



TECHNICAL ADVISORY COMMITTEE

February 22, 2017
10:00 – 11:30 a.m.
McCloskey Room (#135)

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. January 25, 2017
- III. Communications from the Chair and Vice-Chair
 - a. Project Updates
- IV. Reports from Officers and/or Committees
- V. Reports from Staff
 - a. I-69 Update
 - b. FY 2017 Quarterly Project Tracking Reports
- VI. Old Business
- VII. New Business
 - (1) FY 2018-2021 TIP Applications (Packet)
 - (2) BMCMPPO Complete Streets Policy
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Policy Committee – March 10, 2017 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee – March 22, 2017 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee – March 22, 2017 at 6:30 p.m. (McCloskey Room)

Adjournment

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

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



TECHNICAL ADVISORY COMMITTEE MINUTES

January 25, 2017 10:00 – 11:30 a.m.

McCloskey Room (#135)*

Technical Advisory Committee Minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning & Transportation Department for reference.

Technical Advisory Committee: Perry Maull, Lew May, Dave Williams, Paul Satterly, Andrew Cibor, Sara Ryterband, Laura Haley, Robin Bolte, Chris Lewis, Kevin Tolloty, Jason Eakins

Guests: Mitchell Reed, Nicholas Carder

Staff: Josh Desmond, Pat Martin

- I. Call to Order and Introductions
- II. Nominations and Election of Calendar Year 2017 Officers
 - a. **Perry Maull moved that Andrew Cibor serve as Chair of the Technical Advisory Committee. Dave Williams seconded the motion. Lew May moved that Jane Flieg serve as the Vice-Chair of the Technical Committee. Perry Maull seconded the motion. Sarah Ryterband moved that the Chair and Vice-Chair motions be accepted by acclimation. This motion was seconded by Perry Maull. Motion passed unanimously.
- III. Approval of Minutes: **** Sarah Ryterband moved for approval of the November 16, 2016, minutes. Perry Maull seconded. Motion passed.**
- IV. Communications from the Chair and Vice-Chair
 - a. There were no communications.
- V. Reports from Officers and/or Committees
 - a. Andrew Cibor: Old SR37 and Dunn Street project is progressing with minor change orders. Tapp Road and Rockport Road is in the appraisal process. March 2017 CN Letting for Downtown Curb Ramps. April 2017 CN Letting for 2nd & College and 3rd & Woodcrest signal projects. 17th Street reconstruction from the roundabout to I-69 went before the Board of Public Works yesterday. INDOT approval is expected soon.
 - b. Paul Satterly: Fullerton Pike Phase I – Utility relocation has begun. Gordon Pike – Right-of-way is active.
 - c. Dave Williams: Bloomington Parks opened the B-Link in December 2016.
 - d. Lew May: BT took delivery of two (2) new 40-ft buses that are now out on the road. Went live with vehicle tracking/schedule optimization software. Sarah Rryderband: CAC has link to FHWA’s new “Achieving New Multimodal Networks” document.
- VI. Reports from Staff
 - a. TIP Call for Projects – Development Partners meeting on January 31st to discuss project requests versus available funding resources.
 - b. I-69 Update – MPO staff received an Update report on January 13th just prior to the Policy Committee Meeting. A full project schedule update is promised in February 2017.
 - c. MPO Certification Report – Is technically a “Planning Review” to ensure MPO compliance with established requirements. Key findings: *Corrective Action* – finish the Metropolitan Transportation Plan; *Recommendations* – Title VI Certification now required by for the MPO; use of Planning budgeted dollars, and availability of planning documents posted to the website. *Commendations* –

Public Participation, MPO website, and strong support for bicycles, pedestrians, and trails in the UPWP and TIP. MPO remains in good standing. Next Planning Review in 2020. Excess planning funds could be redirected for a Bloomington Transit for a Condition Assessment and a new BT Five-Year Strategic Plan.

- d. MTP Update – A conference call last week demonstrated that the consultant-derived MTP travel demand forecast model is now functional and calibrated. The consultant must now run thirteen (13) scenarios. Staff will be updating selective MTP chapters immediately. Public meetings are on schedule for late summer/early fall with adoption by the end of CY 2017.

VII. Old Business – None.

VIII. New Business

a. TIP Amendments**

- (1) Statewide On-call Pavement Designs (INDOT DES#1600463) – No public comments.
- (2) Statewide On-Call Geotechnical Investigations (INDOT DES#1600479) – No public comments.
- (3) SR45 & Tamarron Drive, Traffic Signals (INDOT1601926) – Discussion centered on a nearby BT stop, tightening of the NE corner radius, a Northside median installation, and a hawk signal installation. A schematic drawing is posted on the City’s website. **** Sarah Ryterband moved for approval of the TIP Amendments. Perry Maull seconded. Motion passed.**

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

- a. Andrew Cibor requested more details to meeting minutes.
- b. Question directed to Josh Desmond regarding TIP Prior Year Balance (PYB). All funds allocated but not spent up to FY2014 were “banked” as a PYB and must be spent without replenishment. Annual allocations can be added to the PYB. PYB was assigned according to the year individual projects were programmed.
- c. Sarah Ryterband asked if the Planning and Transportation Department had been assigned an Acting Director. No announcement has been made.

