15	C	12/28/15	C	
Prelim. Field Check	4/26/16	C	4/26/16	C	
Hearing Certification	NA	NA	NA	NA	
R/W Clear	NA	NA	NA	NA	
Stage 3 Final Plans	9/7/16	C	10/7/16	C	
Final Tracings	1/6/17	C	1/13/17	C	
Railroad Coordination	NA	NA	NA	NA	
Ready for Contracts	1/25/17	L	1/25/17	L	
Letting	4/5/17	L	4/5/17	L	
Contract Award	4/5/17	L	5/5/17	L	

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov or call 812.349.3530 with questions or additional information.

Final Audit	5/5/17		6/22/18		
Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

Consultant received Notice to Proceed (NTP) on 12/28/15.
 Field check with utilities on 4/26/16.
 Stage 3 submitted on 9/7/16.
 Final Tracings submitted on 1/6/17.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov or call 812.349.3530 with questions or additional information.

FY 2017 2nd Quarter

Project Name and DES#: 3rd & Woodscrest Signal Replacement, Des No 1500381

ERC Name and Phone#: Neil Kopper, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$54,123.88			\$54,123.88
b. right of way	\$50,000.00			\$50,000.00
TOTAL (PE & RW, lines a+b)	\$104,123.88			\$104,123.88
c. railroad				
d. construction (including inflation)*	\$389,641.15	\$505,485.40	\$270,601.03	\$234,884.37
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering	\$60,000.00	\$56,347.46	\$45,077.97	\$11,269.49
g. contingency				
TOTAL (all construction, lines c-f)	\$449,641.15	\$561,832.86	\$315,679.00	\$246,153.86
Total All Phases	\$553,765.03	\$665,956.74	\$315,679.00	\$350,277.74
Federal Fund % 47.4				
Local Funding % 52.6				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	3/22/15	C	3/22/15	C	
Final Environmental Document Approval	5/3/16	C	6/1/16	C	
Authorize Funds for PE	NA	NA	NA	NA	
Start Plan Development	12/1/15	C	12/28/15	C	
Prelim. Field Check	4/26/16	C	4/26/16	C	
Hearing Certification	NA	NA	NA	NA	
R/W Clear	6/1/16	C	11/7/16	U	
Stage 3 Final Plans	9/7/16	C	10/7/16	C	
Final Tracings	1/6/17	C	1/13/17	C	
Railroad Coordination	NA	NA	NA	NA	
Ready for Contracts	1/25/17	L	1/25/17	L	
Letting	4/5/17	L	4/5/17	L	
Contract Award	4/5/17	L	5/5/17	L	

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov or call 812.349.3530 with questions or additional information.

Final Audit	5/5/17		6/22/18		
Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

Consultant received Notice to Proceed (NTP) on 12/28/15.
 Field check with utilities on 4/26/16.
 Stage 3 submitted on 9/7/16.
 Final Tracings submitted on 1/6/17.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

FY 2017 2nd Quarter

Project Name and DES#: E. Rogers Rd Multiuse Path, DES#:1500382

ERC Name and Phone#: Neil Kopper, 812-349-3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$75,000		\$60,000	\$15,000
b. right of way				\$0
TOTAL (PE & RW, lines a+b)	\$75,000		\$60,000	\$15,000
c. railroad				
d. construction (including inflation)*	\$354,200			\$354,200
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering	\$50,600			\$50,600
g. contingency				
TOTAL (all construction, lines c-f)	\$404,800			\$404,800
Total All Phases	\$479,800		\$60,000	\$419,800
Federal Fund % 12.50				
Local Funding % 87.50				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval	TBD				
Authorize Funds for PE	07/01/2016				
Start Plan Development	03/01/2017				
Prelim. Field Check					
Hearing Certification					
R/W Clear	TBD				
Stage 3 Final Plans	TBD				
Final Tracings	TBD				
Railroad Coordination	NA				
Ready for Contracts	TBD				
Letting	TBD				
Contract Award	TBD				

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

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

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

RFP for engineering services was advertised for 1500382, 1500383, and 1500384 together. The RFP has been scored and the City is waiting for INDOT approval before contacting top-ranked firm.

Funding for right of way and construction has been applied for in the MPO's TIP call for projects.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

FY 2017 2nd Quarter

Project Name and DES#: Winslow Rd. Multiuse Path 1500383

ERC Name and Phone#: Neil Kopper 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$150,000		\$120,000	\$30,000
b. right of way	\$91,000			\$91,000
TOTAL (PE & RW, lines a+b)	\$241,000		\$120,000	\$121,000
c. railroad				
d. construction (including inflation)*	\$806,925			\$806,925
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering	\$115,275			\$115,275
g. contingency				
TOTAL (all construction, lines c-f)	\$922,200			\$922,200
Total All Phases	\$1,163,200		\$120,000	\$1,043,200
Federal Fund % 12				
Local Funding % 88				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	1/1/2017				
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts	08/04/2021				
Letting	10/14/2021				
Contract Award					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

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

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

RFP for engineering services was advertised for 1500382, 1500383, and 1500384 together. The RFP has been scored and the City is waiting for INDOT approval before contacting top-ranked firm.

Funding for right of way and construction has been applied for in the MPO's TIP call for projects.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

FY 2017 2nd Quarter

Project Name and DES#: S. Henderson St. Multiuse Path 1500384

ERC Name and Phone#: Neil Kopper 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$200,000		\$155,801	\$44,199
b. right of way	\$120,000			\$120,000
TOTAL (PE & RW, lines a+b)	\$320,000		\$155,801	\$164,199
c. railroad				
d. construction (including inflation)*	\$991,358			\$991,358
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering	\$141,622			\$141,622
g. contingency				
TOTAL (all construction, lines c-f)	\$1,132,980			\$1,132,980
Total All Phases	\$1,452,980		\$155,801	\$1,297,179
Federal Fund % 11				
Local Funding % 89				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	1/1/2017				
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts					
Letting	3/3/2021				
Contract Award					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov or call **812.349.3530** for questions or additional information.

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

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

RFP for engineering services was advertised for 1500382, 1500383, and 1500384 together. The RFP has been scored and the City is waiting for INDOT approval before contacting top-ranked firm.

Funding for right of way and construction has been applied for in the MPO's TIP call for projects.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

FY 2017 - Second Quarter

Project Name and DES#: Signal Timing Project 1592270

ERC Name and Phone#: Neil Kopper, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$225,000		\$202,500	\$22,500
b. right of way				
TOTAL (PE & RW, lines a+b)	\$225,000		\$202,500	\$22,500
c. railroad				
d. construction (including inflation)*				
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering				
g. contingency				
TOTAL (all construction, lines c-f)				
Total All Phases	\$225,000		\$202,500	\$22,500
Federal Fund %				
Local Funding %				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	12/15/2015	12/18/15	7/1/17		
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts					
Letting					
Contract Award					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

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

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

As of December 16, 2016 all new signal timings have been deployed for this project. The 17th Street corridor (6 signals, 1 HAWK) were deployed during the week of 12/12/16 to complete the in-field activities. Compiling the implemented data and analyzing the before and after results will be the next step in the process prior to the completion of the final report.

The project is still on schedule to be completed by July 1, 2017.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

FY 2017 Second Quarter

Project Name and DES#: Pedestrian Safety and Accessibility at Signalized Intersections, 1600426

ERC Name and Phone#: Neil Kopper, 812-349-3593

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$94,900	\$143,900		\$143,900
b. right of way	\$75,000			\$75,000
TOTAL (PE & RW, lines a+b)	\$169,900	\$218,900		\$218,900
c. railroad				
d. construction (including inflation)*	\$480,000		\$432,000	\$48,000
Inflation rate used:	-----	-----	-----	-----
e. credits (if applicable)				
f. construction engineering	\$83,500		\$75,150	\$8,350
g. contingency				
TOTAL (all construction, lines c-f)	\$563,500		\$507,150	\$56,350
Total All Phases	\$733,400	\$782,400	\$507,150	\$275,250
Federal Fund % 65%				
Local Funding % 35%				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	4/4/2016	Complete	4/4/2016	Complete	
Final Environmental Document Approval	12/5/2016	Not Started	12/30/2016	Not Started	3/1/2017
Authorize Funds for PE	5/25/2016	Complete	5/25/2016	Complete	
Start Plan Development	5/26/2016	Complete	5/26/2016	Complete	
Prelim. Field Check	2/15/2017	Not Started	2/15/2017	Not Started	3/15/2017
Hearing Certification	N/A	N/A	N/A	N/A	
R/W Clear	1/4/2017	Not Started	12/15/2017	Not Started	
Stage 3 Final Plans	6/30/2017	Not Started	7/30/2017	Not Started	
Final Tracings	11/15/2017	Not Started	11/15/2017	Not Started	
Railroad Coordination	N/A	N/A	N/A	N/A	
Ready for Contracts	12/27/2017	Not Started	12/27/2017	Not Started	
Letting	3/7/2018	Not Started	3/7/2018	Not Started	
Contract Award	5/1/2018	Not Started	5/1/2018	Not Started	

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Pat Martin at martipa@bloomington.in.gov
or call **812.349.3530** for questions or additional information.

Final Audit					
Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	Y	10/15/2017			
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

- Yes
- No
- Not Applicable

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

Stage 1 Design submitted 11/18/16 and reviewed by INDOT Traffic on 12/13/16. Minor Projects PA submitted on 11/15/16 and approved by IDNR on 1/18/17. The Environmental Document will be submitted on or before 2/6/17 and should be approved by INDOT by 3/1/17. Contract amendment completed for additional right-of-way research and potential right-of-way services of reacquire existing right-of-way.

New Stage 1 Design construction estimate is \$555,895.60.



MEMORANDUM

To: MPO Policy Committee
From: Pat Martin
Senior Transportation Planner
Date: February 2, 2017
Re: Transportation Improvement Program (TIP) Amendments

The Indiana Department of Transportation has requested three amendments to the FY 2016-2019 TIP. The requests would add three new State projects to the TIP. A description of the proposed changes is provided below.

Indiana Department of Transportation

The Indiana Department of Transportation has requested three TIP amendments as outlined below.

Statewide On-Call Pavement Design (#1600463)

INDOT wishes to add this new project to the TIP. This project would provide statewide funding for pavement design services at various locations on an as-needed basis.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2017	STP	\$ 1,917,196	\$ 213,022	\$ 2,130,218
Totals			\$ 1,917,196	\$ 213,022	\$ 2,130,218

Statewide On-Call Geotechnical Investigations (#1600479)

INDOT wishes to add this new project to the TIP. This project would provide statewide funding for geotechnical investigation services at various locations on an as-needed basis.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2017	STP	\$ 2,095,118	\$ 232,791	\$ 2,327,909
Totals			\$ 2,095,118	\$ 232,791	\$ 2,327,909

Hawk Signal at SR 45 & Tamarron Drive (#1601926)

INDOT wishes to add this new project to the TIP. This project would add a Hawk Signal at SR 45 and Tamarron Drive as part of a larger pedestrian crossing improvement project at this location. This project is being undertaken in partnership with the City of Bloomington. The signal is being funded by INDOT while the City will fund the other related infrastructure improvements.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2017	HSIP	\$ 4,500	\$ 500	\$ 5,000
CN	2018	HSIP	\$ 9,900	\$ 1,100	\$ 11,000
CN	2019	HSIP	\$ 108,000	\$ 12,000	\$ 120,000
Totals			\$ 122,400	\$ 13,600	\$ 136,000

Requested Action

Approve the requested TIP amendments. The Technical and Citizens Advisory Committees both unanimously recommended approval of these amendments at their January 25, 2017 meetings.



Transportation Improvement Program Project Request Form

NOTE: This form must be completed in its entirety in order for a new project to be considered for inclusion into the Transportation Improvement Program (TIP) **OR** to make changes to an existing project already programmed in the TIP.

Please complete all parts, including signature verification, and attach all support materials before returning to BMCMPPO staff at the address listed below.

Mail: Bloomington/Monroe County MPO
 401 N. Morton Street Suite 160
 PO Box 100
 Bloomington, IN 47402

-OR- email: mpo@bloomington.in.gov
 fax: (812) 349-3535

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

- | | | | |
|--|--|---|---|
| <input type="checkbox"/> Monroe County | <input type="checkbox"/> City of Bloomington | <input type="checkbox"/> Town of Ellettsville | <input checked="" type="checkbox"/> INDOT |
| <input type="checkbox"/> Rural Transit | <input type="checkbox"/> Indiana University | <input type="checkbox"/> Bloomington Transit | <input type="checkbox"/> _____ |

Contact Name (ERC): David A. Butts Phone: 317-232-3767 Fax: _____

Address: N 955-PL IGCN, 100 N. Senate Avenue, Indianapolis, IN 46204

Email: dbutts@indot.in.gov

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

- **Project Name:** PE Phase Funding for Statewide Pavement Designs and Geotechnical Investigations **DES**
Number: # Various
- **Is this project already in the TIP?** Yes No
- **Project Location (detailed description of project termini or attach an illustration):** Various as this if the PE Funding for Statewide Pavement Designs and Geotechnical Investigations
- **Brief Project Description:** PE Phase Funding for Statewide Pavement Designs and Geotechnical Investigations
- **Support for the Project (e.g. Local plans, LRTP, TDP, etc.):** _____
- **Allied Projects (other projects related to this one):** _____
- **ITS Components:** Does the project have an Intelligent Transportation Systems component? No
 If so, is the project included in the **MPO's ITS architecture**? _____

3. Financial Plan

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

Note: Fiscal Years run from July 1 to June 30 (For example, FY 2014 starts 7/1/13 and ends 6/30/14).