X. Upcoming Meetings

- a. Policy Committee – February 10, 2017 at 1:30 p.m. (Council Chambers)
- b. Technical Advisory Committee – February 22, 2017 at 10:00 a.m. (McCloskey Room)
- c. Citizens Advisory Committee – February 22, 2017 at 6:30 p.m. (McCloskey Room)

Adjournment

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



As an update to the statement provided on January 13, 2017, the IFA, INDOT and I-69 Development Partners provide the following additional information for the benefit of the Bloomington/Monroe County MPO.

Construction will continue through winter months on Fullerton Pike, and on the Griffy Creek Bridges, Beanblossom Creek Bridges and Beanblossom Creek Overflow Bridges. Work on CSX Bridge and in the vicinity of the former Vernal Pike/SR 37 intersection will also continue. Utility work is also expected to continue at Vernal Pike and Tapp Road without impacts to traffic on SR 37 or City/County roads.

Traffic shifts without any lane restrictions are expected to occur between the Griffy Bridges and Beanblossom Bridges as well as in the vicinity of the CSX Bridge.

Good feedback has been received about traffic phases for construction at the SR 45 interchange. Over the past month the project has discussed options with local officials at three meetings. The 7-day advance public notice for lane restrictions is expected in mid-February and will result in the restriction of traffic, as previously planned.

Several comments, which are being considered, were made at the February 7 Local Coordination Meeting. Closure of the bridge is not anticipated. The restriction will result in a single lane made available to traffic on both eastbound and westbound directions of the SR 45 Bridge. This condition is expected to be in place for approximately 20 weeks (with minor shifts intermediately) before SR 45 traffic will again be restored to a four lane configuration.

Construction on SR48 and also at Tapp Road at the future I-69 interchanges is expected to commence immediately following SR45's return to four lanes.

MEMORANDUM

To: BMCMPO Technical Advisory 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.



MEMORANDUM

To: MPO Technical Advisory 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.

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.



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- 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

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

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	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

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Justification for Exemption: _____

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Section 1: Local Public Agency Information

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- Monroe County
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- 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.).
- 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.



**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.

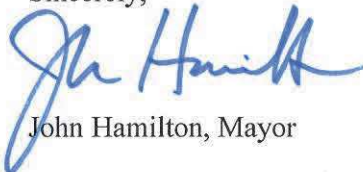
This project will add to the Jackson Creek Trail by extending the trail to the south and north of the existing trail. In total this project will more than double the length of the existing Jackson Creek Trail and provide approximately 2 miles of trail. It will make key neighborhood connections to the 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.).
- 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 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 1/4 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 1/4 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.

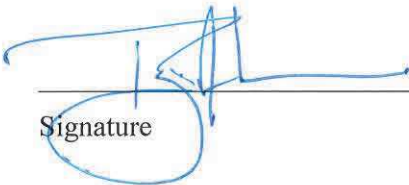
d. With the funds requested, will the project be fully funded, or a phase of the project fully funded?
(5 points maximum)

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)**

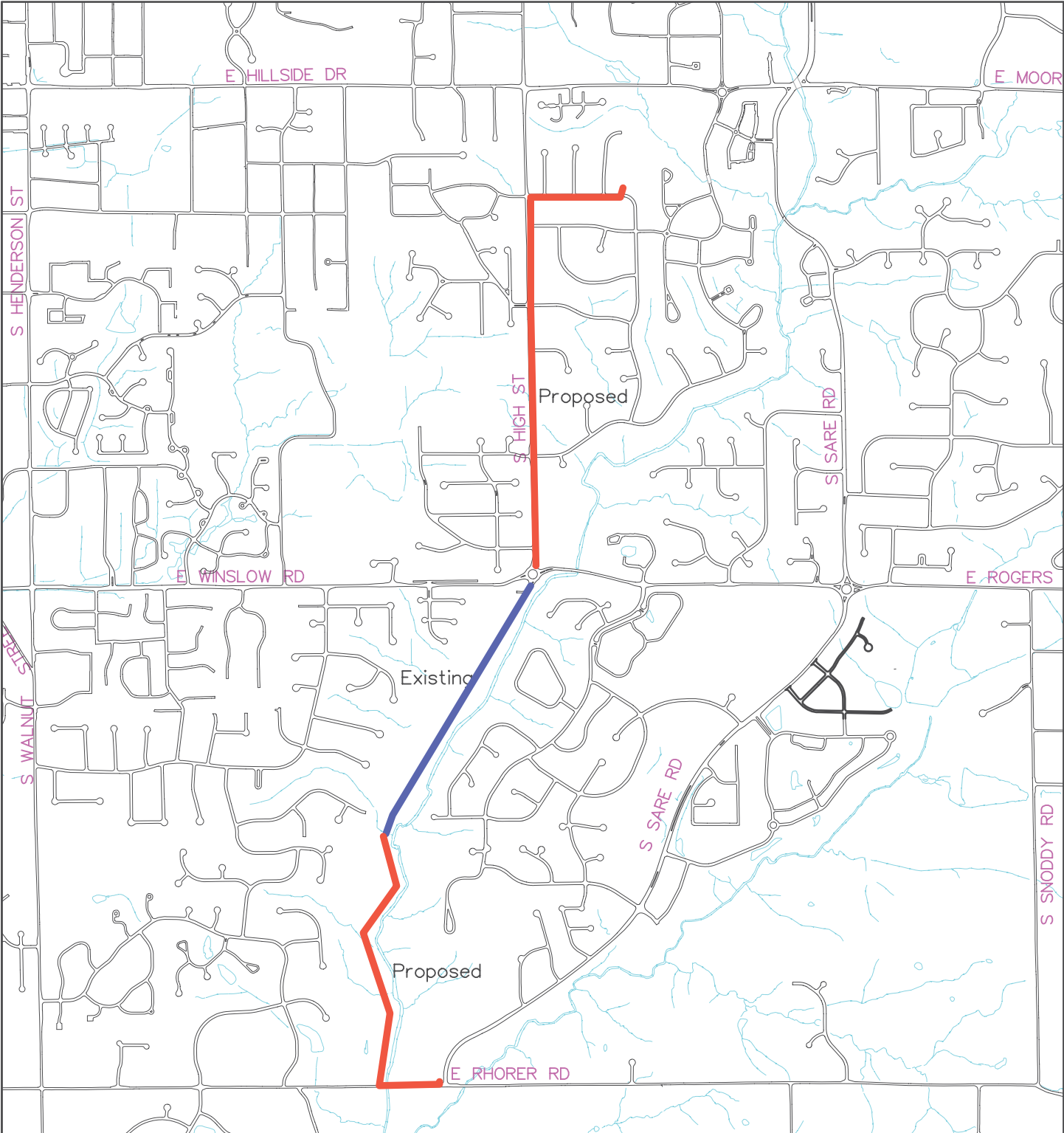
I hereby certify that the information submitted as part of this application is accurate.