Phase	Funding Source	FY 2014	FY 2015	FY 2016	FY 2017	Outlying Years
PE		\$	\$	\$	\$	\$
	Various	\$	\$	\$	\$ 2,130,217.6	\$
		\$	\$	\$	\$	\$
PE		\$	\$	\$	\$	\$
	Various	\$	\$	\$	\$ 2,327,909.0	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:	\$	\$	\$	\$ 4,458,126.6	\$

- Construction Engineering/Inspection:**

Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No N/A

- Year of Implementation Cost:**

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

4. Complete Streets

- New Projects:** If this is a new project to be included in the TIP and the Complete Streets policy is applicable, then Section 4 **MUST** be completed.
- Existing Projects:** If this project is already included in the currently adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of Section 4 must be updated and resubmitted for consideration.
- Not Applicable:** If this project is not subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

Complete Streets Applicability and Compliance – Check one of the following:

Not Applicable – If Complete Streets Policy is Not Applicable, please skip to Section 5. The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds 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.*

Compliant - The project will accommodate all users of the corridor. The project is 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.*

Exempt - The project is unable to accommodate all users of the corridor due to certain circumstances


or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items 1, 4-8 (below) must be submitted for exempt projects.* Reason for exemption: _____

Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” For any sections marked as unknown, information should be submitted as soon as it is 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 components in relation to current conditions, during implementation/construction, and upon project completion.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.)
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) **Key Milestones** – Identify key milestones (approvals, permits, agreements, design status, etc.)
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list.

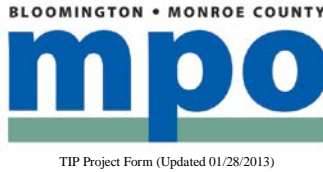
5. Signature Verification

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



Signature

12/20/2016
Date



Transportation Improvement Program Project Request Form

NOTE: This form must be completed in its entirety in order for a new project to be considered for inclusion into the Transportation Improvement Program (TIP) **OR** to make changes to an existing project already programmed in the TIP.

Please complete all parts, including signature verification, and attach all support materials before returning to BMCMPPO staff at the address listed below.

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 160
PO Box 100
Bloomington, IN 47402

-OR- email: mpo@bloomington.in.gov
fax: (812) 349-3535

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

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

Contact Name ([ERC](#)): Mitchell Reed Phone: 812-524-3972 Fax: _____

Address: 185 Agrico Lane, Seymour IN

Email: MRreed1@indot.in.gov

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

- Project Name: Traffic Signals, New or modernized DES Number: # 1601926
- Is this project already in the TIP? Yes No
- Project Location (detailed description of project termini or attach an illustration): At the intersection of SR 45 and Tammarron.
- Brief Project Description: Hawk Traffic Signal at the intersection of SR 45 and Tammarron
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): _____
- Allied Projects (other projects related to this one): _____
- ITS Components: Does the project have an Intelligent Transportation Systems component? _____
If so, is the project included in the [MPO's ITS architecture](#)? _____

3. Financial Plan

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

Note: Fiscal Years run from July 1 to June 30 (For example, FY 2014 starts 7/1/13 and ends 6/30/14).

Phase	Funding Source	FY 2014	FY 2015	FY 2016	FY 2017	Outlying Years
PE		\$	\$	\$	\$	\$
	HSIP	\$	\$	\$	\$ 45000	\$
	State	\$	\$	\$	\$ 4500	\$
CN	HSIP	\$	\$	\$	\$	\$ 9900
		\$	\$	\$	\$	\$ 1100
		\$	\$	\$	\$	\$
CN	HSIP	\$	\$	\$	\$	\$ 108000
		\$	\$	\$	\$	\$ 12000
		\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$

- **Construction Engineering/Inspection:**

Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No N/A

- **Year of Implementation Cost:**

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

4. Complete Streets

- **New Projects:** If this is a new project to be included in the TIP and the Complete Streets policy is applicable, then Section 4 **MUST** be completed.
- **Existing Projects:** If this project is already included in the currently adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of Section 4 must be updated and resubmitted for consideration.
- **Not Applicable:** If this project is not subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

Complete Streets Applicability and Compliance – Check one of the following:

Not Applicable – If Complete Streets Policy is Not Applicable, please skip to Section 5. The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds 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.*

Compliant - The project will accommodate all users of the corridor. The project is 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.*

Exempt - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items 1, 4-8 (below) must be submitted for exempt projects.* Reason for exemption: _____

Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” For any sections marked as unknown, information should be submitted as soon as it is 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 components in relation to current conditions, during implementation/construction, and upon project completion.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.)
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) **Key Milestones** – Identify key milestones (approvals, permits, agreements, design status, etc.)
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list.

5. Signature Verification

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

Signature

12/27/16

Date



MEMORANDUM

To: MPO Policy Committee

From: Pat Martin
Senior Transportation Planner

Date: February 2, 2017

Re: FY2018-2021 Transportation Improvement Program - Call for Projects & Applications Received

The Bloomington-Monroe County MPO issued a Call for Projects for the Fiscal Years 2018-2021 Transportation Improvement Program (TIP) on November 18, 2016, with potential funding awards from the Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and Transportation Alternatives Program (TAP). Applications for funding from these programs had a submission deadline of January 13, 2017.

The MPO staff received applications from the City of Bloomington, Bloomington Transit, Indiana University Transit, Monroe County, and Rural Transit. Project applications attached to this Memorandum are currently for your information and reference.

The FY2018-2021 TIP will be developed according to the following schedule:

TAC and CAC Review	February 22, 2017
PC Award of TAP/HSIP:	March 10, 2017
Draft TIP for Public Input:	March 20, 2017
PC Approval of new TIP:	May 12, 2017
Submission of TIP to INDOT:	May 17, 2017

Please contact the MPO staff at your earliest convenience regarding the FY2018-2012 TIP development process or schedule.

PPM/pm



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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): Andrew Cibor
Phone: 812-349-3423
Email: cibora@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.

Amc C

1/11/2017

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

A. Project Name: Tapp Rd & Rockport Rd Intersection Improvements

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 0901730

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

The project is located at the intersection of W Tapp Road, S Rockport Road, and W Country Club Drive. The project extends west to the terminus of the multiuse path west of Adams Street, approximately 500' south of the intersection, approximately 500' east of the intersection, and north to the W Pinehurst Dr intersection.

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.):

BCCMPO 2035 Long Range Transportation Plan; Bicycle and Pedestrian Transportation & Greenways System Plan; Project is currently in TIP.

- Allied Projects: Rockport Road; Tapp/Adams Roundabout; Rogers/Country Club Intersection; I-69

G. 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

H. Anticipated Letting Date: March 07, 2018

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 BCCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$ 120,185	\$	\$	\$	\$
	STP	\$ 352,315	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN	Local	\$ 918,673	\$	\$	\$	\$
	STP	\$ 2,231,327	\$	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$ 3,622,500	\$	\$	\$	\$

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 constructs intersection improvements to correct a skew, improve sight distance and geometry, install a traffic signal, and provide pedestrian crosswalks and accessible curb ramps. The project also installs sidewalks and a multiuse path extending west along Tapp to the existing path at the Adams St roundabout.*
- 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 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 seeks to improve safety and accessibility for people walking, on bicycle, using transit, or driving. Project will improve overall street capacity by replacing the existing all-way stop with a traffic signal and by improving multimodal transportation options.*
- 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 complete, right of way acquisition services have begun, and construction is expected to start in 2018.*
- 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 complete, right of way acquisition services have begun, and construction is expected to start in 2018.

- 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 available MPO funding. Local funding source is the City's Consolidated TIF.*
- 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 with the MPO TAC, MPO CAC, 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. A public information meeting was held at a location directly adjacent to the intersection on August 4th, 2016. All public input was considered and responded to in accordance with INDOT-required processes.*
- 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, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.*



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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.

1/11/2017

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

A. Project Name: Rogers Road Multiuse Path

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1500382

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

The north side of E Rogers Rd approximately 400 feet east of High Street to and including the intersection of The Stands Drive/Winding Brook Circle.

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.):

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP-2008) with a multiuse path along Rogers Road. It is also included within the BMCMPPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor. Currently in TIP.

G. Allied Projects: Jackson Creek Trail Phase I, Sare Road and Rogers Road Roundabout

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: November 2019

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$	\$ 12,000	\$	\$
	STP PYB	\$	\$	\$ 48,000	\$	\$
		\$	\$	\$	\$	\$
CN	Local	\$	\$	\$ 85,000	\$	\$
	STP PYB	\$	\$	\$ 325,000	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$	\$ 470,000	\$	\$

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 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 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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.

Employee in Responsible Charge (ERC)

1/11/2017

Date

Section 3: Project Information

A. Project Name: Winslow Road Multiuse Path

B. Is project already in the TIP?

Yes No

C. DES # (if assigned): 1500383

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

North side of Winslow Road from S Henderson Street to S Highland Avenue

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.):

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP-2008) with a multiuse path along Winslow Road. It is also included within the BMCMPPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor. Project is currently in TIP.

G. Allied Projects: Country Club Sidepath Phase I, II, and III, B-line Trail, and Childs Safe Routes to School

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: November 2019

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$ 30,000	\$	\$	\$
	STP	\$	\$ 120,000	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$	\$ 22,500	\$	\$
	STP PYB	\$	\$	\$ 90,000	\$	\$
		\$	\$	\$	\$	\$
CN	Local	\$	\$	\$ 150,000	\$	\$
	STP PYB	\$	\$	\$ 600,000	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$ 150,000	\$ 862,500	\$	\$

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 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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.


Employee in Responsible Charge (ERC)

1/11/2017
Date

Section 3: Project Information

A. Project Name: Henderson Street Multiuse Path

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1500384

D. Project Location (detailed description of project termini):
S Henderson Street from East Hillside Drive to the bus stop approximately 650 feet north of Winslow Road. Preliminary engineering will determine final alignment, but the path is expected to be on the east side of S Henderson Street. Some intersection improvements are anticipated within the project.

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.):

Pedestrian Transportation and Greenways System Plan (BPTGSP-2008). Policy guidance supports this project based upon the BMCMPPO 2030 Long Range Transportation Plan goals #1 and #2 for Mobility and Accessibility. Currently in TIP.

G. Allied Projects: Black Lumber Trail, Winslow Road Multiuse Path, Winslow-Henderson Multiuse Path and Intersection Improvements 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: November 2019

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$ 24,000	\$	\$	\$
	STP PYB	\$	\$ 96,000	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$	\$ 30,067	\$	\$
	STP	\$	\$	\$ 119,333	\$	\$
		\$	\$	\$	\$	\$
CN	Local	\$	\$	\$ 199,200	\$	\$
	STP	\$	\$	\$ 796,800	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$	\$ 1,145,400	\$	\$

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.).
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- 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.



**City of Bloomington
Planning and Transportation Department**

January 09, 2017

Jackson Creek Trail Project

RE: Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under this call for projects for our Jackson Creek Trail project. This project has already been awarded federal funding for preliminary engineering in the current TIP and we are seeking additional funding for right of way acquisition, construction engineering, and construction.


This project will add to the Jackson Creek Trail by extending the trail to the south and north of the existing trail. In total this project will more than double the length of the existing Jackson Creek Trail and provide approximately 2 miles of trail. It will make key neighborhood connections to the north and complete a key connection going south where ultimately the trail will one day connect to the Clear Creek Trail. It also will link destinations for schools (Jackson Creek Middle School and Childs Elementary) and parks (Southeast, Sherwood Oaks, and Olcott).

This project qualifies for Transportation Alternatives Program (TAP) funding based on several eligible activities including sidewalks, off-street bicycle infrastructure, traffic calming, and safe routes for non-drivers. The project application form and a map showing the project location are attached.

As detailed in the attached forms, we are requesting TAP funding for preliminary engineering in both FY 2018 and FY 2019, right of way acquisition in FY 2020, and construction/construction engineering in FY 2021. Construction and construction engineering funding will also be supplemented by available Surface Transportation Program Prior Year Balance (STP PYB) funds.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2021. Roy Aten 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



Jeff Underwood, Controller



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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): _____

Phone: _____

Email: _____

Roy Aten

812-349-3423

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.

Employee in Responsible Charge (ERC)

1/12/2017

Date

Section 3: Project Information

A. Project Name: Jackson Creek Trail

B. Is project already in the TIP?

Yes No

C. DES # (if assigned): 1500398

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

Northern project terminus is located on Arden Drive at the Southeast Park entrance. Project then heads west to High Street and south to Sherwood Oaks Park/Goat Farm at the High Street and Winslow Road roundabout. Project then follows existing trail south until its terminus and continues heading south to Rhorer Road and then east to Sare Road. A short additional connection may be necessary to link to the Jackson Creek Middle School.

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.):

Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan. Currently in TIP.

G. Allied Projects: Rogers Road Multiuse Path, Jackson Creek Trail Phase 1, and Fullerton Pike

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: November, 2020

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$ 44,199	\$ 44,199	\$	\$	\$
	TAP	\$ 155,801	\$ 155,801	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$	\$ 94,199	\$	\$
	TAP	\$	\$	\$ 155,801	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$ 54,000	\$
	TAP	\$	\$	\$	\$ 155,801	\$
	STP PYB	\$	\$	\$	\$ 60,199	\$
CN	Local	\$	\$	\$	\$ 360,000	\$
	STP PYB	\$	\$	\$	\$ 1,440,000	\$
		\$	\$	\$	\$	\$
Totals:		\$ 200,000	\$ 200,000	\$ 250,000	\$ 2,070,000	\$

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 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.).
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- 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 2018-2021 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at martipa@bloomington.in.gov.

Detailed Project Description (not to exceed 250 words)

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

This project would complete approximately two miles of uninterrupted multiuse trail of the Jackson Creek Trail system. Phase one has been partially completed within the Goat Farm and Southeast Park properties, but more phases of this trail system remain to be completed both within Bloomington and Monroe County. Completion of these sections (phases one and four) will provide key linkages to area schools (Childs Elementary and Jackson Creek Middle School) and community parks (Sherwood Oaks, Olcott, Southeast, and Winslow Sports Parks and the YMCA). It will also enhance access to transit service along High Street (Rout #5) and improve pedestrian crossings at intersections.

Preliminary Engineering will determine final crossing treatments, project alignment, and other details. Intersection enhancements may include warning signs, crosswalk pavement markings and other countermeasures to decrease crash risk. It is expected that an existing sidewalk will be upgraded to a multiuse trail along High Street and Arden Drive to accommodate a more diverse range of users. A new multiuse trail going south from Sherwood Oaks Park to Rhorer Road will offer a more natural and park-like context as the trail transitions from urban to rural context heading south. Multiuse trails continue to be highly popular and have been ranked the number one amenity desired from recent Bloomington Parks and Recreation Department citizen surveys.

Primary Purpose (Select one)

Please select which description best fits your project. All eligible project types are considered equally during evaluation.

- Construction of Bike/Ped Facilities
- Safe Routes to School
- Multi-use trail project**

Project Elements (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 (Education, Encouragement, Enforcement, Evaluation)

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**
Please list each planning document that supports the project and describe how it provides support.



Bloomington/Monroe County Metropolitan Planning Organization

Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan. All identify the trail's location with some policy guidance on design, costs, and phasing. Project is part of the current TIP.

- b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.
- c. Has the project been presented at public meetings? **(5 points maximum)**
Please list the name, date, and location of each meeting.

Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan all went through public planning processes and offered several opportunities for public comments.

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 3 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 3 years? **(5 points maximum)**
33 crashes based on 2012-2015 data
- c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**
1 crash (in 2015)
- d. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**
Please check all that apply.
- X Pedestrians**
 - X Bicyclists**
 - 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
- 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**
- On-street bikeway
- X Sidepath**
- X Sidewalk**
- Signed bike route

- 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)**

Bloomington Transit Route #5 runs along High Street and multiple stops are within the project's corridor.

- d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? **(5 points maximum)**

The project area is not within the locations identified in the LRTP for traditionally underserved populations.

Project Readiness (30 points maximum)

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**

The project is in the conceptual design phase with design and general cost estimates provided within the Jackson Creek Trail Master Plan.

- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

The majority of the project is expected to be within the City's right of way. There are a few parcels currently identified on the southern section that will need to have some right of way acquired by the City.

- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**

Yes, it is anticipated that the northern section of the project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has been initiated and a determination made by INDOT/FHWA. However, it is anticipated that the southern section will need to go through some higher level of environmental review due to its proximity to Jackson Creek.

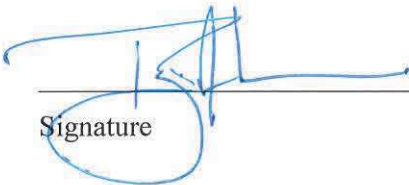
d. With the funds requested, will the project be fully funded, or a phase of the project fully funded?
(5 points maximum)

Yes, the current TIP provides funding for preliminary engineering. This TIP update would partially fund right of way acquisition and would fully fund construction based on conceptual estimates.

PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

- **FY 2018-2021 TIP Project Request Form**
- **Cover letter signed by the highest elected local official as well as the highest financial officer of the LPA**
- **Project Map**
- **NEPA Approval Letter (if applicable)**
- **Letters of support (if applicable)**

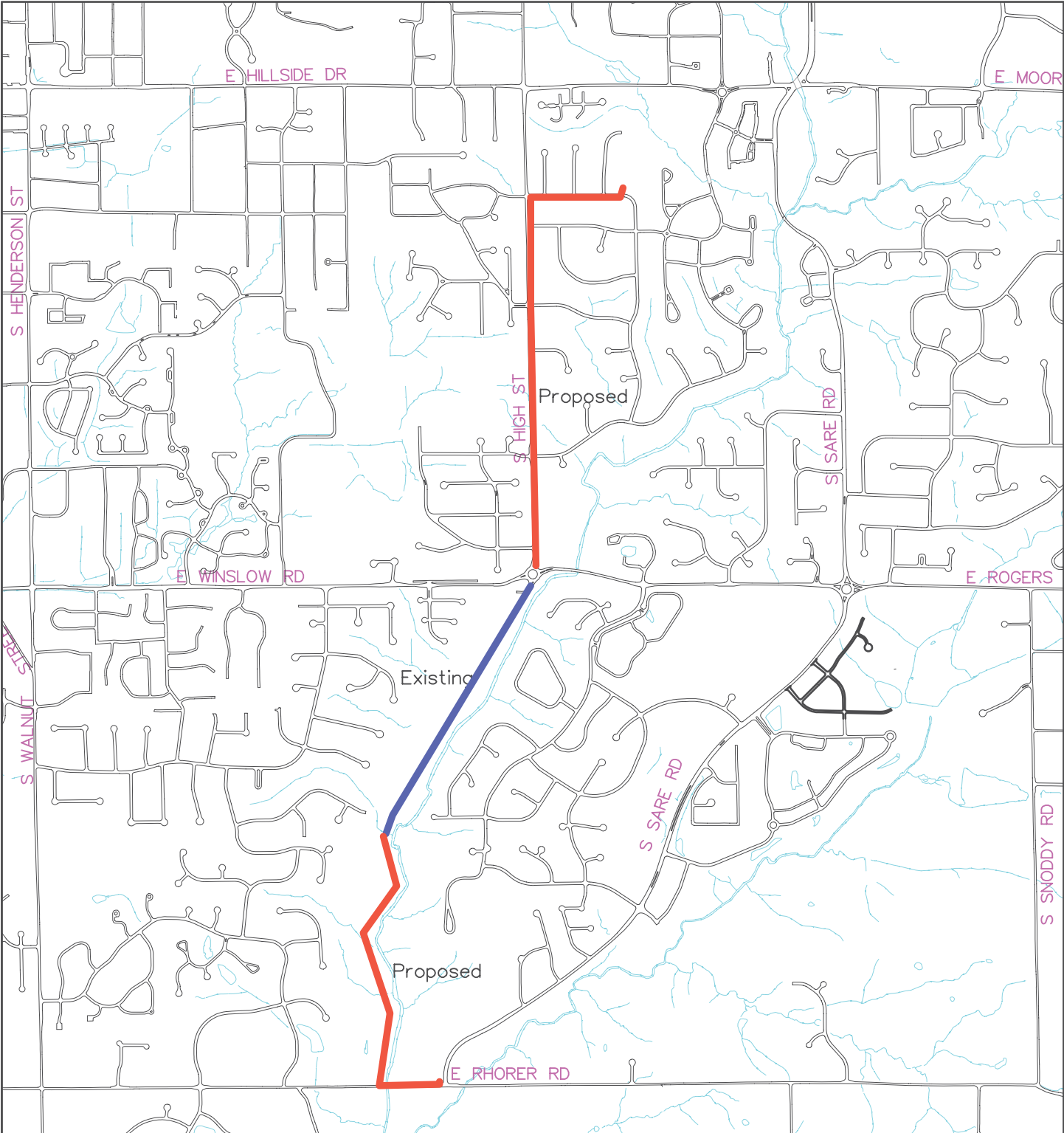
I hereby certify that the information submitted as part of this application is accurate.



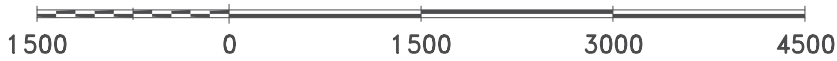
Signature



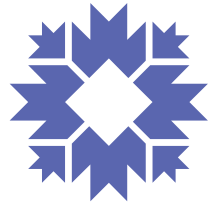
Date



By: koppern
9 Jan 17



City of Bloomington
Planning & Transportation



Scale: 1" = 1500'

For reference only; map information NOT warranted.



**City of Bloomington
Planning and Transportation Department**

January 09, 2017

Pedestrian Safety and Accessibility at Signalized Intersections

RE: Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit this funding application to utilize available Highway Safety Improvement Program (HSIP) funding. This project will install pedestrian signal heads with countdown timers and accessible pedestrian push buttons at various locations in the City. The project will also install or improve curb ramps and install or refresh crosswalks at these locations as needed.

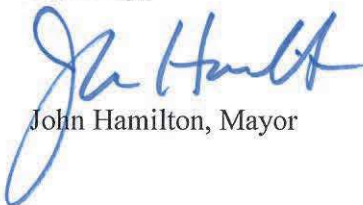
This project has already been awarded federal funding in the current TIP and we believe it should be maintained in the updated TIP. The project supports the City's adopted accessibility guidelines (PROWAG) as well as the City's ADA Transition Plan. More specifically, this project will reduce crash risk for all pedestrians while improving accessibility for those with visual impairments or other physical disabilities.

This project qualifies for HSIP funding through its use of low-cost, systematic improvements including pedestrian push buttons and countdown heads at traffic signals, new pedestrian crosswalks, and installation of pedestrian curb ramps. The project's application forms and a map showing the project area are attached with this letter.

The total construction and construction engineering project costs are estimated at \$563,500 and we are requesting HSIP funding in the amount of \$470,684 and Prior Year Balance Surface Transportation Funds (STP PTB) in the amount of \$31,768 in FY 2018. Preliminary engineering and any right of way acquisition will be completed using local funding. 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 2018. 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



Jeff Underwood, Controller



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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.

Employee in Responsible Charge (ERC)

1/11/2017

Date

Section 3: Project Information

A. Project Name: Pedestrian Safety and Accessibility at Signalized Intersections

B. Is project already in the TIP?

Yes No

C. DES # (if assigned): 1600426

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

This project is expected to include 17 signalized intersections maintained and operated by the City of Bloomington (see attached map).

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.):

Project supports the City’s adopted accessibility guidelines (PROWAG) as well as the City’s ADA Transition Plan.

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: March 7, 2018

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$ 13,500	\$	\$	\$	\$
	HSIP	\$ 70,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN	Local	\$ 47,548	\$	\$	\$	\$
	HSIP	\$ 400,684	\$	\$	\$	\$
	STP PYB	\$ 31,768	\$	\$	\$	\$
Totals:		\$ 563,500	\$	\$	\$	\$

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.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	<input type="text" value="Jan 11, 2017"/>	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="Project Engineer"/>		
Project Contact	<input type="text" value="Neil Kopper"/>		
Telephone	<input type="text" value="812-349-3423"/>	Email	<input type="text" value="koppenn@bloomington.in.gov"/>

PROJECT

Request	<input type="text" value="Existing Project"/>	Des No. of existing project	<input type="text" value="1600426"/>
Road Name	<input type="text" value="City-Maintained Signalized Intersections"/>		
Improvement Type	<input type="text" value="5 Install pedestrian push button and countdown heads on a traffic signal"/>		

SIGN UPGRADE PROJECT QUESTION

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

Sign Inventory

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

LOCATION DESCRIPTION

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

County
Township
City/Town

The project is expected to include 17 signalized intersections maintained and operated by the City of Bloomington (see attached map). These intersections are located in:
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 pedestrian signal heads with countdown timers and accessible pedestrian push buttons at City-maintained traffic signals and pedestrian hybrid beacons. The project will also install or improve curb ramps and install or refresh crosswalks at these locations as needed. All work will comply with PROWAG, the City’s adopted accessibility guidelines.

The attached list and map show the 17 locations identified for this project. As currently scoped, the project would result in 120 new pedestrian signal heads with countdown timers, 118 new accessible pedestrian push buttons, and 46 new or improved curb ramps (see attached map and list). Final designs produced during Preliminary Engineering may determine that implementation at a particular location would require additional work beyond the intended scope or funding of this project and may result in removal of one or more locations from the project. Alternatively, Preliminary Engineering may also identify additional high priority signalized intersections that require accessible pedestrian buttons or countdown timers.

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 street intersections than other locations because pedestrians leave the physical separation of a sidewalk and interact with vehicular traffic. Motor vehicle volumes at signalized intersections are generally much higher than other intersections, which results in increased exposure for pedestrians needing to cross the street. Thus, safety improvements for pedestrians at signalized intersections can result in substantial reductions in the risk of crashes that result in fatalities or incapacitating injuries.

Pedestrian signal indications have been widely reported to improve both safety and operations and they are standard at modern traffic signals. These indications are critical to communicate when pedestrians should cross the street in order to reduce conflicts between pedestrians and vehicles. However, older equipment limits the benefits of these pedestrian indications to only a portion of the population. Accessible push buttons are able to unambiguously communicate crossing guidance to individuals with visual impairments or other physical disabilities who may otherwise receive less or no guidance and be exposed to higher crash risk. In addition, countdown timers provide the further benefit of informing users how much time they have left to cross the road. Documented crash reduction factors indicate that implementation of countdown timers could result in a 25% reduction of pedestrian crashes that result in injury or fatality.