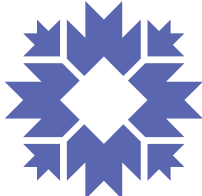
Signature



Date



City of Bloomington
 Planning & Transportation



Scale: 1" = 1500'



By: koppern
 9 Jan 17



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.

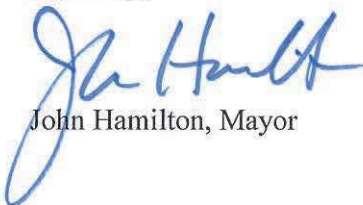
This project has already been awarded federal funding in the current TIP and we believe it should be maintained in the updated TIP. The project supports the City's adopted accessibility guidelines (PROWAG) as well as the City's ADA Transition Plan. More specifically, this project will reduce crash risk 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.

1/11/2017

Employee in Responsible Charge (ERC)

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

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.

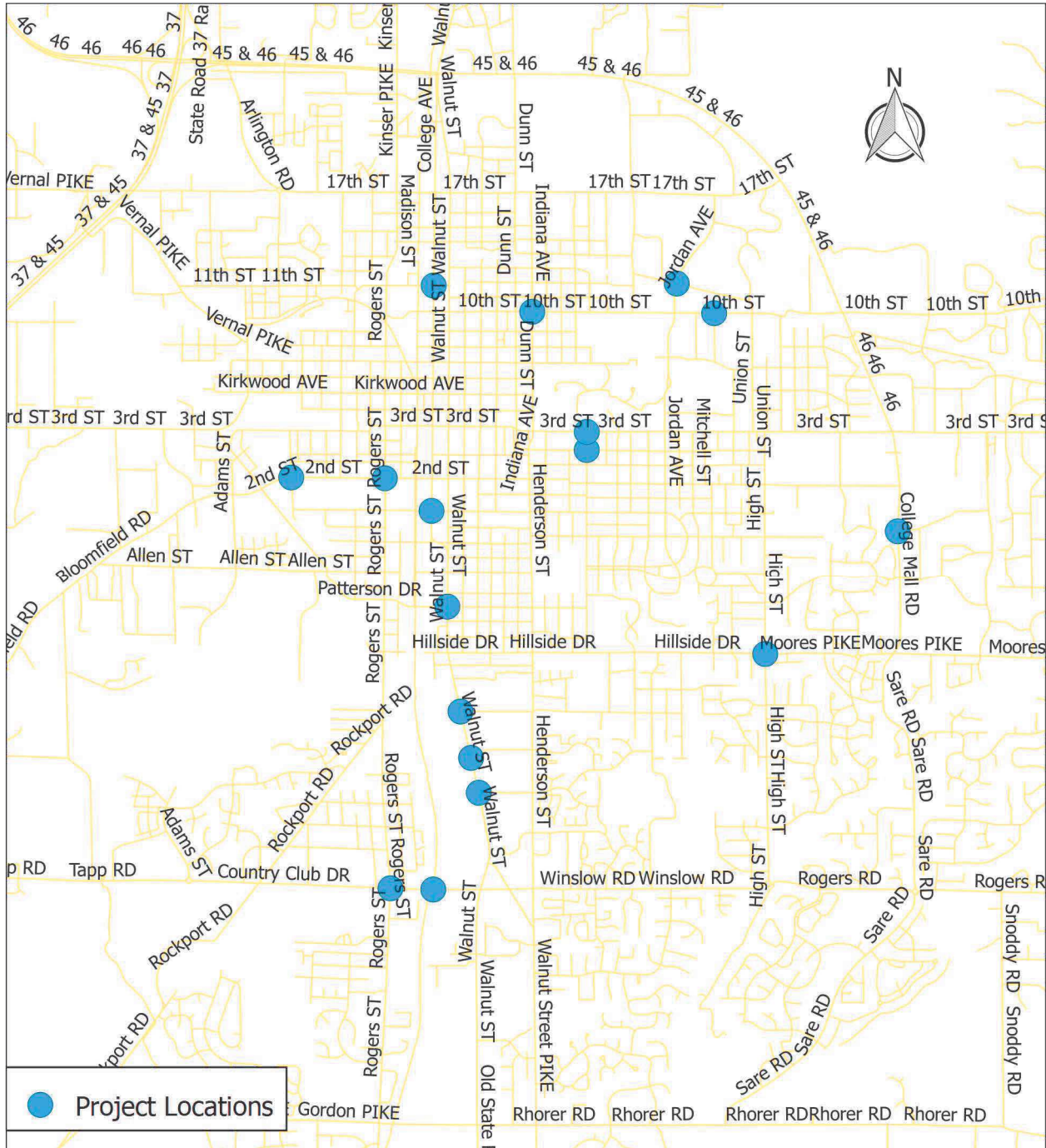
Draft Pedestrian Safety and Accessibility Improvement Locations