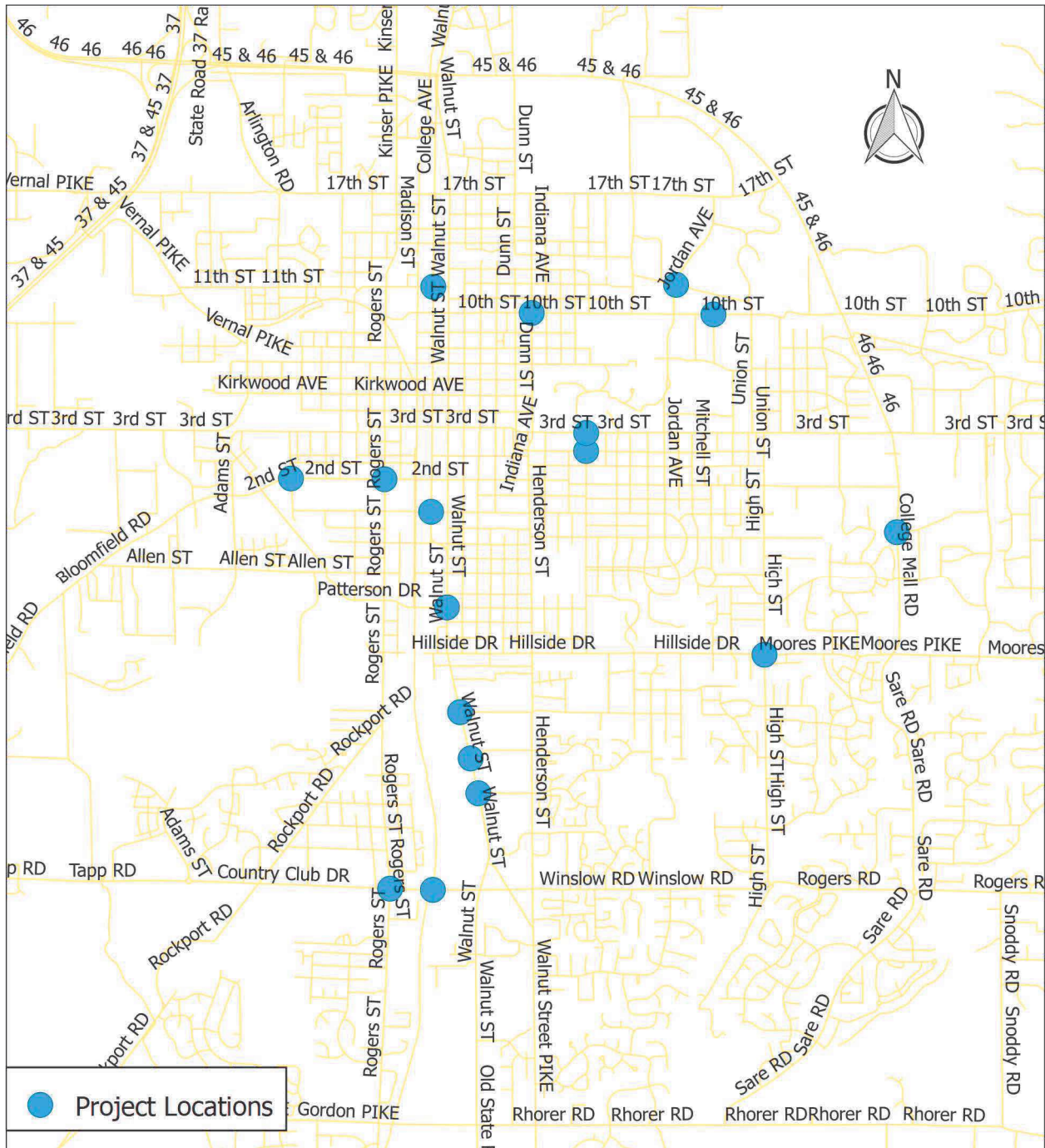
Draft Pedestrian Safety and Accessibility Improvement Locations

<u>Intersection</u>	Countdown Timers	Accessible Pedestrian Buttons	New or Improved Curb Ramps
10th ST & Indiana AVE	8	0	0
10th ST & Sunrise DR	8	8	2
Country Club DR & Rogers ST	8	8	0
High ST & Hillside DR & Moores PIKE	8	8	4
North DR & Walnut ST	8	8	1
South DR & Walnut ST	8	8	2
11th ST & College AVE	8	8	2
1st ST & College AVE	8	8	3
2nd ST & Rogers ST	8	8	5
2nd ST & Walker ST	8	8	6
Atwater AVE & Woodlawn AVE	8	8	3
Grimes LN & Walnut ST	8	8	0
Jordan AVE & Law LN	8	8	8
Miller DR & Walnut ST	6	6	0
3rd ST & Woodlawn AVE	6	6	2
B-Line Trail & Country Club DR	2	2	0
Buick Cadillac BLVD & College Mall RD	2	8	8
Total	120	118	46

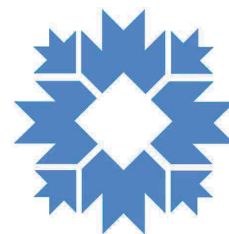
Some of the locations in this project will require adding pedestrian signals where there is currently no indication for pedestrians, but the majority of the locations will involve upgrading existing pedestrian signals to include countdown timers, accessible push buttons, and accessible curb ramps.

Preliminary Engineering and Land Acquisition will be 100% locally funded. Construction and construction engineering is proposed to be up to 90% federal funding with 10% local match. The estimated total federally funded portion of the project is \$502,452.

Proposed Pedestrian Safety and Accessibility Improvements City of Bloomington



City of Bloomington, Indiana
Planning and Transportation Department
December 12, 2016





**City of Bloomington
Planning and Transportation Department**

January 09, 2017

2nd/Bloomfield Multimodal Safety Improvements Project

RE: Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to resubmit this project application to utilize TAP, HSIP, and STP funding. This project is already approved in the existing TIP. The TAP portion of this project would construct a gap in the existing multi-use path along the north side of West 2nd Street/West Bloomfield Road between South Adams Street and South Patterson Drive. The HSIP portion would improve the signalized intersections at South Landmark Avenue and at South Patterson Drive to include pedestrian signal indications and buttons, crosswalks, accessible curb ramps, at least one signal head per travel lane, signal head backplates, and other geometric improvements. The STP funding supports both portions of the project. When coordinated into a single project, these individual components can be constructed much more efficiently and provide safety improvements for all modes of transportation.

This project implements elements of the City's Bicycle and Pedestrian Transportation & Greenways System Plan and the City's ADA Transition Plan. It also addresses an "[area] of special concern" in the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) 2035 Long Range Transportation Plan. Most importantly, this project utilizes numerous nationally documented safety countermeasures and would reduce crash risk at a location ranked 19th on the BMCMPPO's most recent Crash Report for the top fifty crash locations based on crash severity.

This project qualifies for TAP funding based on several eligible activities including sidewalks, off-street bicycle infrastructure, infrastructure that improves bicycle and pedestrian safety, and safe routes for non-drivers. The project qualifies for HSIP funding through its use of low-cost, systematic improvements including pedestrian push buttons and countdown heads at traffic signals, new pedestrian crosswalks, a minimum of one signal head per travel lane, and black backing plates on all signal heads at a traffic signal. The project application forms and a map showing the project area are attached to this letter.

The federal funding requested in this application would contribute to preliminary engineering, construction engineering, and construction with an overall federal funding level of 68% based on current cost estimates. Right of way acquisition is currently slated for local funding. A summary showing these conceptual cost estimates separated by year and funding source is also attached to this letter.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2019. 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


Jeff Underwood, Controller



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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.


Employee in Responsible Charge (ERC)

1/11/2017
Date

Section 3: Project Information

A. Project Name: 2nd/Bloomfield Multimodal Safety Improvements

B. Is project already in the TIP?

Yes No

C. DES # (if assigned): 1601851

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

West 2nd Street/West Bloomfield Road from South Patterson Drive to South Adams 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.):

BMCMPO 2035 Long Range Transportation Plan; Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan; BMCMPO Crash Report. Project is currently in TIP.

G. Allied Projects: West Bloomfield Road Sidepath and Signal Improvements Project (project constructs a multi-use path along the north side of the street from Basswood Drive to Ransom Ln) and the I-69 W Bloomfield Rd Overpass (project constructs a multi-use path along the north side of the street from Basswood Drive to Liberty Drive).

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: January, 2019

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$ 80,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$ 92,509	\$	\$	\$
	TAP PYB	\$	\$ 30,000	\$	\$	\$
	STP	\$	\$ 20,491	\$	\$	\$
CN	Local	\$	\$ 128,392	\$	\$	\$
	HSIP	\$	\$ 470,684	\$	\$	\$
	TAP PYB	\$	\$ 214,924	\$	\$	\$
	STP	\$	\$ 26,000	\$	\$	\$
Totals:		\$ 80,000	\$ 983,000	\$	\$	\$

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 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 would construct a gap in the existing multiuse path along the north side of West 2nd Street/West Bloomfield Road between South Adams Street and South Patterson Drive. It would also improve the signalized intersections at South Landmark Avenue and at South Patterson Drive to include pedestrian signal indications and buttons, crosswalks, accessible curb ramps, at least one signal head per travel lane, signal head backplates, and other geometric 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 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 seeks to improve safety, comfort, and accessibility for people walking, on bicycle, using transit, or driving. Project will improve overall street capacity by providing transportation options.*
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. *Design consultant selection expected early 2017. Public participation expected mid-2017. Right of way acquisition is expected in 2018. Construction is expected to start in early 2019 and finish within the calendar year.*

- 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. Consultant selection expected early 2017. Public participation expected mid-2017. Right of way acquisition is expected in 2018. Construction is expected to start in early 2019 and finish within the calendar year.*
- 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 available MPO funding. Local funding source is the City's Consolidated TIF.*
- 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 presented to the MPO TAC, MPO CAC, 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. A public information meeting may 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, BMCMPO, various City of Bloomington Departments, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.*



FY 2018-2021 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at martipa@bloomington.in.gov.

Detailed Project Description (not to exceed 250 words)

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

The attached map indicates the portion of this corridor where a trail on the north side of the street is existing, under construction, or will be under construction shortly. This project would construct the gap in the trail between Adams Street and Patterson Drive.

This trail segment has not been previously constructed due to significant grade issues along the north side of the street. However, by coordinating this trail construction with the proposed HSIP project for intersection improvements in this area, City staff anticipate avoiding the majority of these grade complications. The HSIP project will reduce the wide pavement of the Patterson Drive intersection and shift the travel lanes to the south in order to allow the trail to be built on the north side with minimized need for additional retaining walls. Any attempt to construct this trail without also improving the intersection is expected to result in a less ideal design with significantly higher costs.

Primary Purpose (Select one)

Please select which description best fits your project. All eligible project types are considered equally during evaluation.

- Construction of Bike/Ped Facilities
- Safe Routes to School
- Multi-use trail project

Project Elements (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 (Education, Encouragement, Enforcement, Evaluation)

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**

Please list each planning document that supports the project and describe how it provides support.

Yes, bicycle and pedestrian facilities along 2nd/Bloomfield from SR 37 to Walnut are specifically noted as “areas of special concern” in the BMCMPO 2035 Long Range Transportation Plan. Bicycle and pedestrian facilities on this corridor are also specified in the Bicycle and Pedestrian Transportation & Greenways System Plan. This project also supports the City’s ADA Transition Plan.



Bloomington/Monroe County Metropolitan Planning Organization

- b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.

No, the project has not solicited any letters of support.

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

This project has been discussed at the Bicycle and Pedestrian Safety Commission (BPSC), MPO CAC, MPO TAC, MPO Policy Committee, and the Redevelopment Commission (RDC), all of which take place at City Hall.

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 3 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): 2014)

'Top Locations by Crash Rate' (Year(s): 2014)

'Top Locations by Crash Severity' (Year(s): 2014)

'Eligible HSIP Locations' (Year(s): 2014, 2013)

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

- b. How many total crashes occurred within ¼ mile of the proposed project in the previous 3 years?
(5 points maximum)

103 crashes

- c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

9 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

- 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)**

1 transit route (Route 4, Bloomfield Rd/Heatherwood) provides service and has 9 stops within ¼ mile of the project.

- d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? **(5 points maximum)**

The project is not located within a low-income district as defined by the Long Range Transportation Plan, but it does facilitate bicycle and pedestrian access to a low-income district. In general, the western side of Bloomington is underserved in terms of infrastructure and this project would enhance access to and from that area.

Project Readiness (30 points maximum)

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**

Concept planning and draft scope are complete, but no preliminary engineering has been completed. A standard INDOT request for proposals for preliminary engineering has been advertised and scored. As of January 2017, the City is in contract and scope negotiations with the top scorer.

- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

The majority of this right-of-way is already owned by the City. However, it is likely that some temporary right-of-way will be necessary in order to build the path and reconstruct driveways. Any need for permanent right-of-way will be determined during preliminary engineering.

- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**

Yes, it is anticipated that this project will be eligible for a categorical exclusion. However, that eligibility cannot be determined with certainty without preliminary engineering and coordination with INDOT/FHWA.

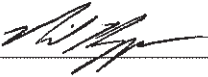
- d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**

Overall project costs for this path portion of this project are estimated to be 64% federally funded. The amount requested will fund the preliminary engineering with 72% federal funding and the construction/construction engineering phases of this project with 74% federal funding based on current cost estimates (80% allowable for TAP funding). Right of way acquisition is currently slated for local funding.

PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

- **FY 2018-2021 TIP Project Request Form**
- **Cover letter signed by the highest elected local official as well as the highest financial officer of the LPA**
- **Project Map**
- **NEPA Approval Letter (if applicable)**
- **Letters of support (if applicable)**

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



Signature

1/11/2017

Date

2nd/Bloomfield Multimodal Safety Improvements Project - Conceptual Cost Estimate

UPDATED 2017-01-09

Multi-Use Path

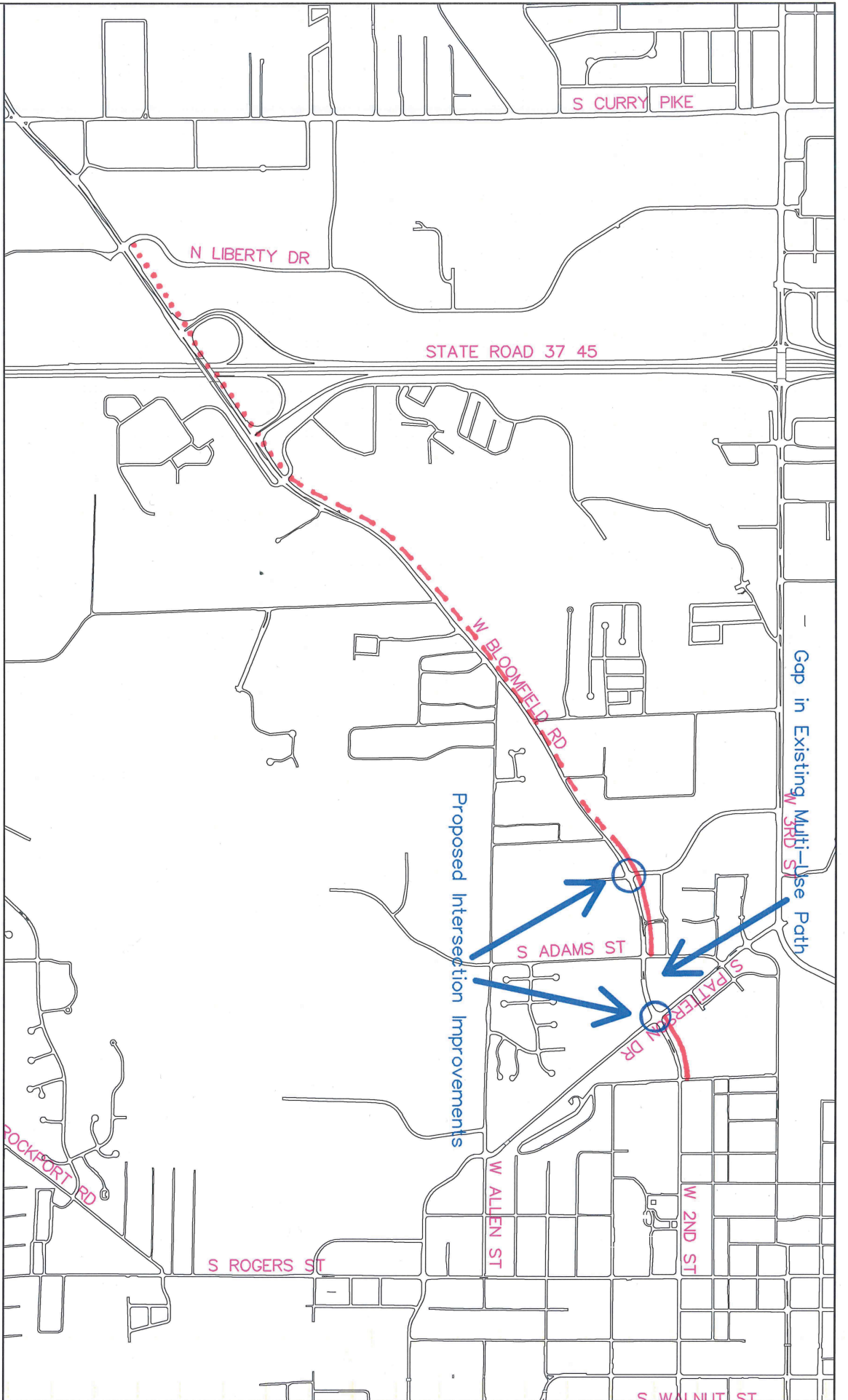
Phase	Funding Source	FY17	FY18	FY19
PE	local	\$22,633	--	--
	STP PYB	\$57,367	--	--
RW	local	--	\$60,000	--
CE	local	--	--	\$18,000
	TAP PYB	--	--	\$30,000
CN	local	--	--	\$69,076
	TAP PYB	--	--	\$214,924
	STP	--	--	\$0
Totals		\$80,000	\$60,000	\$332,000

Intersection Improvements

Phase	Funding Source	FY17	FY18	FY19
PE	local	\$78,036	--	--
	HSIP	\$46,964	--	--
RW	local	--	\$20,000	--
CE	local	--	--	\$74,509
	STP	--	--	\$20,491
CN	local	--	--	\$59,316
	HSIP	--	--	\$470,684
	STP	--	--	\$26,000
Totals		\$125,000	\$20,000	\$651,000

Combined Project (Path + Intersections)

Phase	Funding Source	FY17	FY18	FY19
PE	local	\$100,669	--	--
	HSIP	\$46,964	--	--
	STP PYB	\$57,367	--	--
RW	local	--	\$80,000	--
CE	local	--	--	\$92,509
	TAP PYB	--	--	\$30,000
	STP	--	--	\$20,491
CN	local	--	--	\$128,392
	HSIP	--	--	\$470,684
	TAP PYB	--	--	\$214,924
	STP	--	--	\$26,000
Totals		\$205,000	\$80,000	\$983,000



- Multi-Use Path (Existing)
- - - Multi-Use Path (Under Construction)
- Multi-Use Path (Scheduled for Near-Term Construction)

By: koppern
22 Jan 16



For reference only; map information NOT warranted.



Scale: 1" = 1500'



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3520

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.



Employee in Responsible Charge (ERC)

1/11/2017

Date

Section 3: Project Information

A. Project Name: B-Line Trail Extension

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
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 is expected to follow the railroad corridor from Adams Street to Vernal Pike/Fountain Drive, follow Vernal Pike/Fountain Drive from the railroad corridor to Crescent Road, and then follow Crescent Road from Vernal Pike/Fountain Drive to 17th Street. Preliminary Engineering may investigate alternate routes

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.):

Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan; this project has also been the source of recent 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: November, 2020

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$	\$ 50,000	\$	\$	\$
	STP PYB	\$	\$ 200,000	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$	\$ 130,000	\$	\$
	STP	\$	\$	\$ 500,000	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$ 37,500	\$
	STP	\$	\$	\$	\$ 150,000	\$
		\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$ 250,000	\$
	STP	\$	\$	\$	\$ 1,000,000	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$ 250,000	\$ 630,000	\$ 1,437,500	\$

Section 5: Complete Streets Policy

A. Select one of the following:

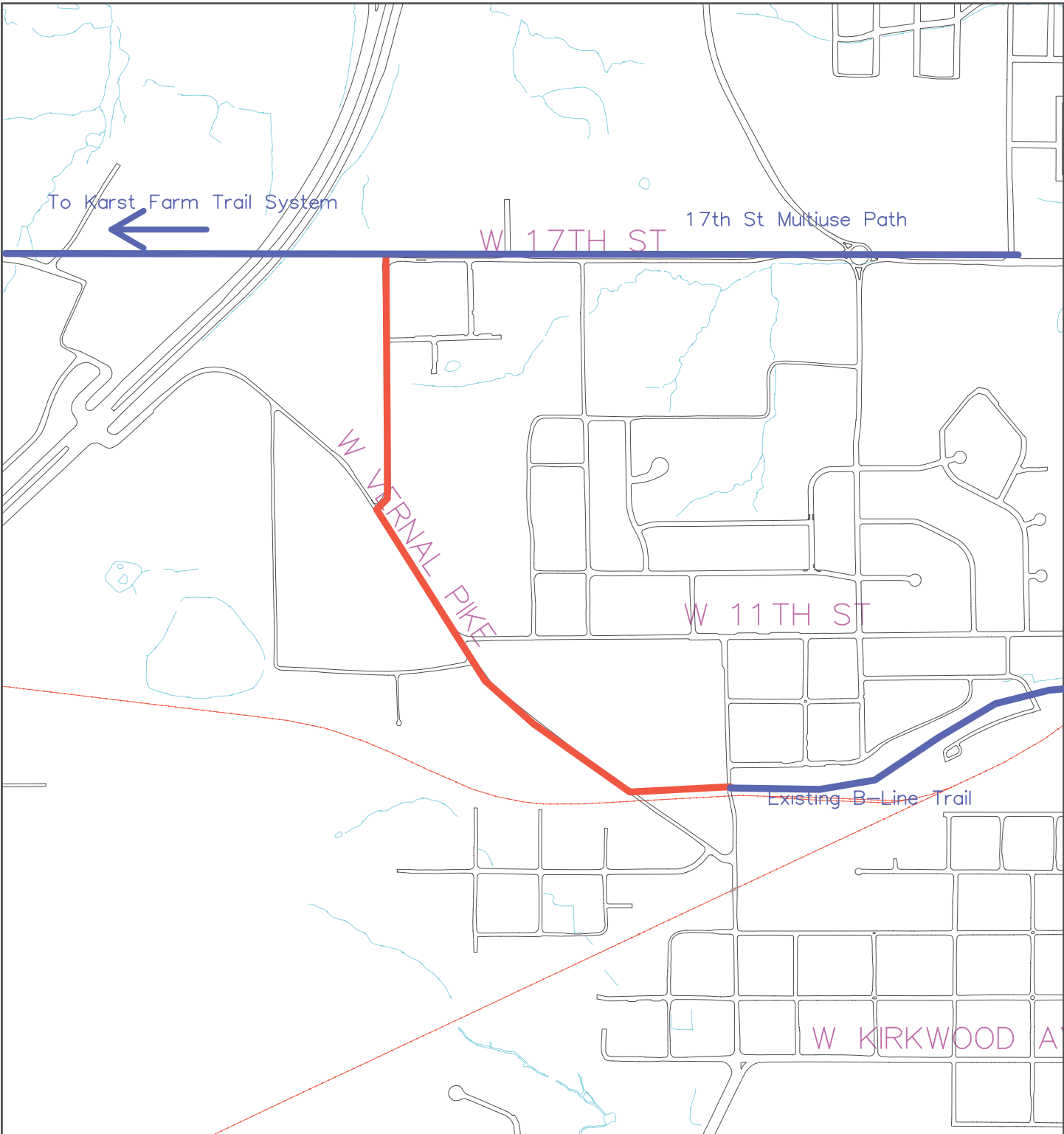
- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for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

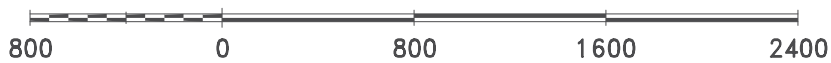
- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance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



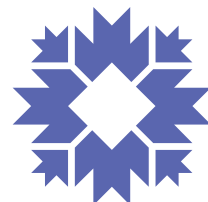
B-Line Trail Extension (Adams to 17th)

Note – actual route alignment to be determined during preliminary engineering.

By: koppern
29 Dec 16



City of Bloomington
Planning & Transportation



Scale: 1" = 800'

For reference only; map information NOT warranted.



**City of Bloomington
Planning and Transportation Department**

January 09, 2017

Crosswalk Improvements Project

RE: Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit this funding application to utilize available 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. The project's application forms and a map showing the project area 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.

The total construction and construction engineering project costs are estimated at \$570,000 and we are requesting HSIP funding in the amount of \$470,684 in FY 2021. Preliminary engineering and any right of way acquisition will be completed using local funding. 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 2021. 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


Jeff Underwood, Controller



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3520

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.



Employee in Responsible Charge (ERC)

1/11/2017

Date

Section 3: Project Information

A. Project Name: Crosswalk Improvements Project

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned):

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

This project is expected to include improvements at 25 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
- Transit

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

Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan

G. Allied Projects: Downtown Curb Ramps Project, Pedestrian Safety and Accessibility at Signalized Intersections, School Zone Enhancements 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: December, 2020

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$	\$ 100,000	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$	\$ 0	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$ 9,316	\$
		\$	\$	\$	\$ 60,684	\$
		\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$ 90,000	\$
		\$	\$	\$	\$ 410,000	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$ 100,000	\$ 0	\$ 570,000	\$

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 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.
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- 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.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	<input type="text" value="Jan 11, 2017"/>	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="Project Engineer"/>		
Project Contact	<input type="text" value="Neil Kopper"/>		
Telephone	<input type="text" value="812-349-3423"/>	Email	<input type="text" value="koppenn@bloomington.in.gov"/>

PROJECT

Request	<input type="text" value="New Project"/>	Des No. of existing project	<input type="text"/>
Road Name	<input type="text" value="Various City Maintained Streets"/>		
Improvement Type	<input type="text" value="6 Install new pedestrian crosswalk warning signs, flashing beacons, special paveme"/>		

SIGN UPGRADE PROJECT QUESTION

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

Sign Inventory

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

LOCATION DESCRIPTION

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

The project is expected to include improvements at 25 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 bulbouts, raised crosswalks, and other traffic calming 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.



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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.

 Employee in Responsible Charge (ERC) 1/11/2017
Date

Section 3: Project Information

A. Project Name: Sare Road Multiuse Path and Intersection Improvements

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned):

D. Project Location (detailed description of project termini):
 Multiuse path on South Sare Road from East Buttonwood Lane to East Moores Pike. Intersections improvements at the Sare Road-Moores Pike traffic signal and other minor intersections as necessary to facilitate street crossings for pedestrians and bicyclists using the multiuse path.