<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

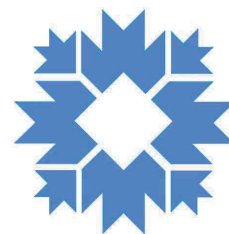
Some of the locations in this project will require adding pedestrian signals where there is currently no indication for pedestrians, but the majority of the locations will involve upgrading existing pedestrian signals to include countdown timers, accessible push buttons, and accessible curb ramps.

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.

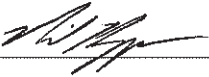
- d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**

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

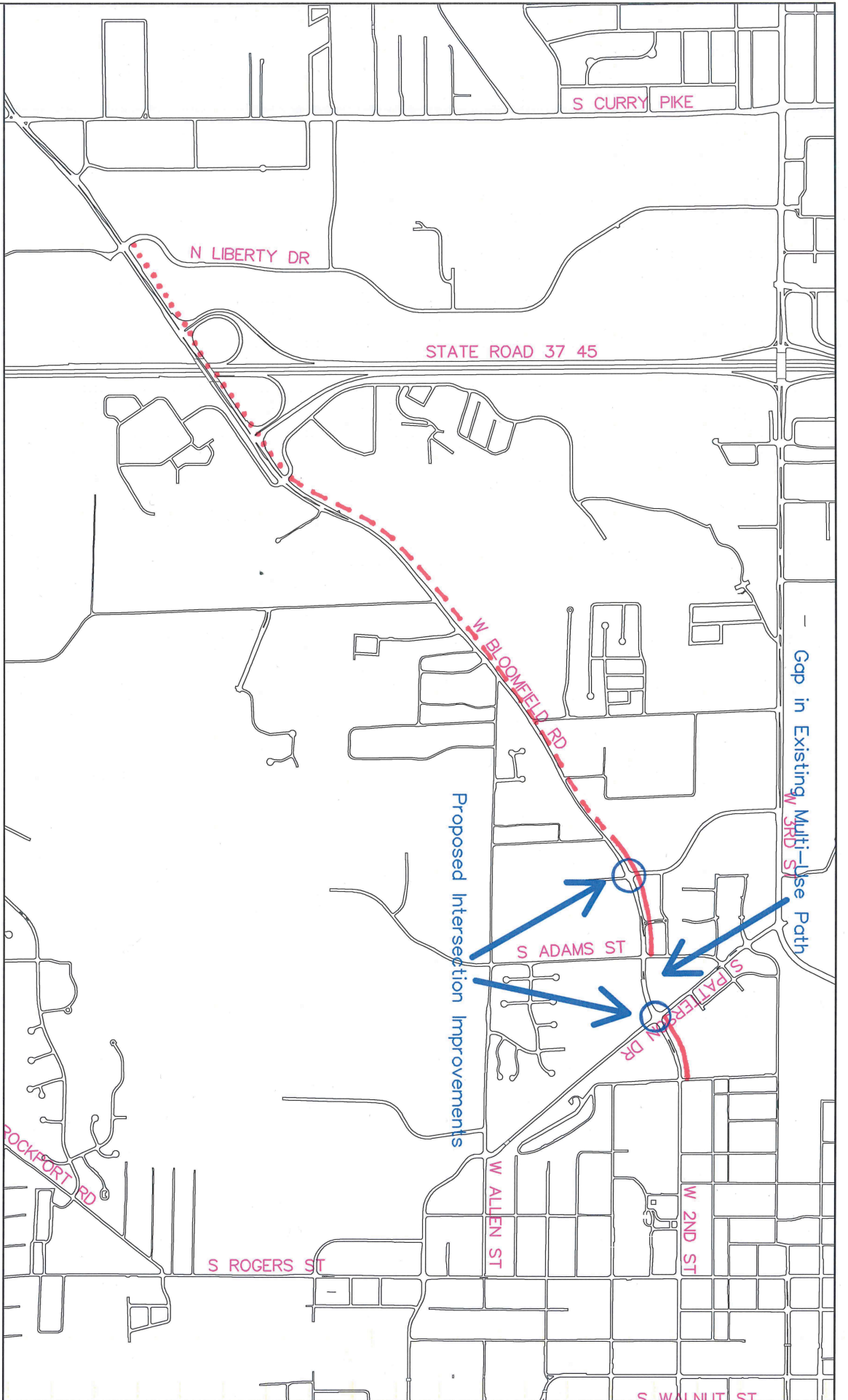
Phase	Funding Source	FY17	FY18	FY19
PE	local	\$22,633	--	--
	STP PYB	\$57,367	--	--
RW	local	--	\$60,000	--
CE	local	--	--	\$18,000
	TAP PYB	--	--	\$30,000
CN	local	--	--	\$69,076
	TAP PYB	--	--	\$214,924
	STP	--	--	\$0
Totals		\$80,000	\$60,000	\$332,000

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.