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.):

Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan; College Mall Pedestrian Accessibility Study

G. Allied Projects: Moores Pike Sidewalk (College Mall to Woodruff)

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: January, 2020

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$ 83,509	\$	\$	\$	\$
	STP	\$ 166,491	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$ 28,800	\$	\$	\$
	STP PYB	\$	\$ 115,200	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$	\$ 43,500	\$	\$
	STP	\$	\$	\$ 174,000	\$	\$
		\$	\$	\$	\$	\$
CN	Local	\$	\$	\$ 290,000	\$	\$
	STP	\$	\$	\$ 1,160,000	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$ 250,000	\$ 144,000	\$ 1,667,500	\$	\$

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: _____

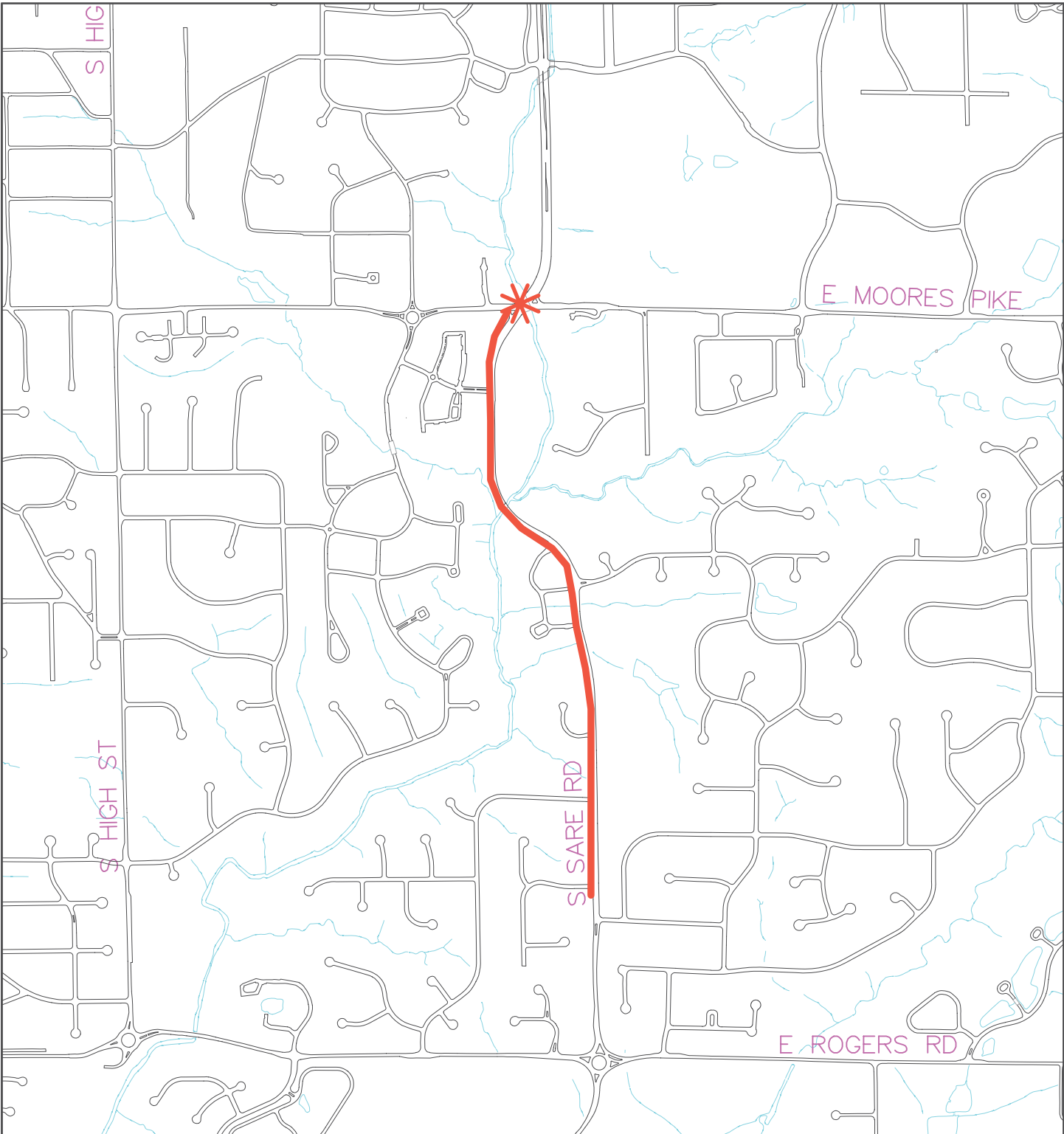
B. Additional Information:

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 will construct multiuse path along the west side of Sare Road between Buttonwood Lane and Moores Pike. It will also improve the signalized intersection of Sare Road at Moores Pike to include updated pedestrian signal indications and buttons, improved crosswalks and accessible curb ramps, at least one signal head per travel lane, signal head backplates, and other geometric modifications to reduce 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 constructed to improve 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 seeks to improve safety, comfort, and accessibility for people walking, on bicycle, using transit, or driving. Project will improve overall street capacity by providing transportation options.*
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. *Timeline is highly dependent on funding. Preliminary engineering is expected in 2018. Public participation is expected mid-2018. Right of way acquisition is expected in 2019. Construction is expected in 2020.*
- 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 expected in*

2018. Public participation is expected mid-2018. Right of way acquisition is expected in 2019. Construction is expected in 2020.

- 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 available MPO funding. Local match is expected from the City's General Obligation Bonds.*
- 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 TAC, MPO CAC, 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. A public information meeting may 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, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.*

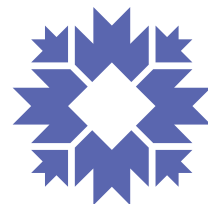


Sare Road Multiuse Path and Intersection Improvements Project

By: koppern
28 Dec 16



City of Bloomington
Planning & Transportation



Scale: 1" = 1000'

For reference only; map information NOT warranted.



**City of Bloomington
Planning and Transportation Department**

January 09, 2017

School Zone Enhancements Project

RE: Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit this funding application to utilize available Highway Safety Improvement Program (HSIP) and Surface Transportation Program Prior Year Balance (STP PYB) funding. This project will install or improve school zones and school-related pedestrian crossings throughout the City.

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 crash risk for children walking and bicycling to and from school.

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. The project's application forms and a map showing the project area are attached with this letter.

We are requesting \$80,000 of STP PYB funding in FY 2018 for preliminary engineering and \$470,684 of HSIP funding in FY 2020 for construction and construction engineering. Any right of way acquisition will be completed using local funding. 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 2020. 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


Jeff Underwood, Controller



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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.


Employee in Responsible Charge (ERC)

1/11/2017
Date

Section 3: Project Information

A. Project Name: School Zone Enhancements

B. Is project already in the TIP?

Yes No

C. DES # (if assigned):

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

This project is expected to include improvements at 25 school zones 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
- Transit

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

Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan

G. Allied Projects: Downtown Curb Ramps Project, Pedestrian Safety and Accessibility at Signalized Intersections

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, 2019

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$ 20,000	\$	\$	\$	\$
	STP PYB	\$ 80,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$ 0	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$	\$ 9,316	\$	\$
	HSIP	\$	\$	\$ 60,684	\$	\$
		\$	\$	\$	\$	\$
CN	Local	\$	\$	\$ 90,000	\$	\$
	HSIP	\$	\$	\$ 410,000	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$ 100,000	\$ 0	\$ 570,000	\$	\$

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.*
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Justification for Exemption: _____

B. Additional 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).
- 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.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	<input type="text" value="Jan 11, 2017"/>	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="Project Engineer"/>		
Project Contact	<input type="text" value="Neil Kopper"/>		
Telephone	<input type="text" value="812-349-3423"/>	Email	<input type="text" value="koppenn@bloomington.in.gov"/>

PROJECT

Request	<input type="text" value="New Project"/>	Des No. of existing project	<input type="text"/>
Road Name	<input type="text" value="Various City Maintained Streets"/>		
Improvement Type	<input type="text" value="6 Install new pedestrian crosswalk warning signs, flashing beacons, special paveme"/>		

SIGN UPGRADE PROJECT QUESTION

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

Sign Inventory

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

LOCATION DESCRIPTION

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

The project is expected to include improvements at 25 school zones 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 improve school zones and school-related pedestrian crossings. Improvements may include crosswalks, accessible curb ramps, warning signs, flashing beacons, reduced speed limit zones, and other traffic calming features. All work will comply with PROWAG, the City's adopted accessibility guidelines.

Existing school zones are not consistent throughout the City and do not comply with current best practices. This project will evaluate existing and desired school zones and pedestrian crossings and construct improvements at the highest priority locations. Priority for improvements will be determined based on an evaluation of existing conditions as well as input from schools and area residents. The primary objective of this project is to reduce the risk of crashes involving children walking or bicycling to and from school.

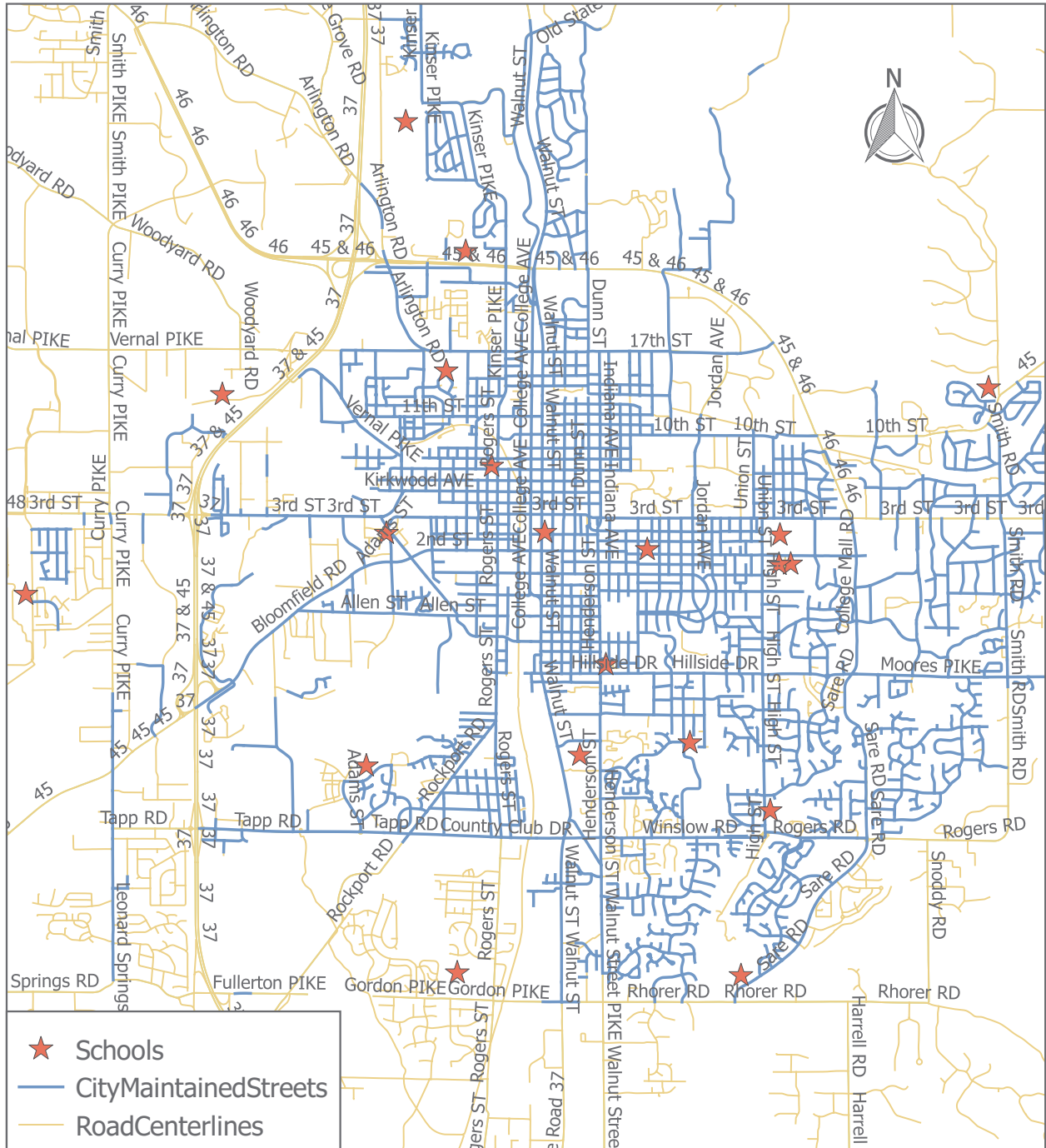
Special Rule Narrative (attach additional pages if needed)

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.

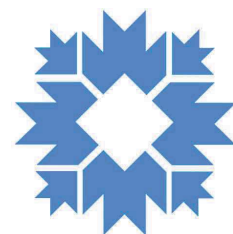
Crashes involving pedestrians are more likely to result in a fatality or incapacitating injury than crashes involving only motor vehicles, especially when the pedestrian is a child. Pedestrian crashes are also much more likely to occur at locations where pedestrians cross the street and interact with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

School zone improvements have been widely reported to improve safety for school children who have to cross a street while walking or bicycling to and from school. Documented crash reduction factors indicate that implementation of school zone warning signs could result in a 20% reduction of overall crashes. 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 travelling at 40mph is only 10%, while the likelihood of surviving a crash with a motor vehicle travelling at 20mph is 90%. School zones that are focused on areas where children are exposed to motor vehicles, have clear signage, and utilize appropriate traffic calming techniques will result in improved awareness of pedestrians and improved compliance with school zone speed limits (typically 20mph). These improvements would result in substantial reductions in the risk of crashes involving school children that could result in fatalities or incapacitating injuries.

School Zone Enhancement Project, Potential Improvement Areas City of Bloomington, IN



City of Bloomington, Indiana
Planning and Transportation Department
December 29, 2017





FY 2018-2021 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3520

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): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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: Purchase of three (3) 40-foot replacement diesel buses in 2018.

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1500400, 1500401

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

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

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: 2018

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5309					\$
	5307/ STP Flex	\$1,120,000				\$
	5339					
	Local	\$280,000				\$
RW						\$
						\$
						\$
CE						\$
						\$
						\$
Totals:		\$1,400,000				\$

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

- Yes No

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:

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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.
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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): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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.

Lew May

1/13/17

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Purchase of eight (8) total BT Access vehicles (2 per year) in each of the following years: 2018, 2019, 2020, and 2021.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1382503, 1500495, 1500496
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2018 through 2021

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
						\$
	5307/ 5310	\$100,800	\$104,832	\$109,025	\$113,386	
	Local	\$25,200	\$26,208	\$27,256	\$28,347	
RW						
CE						
CN						
	Totals:	\$126,000	\$131,040	\$136,282	\$141,733	\$

Does the financial plan include the required costs for construction engineering in the CN phase?

Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

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:

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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): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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 BMC MPO Complete Streets Policy.