 City of Bloomington
 Planning & Transportation

 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.

A handwritten signature in black ink, appearing to read 'Neil Kopper'.

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:

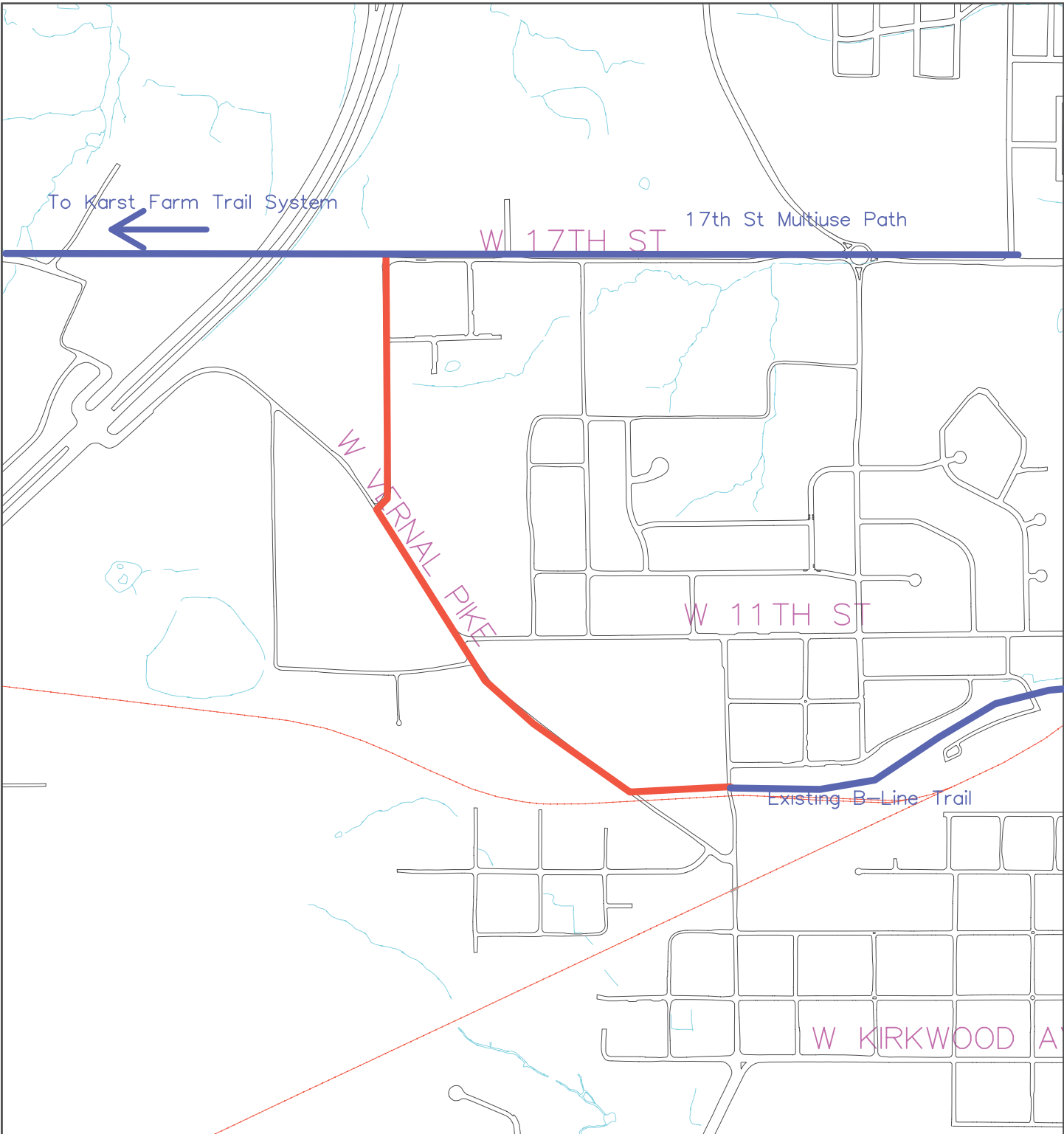
- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for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

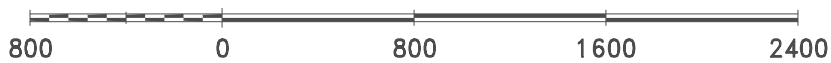
- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance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



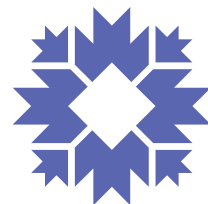
B-Line Trail Extension (Adams to 17th)

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.
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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: _____

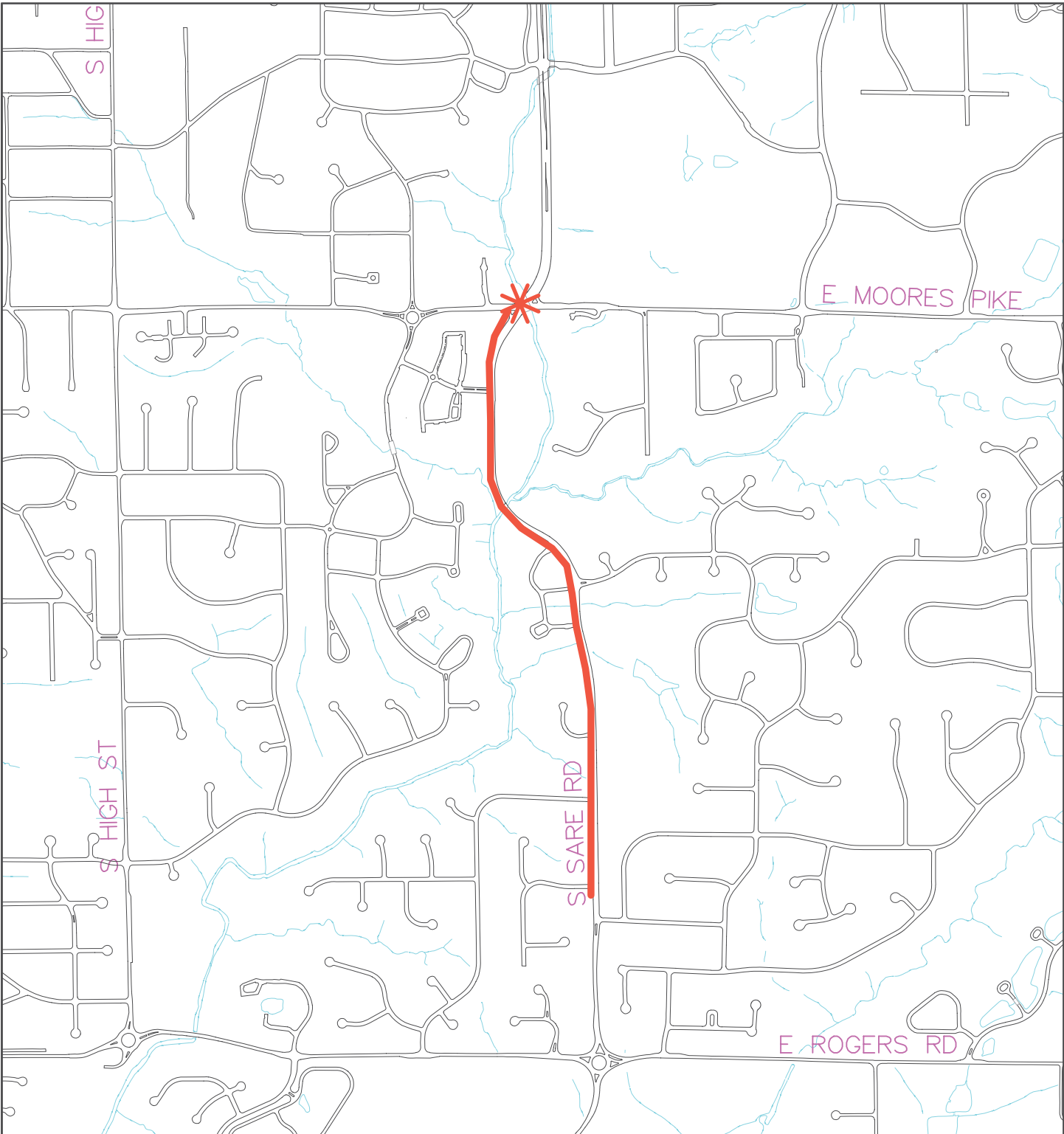
B. Additional Information:

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*

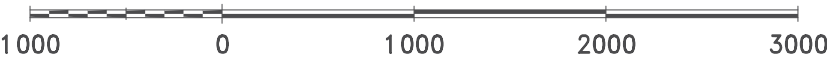
2018. Public participation is expected mid-2018. Right of way acquisition is expected in 2019. Construction is expected in 2020.

- 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.*

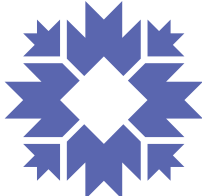


Sare Road Multiuse Path and Intersection Improvements Project

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.*
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Justification for Exemption: _____

B. Additional Information:

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- 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.