Employee in Responsible Charge (ERC) Date 1/13/17

Section 3: Project Information

- A. Project Name: Federal, state, and local assistance for the operation of BT's fixed route and BT Access service including late weeknight service.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1382506, 1382507, 1500497, 1500498, 1500499, 1500500
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2018 - 2021

Section 4: Financial Plan

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Note: Fiscal Year 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5307	\$2,103,969	\$2,146,049	\$2,188,970	\$2,232,749	\$
	5316	\$106,260				\$
	PMTF	\$2,508,656	\$2,558,829	\$2,610,006	\$2,662,206	\$
RW	Local	\$1,907,773	\$2,054,314	\$2,205,952	\$2,362,834	
	Fares	\$1,705,457	\$1,739,566	\$1,774,358	\$1,809,845	\$
						\$
CE						\$
						\$
						\$
CN						\$
						\$
						\$
Totals:		\$8,332,116	\$8,498,758	\$8,779,286	\$9,067,634	\$

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

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: _____

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Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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 1/13/17

Section 3: Project Information

- A. Project Name: Purchase of one (1) 25-foot replacement bus.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2019

Section 4: Financial Plan

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Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5307		\$61,760			
	Local		\$15,440			
RW						
CE						
CN						
Totals:			\$77,200			

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

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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- _____

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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 1/13/17

Section 3: Project Information

- A. Project Name: Purchase of 35-foot replacement hybrid buses in quantities of three (3) in 2018, five (5) in 2019, four (4) in 2020, and give in 2021.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500505, 15500506
- D. Project Location (detailed description of project termini):
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
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- Sign
- Signal
- Transit

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

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: 2018 through 2021.

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	STP	\$560,000	\$576,000	\$588,000	\$600,000	
	5307/5309	\$1,120,000	\$2,304,000	\$1,764,000	\$2,400,000	
	Local	\$420,000	\$720,000	\$588,000	\$750,000	
RW						
CE						
CN						
Totals:		\$2,100,000	\$3,600,000	\$2,940,000	\$3,750,000	

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

- Yes No

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.*
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Justification for Exemption: _____

B. Additional Information:

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FY 2018-2021 Transportation Improvement Program Project Request Form

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Email: martipa@bloomington.in.gov
Fax: (812) 349-3520

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): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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 BMCMP's Complete Streets Policy.

Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: Repair and maintenance of the Grimes Lane operations and maintenance facility constructed in 1997. Such repairs could include oil/water separator, roofing, pavement, fueling equipment, compressors, HVAC systems, emergency generators, electrical, plumbing, overhead doors, hydraulic lifts, exhaust ventilation, fencing and security systems, foundations, masonry, stormwater drainage, lighting, bus wash systems.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2018 through 2021.

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5307	\$24,000	\$24,960	\$25,958	\$26,997	
	Local	\$6,000	\$6,240	\$6,490	\$6,749	
RW						
CE						
CN						
Totals:		\$30,000	\$31,200	\$32,448	\$33,746	

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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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): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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Employee in Responsible Charge (ERC) Date 1/13/17

Section 3: Project Information

- A. Project Name: Purchase of passenger shelters.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500491, 1500492
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2017 and 2019

Section 4: Financial Plan

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Note: Fiscal Year 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5307		\$38,245		\$41,305	
	Local		\$9,561		\$10,326	
RW						
CE						
CN						
Totals:			\$47,806		\$51,631	

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

- Yes No

Section 5: Complete Streets Policy

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Justification for Exemption: _____

B. Additional Information:

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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): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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) *Lew May* Date *1/13/17*

Section 3: Project Information

- A. Project Name: Capitalize the purchase of engine and transmission rebuilds, tires, hybrid bus energy units, and other major vehicle components.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2018 through 2021.

Section 4: Financial Plan

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Note: Fiscal Year 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5307	\$151,424	\$157,481	\$163,780	\$170,331	
	Local	\$37,856	\$39,370	\$40,945	\$42,583	
RW						
CE						
CN						
Totals:		\$189,280	\$196,851	\$204,725	\$212,914	

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

- Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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- INDOT
- _____

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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Employee in Responsible Charge (ERC) Date 1/13/17

Section 3: Project Information

- A. Project Name: Replacement of support vehicles including vans, SUVs, and fork lift.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500501, 1500502, 1500503
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2018, 2020, and 2021.

Section 4: Financial Plan

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Note: Fiscal Year 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5307	\$28,000		\$57,600	\$60,000	
	Local	\$7,000		\$14,400	\$15,000	
RW						
CE						
CN						
Totals:		\$35,000		\$72,000	\$75,000	

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

- Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

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Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
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Section 2: Verification

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Employee in Responsible Charge (ERC) Date 1/13/17

Section 3: Project Information

- A. Project Name: Replace fare collection equipment on buses and at garage facility with swipe card and transfer printing capability for fixed route and BT Access buses. Add vending equipment for passes at downtown transit center.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500507
- D. Project Location (detailed description of project termini):
City of Bloomington

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

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
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F. Project Support (local plans, LRTP, TDP, etc.): LRTP, TDP

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: 2019

Section 4: Financial Plan

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Note: Fiscal Year 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5309		\$1,200,000			
	Local		\$300,000			
RW						
CE						
CN						
Totals:			\$1,500,000			

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

- Yes No

Section 5: Complete Streets Policy

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- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 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 2018-2021 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3520


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): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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 BMCMP Complete Streets Policy.

Employee in Responsible Charge (ERC)  Date 1/13/17

Section 3: Project Information

- A. Project Name: Retrofit paratransit vehicle fleet with security camera technology.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2019

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5307	\$40,000				
	Local	\$10,000				
RW						
CE						
CN						
Totals:		\$50,000				

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

- Yes No

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.
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FY 2018-2021 Transportation Improvement Program Project Request Form

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401 N. Morton Street, Suite 130
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Email: martipa@bloomington.in.gov
Fax: (812) 349-3520

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): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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 BMCMP's Complete Streets Policy.

Employee in Responsible Charge (ERC) *Lew May* Date 1/13/17

Section 3: Project Information

- A. Project Name: Replace two-way radio communications equipment at the Grimes Lane operations facility and in the entire fleet of fixed route, BT Access, and support vehicles.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500504
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2018

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5307	\$200,000				
	Local	\$50,000				
RW						
CE						
CN						
Totals:		\$250,000				

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

- Yes No

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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- 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).
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FY 2018-2021 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3520

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): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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 BMC MPO Complete Streets Policy.

Employee in Responsible Charge (ERC) Date 1/13/17

Section 3: Project Information

- A. Project Name: Continuation and administration of mobility management and voucher programs from 2018-2021.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500408, 1500409, 1500266, 1500268
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2018 through 2021.

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5310	\$19,000	\$19,570	\$20,157	\$21,385	
	Local	\$11,000	\$11,330	\$11,670	\$12,381	
RW						
CE						
CN						
		\$30,000	\$30,900	\$31,827	\$33,766	

Does the financial plan include the required costs for construction engineering in the CN phase?
 Yes No NA

Does the financial plan incorporate the required 4% inflation factor?
 Yes No

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.

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FY 2018-2021 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3520

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): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

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: Replacement of bus tracking technology including automatic passenger counting technology and voice annunciator technology.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini):
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
- Transit

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

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: 2019

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5307		\$640,000			
	Local		\$160,000			
RW						
CE						
CN						
Totals:			\$800,000			

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

- Yes No

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 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).
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FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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): Perry J. Maull
Phone: 812-855-8961
Email: pjmaull@indiana.edu

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: Bus Replacement under Federal Transit Administration Section 5339(b) Grants for Buses and Bus Facilities Competitive Grant Program.
- B. Is project already in the TIP?
X Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini): Bus Replacement: 9 buses in FY 2018, 2 buses in FY 2019, 2 buses in FY 2020, and 2 buses in FY 2021. Outlying years will be 2 buses each year.

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.): IU Bloomington Campus Master Plan

G. Allied Projects:

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

Yes No Bus tracking, automatic passenger counters, and video and audio security systems will be installed in all new buses.

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

Yes No

I. Anticipated Letting Date: Three months after grant award.

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	FTA	\$4,200,000	\$ 873,600	\$908,544	\$ 944,886	\$982,682
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:	\$4,200,000	\$ 873,600	\$908,544	\$944,886	\$982,682

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 Information:

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FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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Fax: (812) 349-3520

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 BMCMPPO Complete Streets Policy.

Lisa Ridge
Employee in Responsible Charge (ERC)

1-13-17
Date

Section 3: Project Information

- A. Project Name: Curry Pike/Woodyard Road/Smith Pike Intersection Improvement
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini): Curry Pike/Woodyard Road and Smith Pike intersection

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: 12/2019

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	Local	\$200,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$200,000	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE	HSIP	\$	\$	\$135,000	\$	\$
	Local	\$	\$	\$15,000	\$	\$
		\$	\$	\$	\$	\$
CN	HSIP	\$	\$	\$1,620,000	\$	\$
	Local	\$	\$	\$180,000	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$200,000	\$200,000	\$1,950,000	\$	\$

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 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.



MONROE COUNTY HIGHWAY DEPARTMENT

501 N. MORTON ST, SUITE 216 • BLOOMINGTON, INDIANA • 47404

PHONE: (812) 349-2555 • FAX: (812) 349-2959

2800 SOUTH KIRBY ROAD • BLOOMINGTON, INDIANA • 47403

PHONE: (812) 825-5355 • FAX: (812) 825-5358

www.co.monroe.in.us

January 13, 2017

Mr. Joshua G. Desmond, AICP
Director, Bloomington/Monroe County MPO
Showers Center City Hall
401 North Morton Street, Suite 130
Bloomington, Indiana 47402

Re: Highway Safety Improvement Program Project Application
Curry Pike, Woodyard Road and Smith Pike Proposed Roundabout Construction

Dear Mr. Desmond,

Monroe County has identified the intersections of Curry Pike, Woodyard Road and Smith Pike as needing improvements to correct the intersection geometry as well as to improve the level of safety at the intersections. We would like to pursue funds from the Highway Safety Improvement Program (HSIP), as administered by the MPO, to construct a roundabout at this location. A map is enclosed that shows the proposed project location.

The connection of Curry Pike to SR 46 was intended to relieve Smith Pike of traffic headed to and from Ellettsville. Smith Pike is still used by motorists as a primary route to and from Ellettsville and this traffic has caused problems at the intersection of Smith Pike and SR 46 and at the intersections of Curry Pike, Woodyard Road and Smith Pike. There are capacity issues and a crash history at both intersection locations. The Smith Pike/SR 46 intersection modifications and the Smith Pike roadway resurfacing will be addressed by another HSIP project.

Curry Pike is a four-lane undivided roadway with a horizontal curve radius of 507 ft. and a 4% cross slope through the intersection. The speed limit is 40 mph. There are no left turn or right turn lanes on Curry Pike. The Woodyard Road approaches to Curry Pike are single lanes and there are no left turn lanes or right turn lanes on Woodyard Road. The Smith Pike approach to Woodyard Road is a single lane and the Smith Pike traffic is stop controlled at the intersection, Woodyard Road traffic does not stop. The distance between intersections is 215 ft. measured from the intersection centerlines.

The traffic signal at Curry Pike and Woodyard Road currently operates split phase northbound and southbound due to the lack of left turn lanes. This split phase operation reduces the capacity of the intersection. Pole mounted traffic signal heads were added at the intersection to provide improved signal visibility northbound and southbound to account for the horizontal curve through the intersection.

Northbound left turning traffic from Curry Pike to Woodyard Road is the primary movement and this traffic typically turns right onto Smith Pike. Woodyard Road is the through roadway at the Smith Pike intersection to prevent the possibility of backups into the Curry Pike intersection. The Woodyard Road/Smith Pike intersection has capacity and crash issues due to the westbound traffic on Woodyard Road conflicting with the southbound left turning traffic from Smith Pike. Often a right turn is not signaled by westbound Woodyard Road traffic and this results in additional delay for the Smith Pike left turning traffic. Motorists on Smith Pike think that the westbound vehicles may be coming through the intersection instead of turning right. There is no right turn lane for westbound Woodyard Road traffic.

The Curry Pike, Woodyard Road and Smith Pike combined intersections have had 24 crashes in the last 3 years (2014 – 2016) making it the highest crash location in the County. The Curry Pike corridor has the highest number of crashes of all roadway segments in the County with 109 crashes in a three year period. The Curry Pike/Woodyard Road intersection has a crash rate of 4.92 crashes per million entering vehicles (MEV) which is second behind the intersection of Smith Pike and Forrest Park Drive at 8.96 crashes per MEV for all County intersections. The Smith Pike/Forrest Park Drive intersection will benefit from the upcoming HSIP project improvements planned for Smith Pike and for the intersection of Smith Pike and SR 46.

With the closing of the Vernal Pike/SR 37 intersection and the upcoming closing of the Whitehall Crossing/SR 37 driveway, we anticipate an increase in traffic through the Curry Pike/Woodyard Road intersection and a corresponding increase in the crash rate.

The Curry Pike, Woodyard Road and Smith Pike combined intersection crash history, geometric deficiencies and capacity issues would be best addressed by replacing the two intersections with a roundabout to tie the five legs of the intersecting streets together. Benefits of a roundabout at this location would include:

- Eliminate the need for left turn lanes on Curry Pike and on Woodyard Road.
- Eliminate the need for right turn lanes on Woodyard Road between Curry Pike and Smith Pike.
- Reduce traffic conflicts between the two intersections.
- Reduce the crash numbers and severity at the two intersections specifically for rear end, left turning and right angle crashes (these types comprise 21 out of 24 crashes). Roundabouts work best to reduce the severity of intersection crashes and eliminate left turning and right angle crashes. Roundabouts reduce the number of rear end crashes that are associated with vehicles standing waiting to turn left at an intersection with no left turn lanes.
- Increase capacity at the two intersections.
- Eliminate a horizontal curve through a signalized intersection.
- Eliminate the traffic signal and the sight distance challenges associated with the traffic signal located on a horizontal curve.