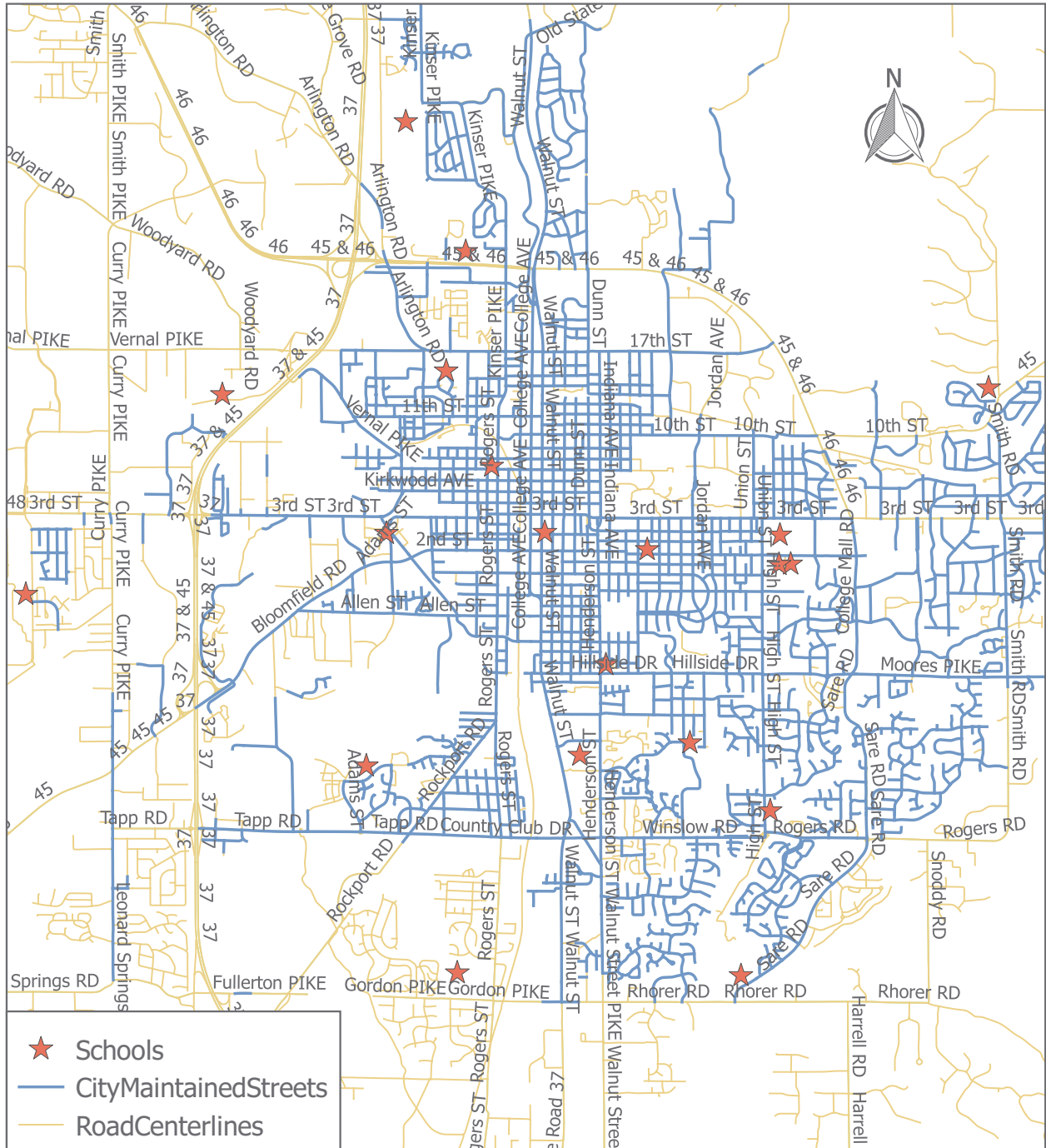
Special Rule Narrative (attach additional pages if needed)

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.

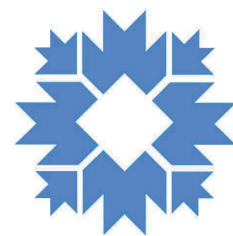
Crashes involving pedestrians are more likely to result in a fatality or incapacitating injury than crashes involving only motor vehicles, especially when the pedestrian is a child. Pedestrian crashes are also much more likely to occur at locations where pedestrians cross the street and interact with 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 1/13/17

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:

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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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:

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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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: 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

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	\$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: _____

B. Additional Information:

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- 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.

Employee in Responsible Charge (ERC)

1/13/17

Date

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

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		\$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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Justification for Exemption: _____

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- 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 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
- 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
	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:

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

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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:

- 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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- Monroe County
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- Indiana University
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- 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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1/13/17

Employee in Responsible Charge (ERC) Date

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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- Indiana University
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- 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: 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

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	\$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: _____

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Section 1: Local Public Agency 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) *Lew May* 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
Email: mayl@bloomingtontransit.com

Section 2: Verification

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Employee in Responsible Charge (ERC) *Lew May* 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
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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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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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- 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.
- 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

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'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.*
- 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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- 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 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.*
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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.

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- 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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- 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 BMCMPPO Complete Streets Policy.