Adding left turn lanes to Curry Pike would help to reduce the number of rear end and left turning crashes that occur, but the intersection would still have the horizontal curve alignment issue and the problems associated with the intersection of Woodyard Road and Smith Pike being close to

the Curry Pike/Woodyard Road intersection. A roundabout would solve all of the deficiencies associated with the combined intersections and would be the most effective at reducing crashes, eliminating crashes and reducing the severity of crashes.

The roundabout design will comply with all requirements of the Complete Streets Policy. Conceptual roundabout layouts have been done (enclosed) but a specific roundabout design has not yet been determined. The design will be developed to minimize the right-of-way impacts on surrounding properties.

The HSIP Benefit/Cost Worksheet has been completed (enclosed) for this project and is based on the last 3 years of crash data (2014 – 2016). There have been 24 crashes at these intersections during the 3 year period. There have been 2 injury crashes and 22 property damage crashes. Because of the undesirable intersection geometrics, we have estimated a higher than average crash reduction factors, 88% for personal injury crashes and 48% for property damage crashes. With an estimated construction cost of \$1,800,000, the benefit to cost ratio would be 2.03. Once the project is complete, we will follow up with an analysis of crash data for a period of three years after the roundabout is constructed. Crash data is collected by the County from police reports.

The combined crash history of these two intersections would place these intersections in the top 10 of the Eligible HSIP Locations as shown in the BMCMPPO Crash Report dated October 2015. The intersection of Smith Pike and Woodyard Road was shown in the top 50 HSIP locations in the 2012, 2013 and 2014 BMCMPPO Crash Reports.

The County will fund the Preliminary Engineering and Right-of-Way costs for the roundabout. Monroe County and the Monroe County Redevelopment Commission will be the key agencies involved with this project. The cost of Preliminary Engineering is estimated at \$200,000 and the cost of Right-of-Way is estimated at \$200,000. We are requesting funding for the construction and the construction engineering and inspection costs. The proposed HSIP funding request is as follows:

- Construction - \$1,800,000
- Construction Engineering and Inspection - \$150,000
- **Total HSIP Request - \$1,950,000**

Anticipated project schedule:

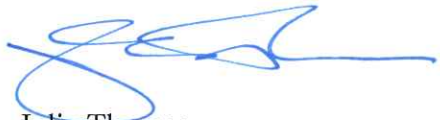
- Consultant Selection - 2017
- Preliminary Engineering and Public Participation – 2017 & 2018
- Right-of-Way Acquisition – 2019
- Construction – 2020
- Project Complete – End of 2020

The project will utilize the standard public participation process required by INDOT and will be supplemented with several public information meetings to keep the area residents informed of the project's progress.

A Road Safety Audit (RSA) will be performed for this project. We have contacted Laura Slusher with Purdue University's Local Technical Assistance Program (LTAP) to schedule a Road Safety Audit. The RSA will be completed early in 2017. The Preliminary Engineering for the project is scheduled to begin later in 2017, therefore the RSA will be complete before the design starts.

Ms. Lisa Ridge, Public Works Director, will be the primary contact for this project, 812-349-2555. Please call her if you have any questions about our HSIP Project Request submittal.

Sincerely,

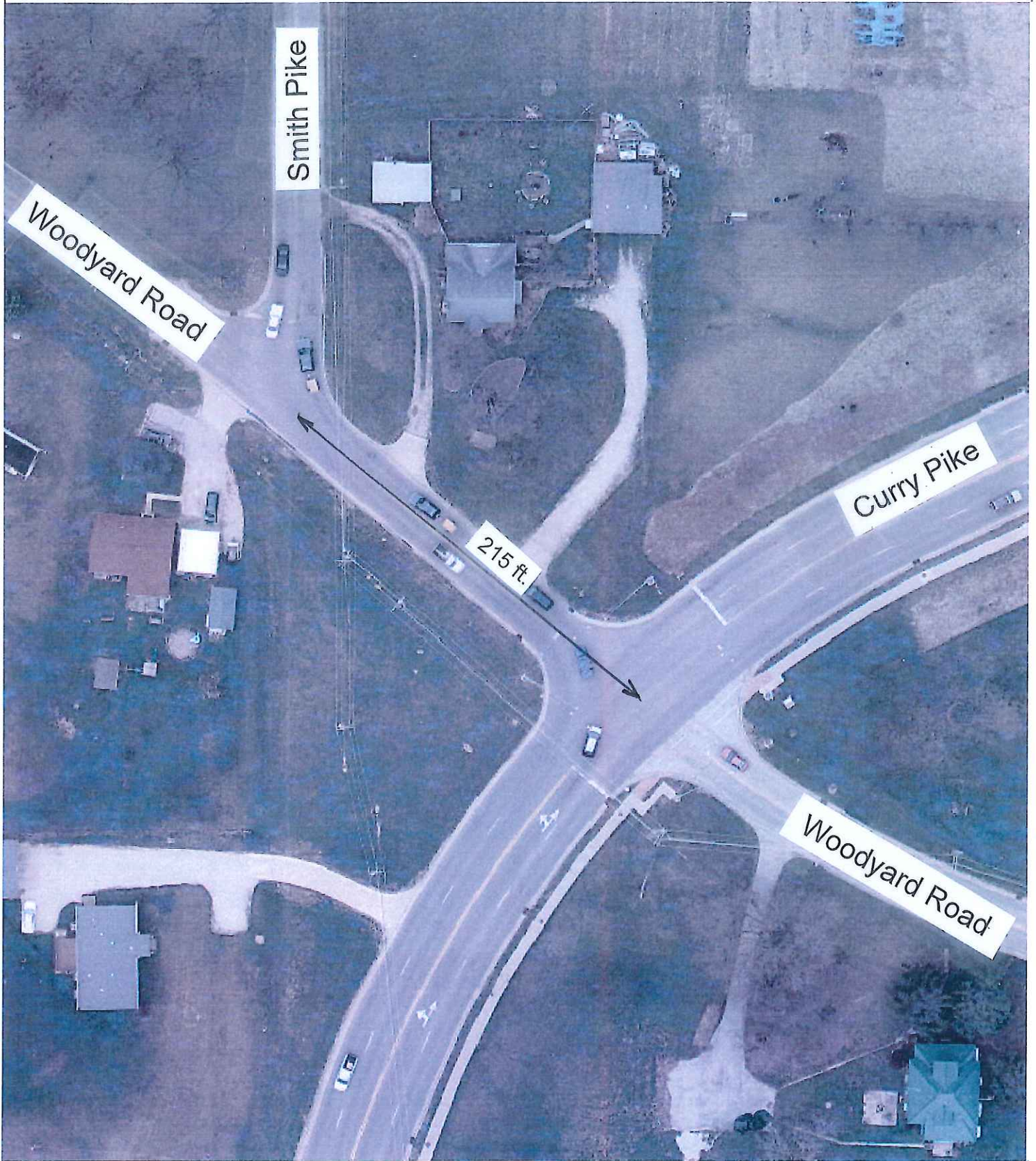


Julie Thomas
President, Monroe County Board of Commissioners

Enclosures

cc: Lisa Ridge, Monroe County Public Works Director
Paul Satterly, Monroe County Highway Engineer

Highway Safety Improvement Program Project Application
Curry Pike, Woodyard Road and Smith Pike Proposed Roundabout



Monroe County Highway Department, January 13, 2017






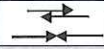






FY 2009 HIGHWAY SAFETY IMPROVEMENT PROGRAM

Directions: Fill in all applicable white cells

HSIP Benefit/Cost Worksheet		Roadway/ Intersection Code(s)	Location						Study Period Begins	Study Period Ends
			Curry Pike at Woodyard Road/Smith Pike, Bloomington, Monroe County, Indiana						1/1/2014	12/31/2016
		Description of Proposed Work	Roundabout Construction							
Crash Type / Number	Rear End	Sideswipe Same Direction	Left Turn Main Line	Right Angle	Ran off Road	Head On/ Sideswipe - Opposite Direction	Pedestrian	Other	Total	
										
Number of crashes during study period	Fatal F									
	Personal Injury (PI) A	1			1				2	
	B									
	C									
Property Damage PD	10		4	5	2	1			22	
% Change in Crashes (from FHWA Desktop Reference for Crash Reduction Factors)	Fatal F									
	Personal Injury (PI) A	-88%			-88%					
	B									
	C									
Property Damage PD	-48%		-48%	-48%	-48%	-48%				
Change in Crashes (no. crashes x CRF)	Fatal F									
	Personal Injury (PI) A	-0.88			-0.88				-1.76	
	B									
	C									
Property Damage PD	-4.80		-1.92	-2.40	-0.96	-0.48			-10.56	
		2020	F	Study Period, Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit			
Year (Safety Improvement Construction)		2020	F			\$ 3,400,000				
Project Cost (excluding Right of Way)		\$ 1,800,000	A	-1.76	-0.59	\$ 280,000	\$ 164,267			
Right of Way Costs (not included in B/C calculation)		\$ 200,000	B			\$ 63,000				
Traffic Growth Factor		1%	C			\$ 31,000		Benefit	\$ 3,656,155	
Discount Rate		4.0%	PD	-10.56	-3.52	\$ 4,600	\$ 16,192	Cost	\$ 1,800,000	
Project Service Life (n)		30	Total	-12.32	-4.11		\$ 180,459	B/C=	2.03	

Crash Codes

- F Fatal
- A Incapacitating Injury
- B Evident Injury
- C Possible Injury
- PD Property Damage Only

Notes

Where more than one CRF applies, use the following formula to obtain the combined CRF:

$$CRF = 1 - [(1 - CRF1)(1 - CRF2)(1 - CRF3)]$$

from http://www.dot.state.mn.us/trafficeng/safety/hes/kentucky_report.pdf; Development of Accident Reduction Factors

See "Calculations" sheet for amortization.



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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 BMCMPPO Complete Streets Policy.

Lisa Ridge
Employee in Responsible Charge (ERC)

January 13, 2017
Date

Section 3: Project Information

- A. Project Name: Fullerton Pike/Gordon Pike/Rhorer Road, Phase II, Bridge #74
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1600419
- D. Project Location (detailed description of project termini): Bridge #74, approximately 550 east of Rogers 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.): LRTP, GPP

G. Allied Projects: Fullerton Pike, Phase I and Phase II (Des #0801059 and Des #1500523)

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: July 11, 2018

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$84,523	\$	\$	\$
	STP PYB	\$	\$279,577	\$	\$	\$
		\$		\$	\$	\$
CN	Local	\$	\$582,587	\$	\$	\$
	STP	\$	\$425,786	\$	\$	\$
	STP PYB	\$	\$1,904,560	\$	\$	\$
	Totals:	\$	\$3,277,033	\$	\$	\$

STP Total- \$425,786-13%

STP PYB Total-\$2,184,177-67%

Local \$667,110- 20%

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.
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FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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 BMCMPPO Complete Streets Policy.

Lisa Ridge
Employee in Responsible Charge (ERC)

January 13, 2017
Date

Section 3: Project Information

- A. Project Name: Fullerton Pike/Gordon Pike/Rhorer Road, Phase II
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500523
- D. Project Location (detailed description of project termini): Approximately 465' west of Walnut Street to approximately 500' west of Rogers 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.): LRTP, GPP

G. Allied Projects: Fullerton Pike, Phase I Phase II (Bridge #74) (Des #0801059 and Des #1600419)

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: July 11, 2018

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.

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		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE	Local	\$	\$64,560	\$	\$	\$
	STP	\$	\$ 258,240		\$	\$
		\$	\$	\$	\$	\$
CN	STP	\$	\$2,066,107		\$	\$
	Local	\$	\$516,527	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$2,905,434		\$	\$

STP Total: \$2,324,347- 80% Local Match: \$581,087- 20%
 (we have previously been awarded the \$2,622,278 for this project, and are requesting the overage (\$297,391) be moved to the bridge des number.

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 Information:

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FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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Bloomington, Indiana 47402

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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: 812-876-3383 x.508
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.

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

A. Project Name: Rural Transit Maintenance

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1500410, 1500411, 1500263, 1500264

D. Project Location (detailed description of project termini): Area 10 Agency on Aging, 631 W. Edgewood Dr., Ellettsville, IN 47429 – serves 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
- Transit

F. Project Support (local plans, LRTP, TDP, etc.): Rural Transit receives limited formula funding for operations, funds that must also be used for increasing maintenance costs. We request additional support from STP funds to assist with our maintenance expenses. For FY2016-18, we received, for the first time, STP transferred funds to Bloomington Transit and subawarded to Area 10 through the FTA 5307 grant, at \$50,000 per year.

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	STP transfer	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$
	Local	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$
		\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$ 62,500	\$ 62,500	\$ 62,500	\$ 62,500	\$

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 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

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: 812-876-3383 x.508
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.

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

A. Project Name: Rural Transit

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1500410, 1500411, 1500263, 1500264

D. Project Location (detailed description of project termini): Area 10 Agency on Aging, 631 W. Edgewood Dr., Ellettsville, IN 47429 – serves 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
- Transit

F. Project Support (local plans, LRTP, TDP, etc.): Rural Transit operating receives formula federal FTA 5311 and State PMTF funds. Local funding includes fares, county appropriations, service contracts, Medicaid reimbursement, and in-kind. No TIP funding supports RT operations.

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 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	FTA 5311	\$ 698,949	\$ 698,949	\$ 698,949	\$ 698,949	\$
	PMTF - state	\$ 302,630	\$ 302,630	\$ 302,630	\$ 302,630	\$
	Local, Fares & In-kind	\$ 416,537	\$ 416,537	\$ 416,537	\$ 416,537	\$
RW		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$ 1,418,116	\$ 1,418,116	\$ 1,418,116	\$ 1,418,116	\$

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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- 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:

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