1/13/17

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.*
- 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 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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- 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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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)

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:

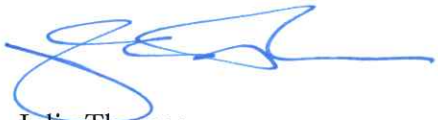
- Consultant Selection - 2017
- Preliminary Engineering and Public Participation – 2017 & 2018
- Right-of-Way Acquisition – 2019
- Construction – 2020
- Project Complete – End of 2020

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,

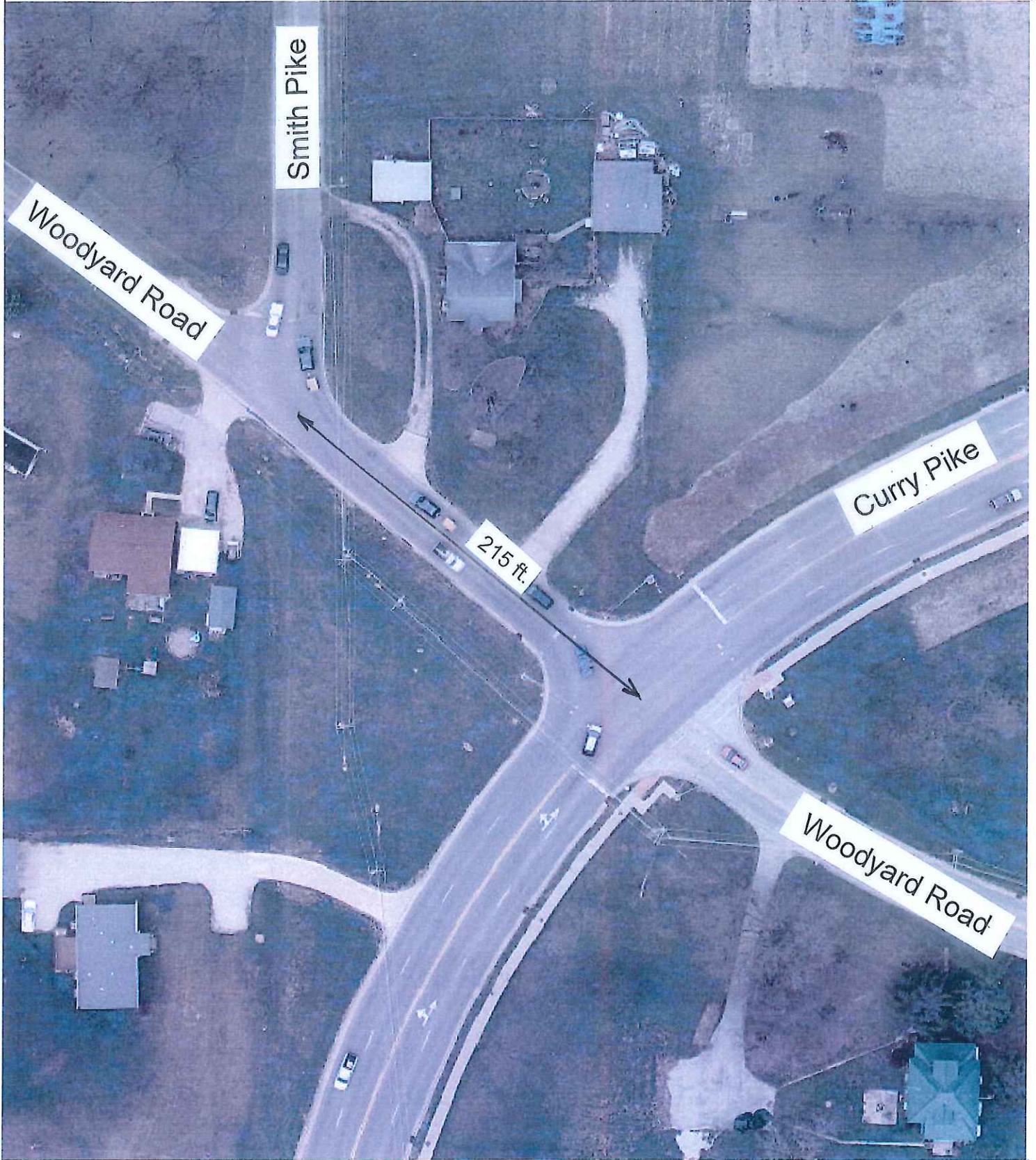


Julie Thomas
President, Monroe County Board of Commissioners

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



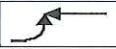


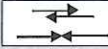






FY 2009 HIGHWAY SAFETY IMPROVEMENT PROGRAM

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
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Bloomington, Indiana 47402

Email: martipa@bloomington.in.gov

Fax: (812) 349-3520

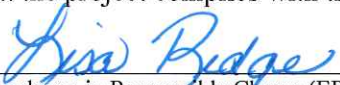
Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): 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.


 Employee in Responsible Charge (ERC)


 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
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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): 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.

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	\$	\$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

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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): 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 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	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.*
- 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.



MEMORANDUM

To: Technical and Citizens Advisory Committees
From: Joshua Desmond, AICP
MPO Director
Date: February 15, 2017
Re: Complete Streets Policy Update

Background

The BMCMPPO Complete Streets Policy was adopted in January 2009. It has now been effect for over eight years, guiding the design and implementation of Federal funded local projects. A key part of the Policy requires it to be reviewed and potentially updated in conjunction with the update of the BMCMPPO Metropolitan Transportation Plan. Staff has been working internally on some revisions to the Policy and wanted to take this opportunity to show the Technical and Citizens Advisory Committees the latest proposed draft of the Complete Streets Policy. This material is attached after the memo.

Requested Action

No action is required. Staff would appreciate any comments or questions that committee members may have on the current draft.

Complete Streets Policy - DRAFT

Adopted: MM, DD, 2017

I. Purpose and Vision

This policy directs local public agencies to incorporate the needs of all users of public rights-of-way into the design and construction of projects funded through the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO).

BMCMPO funded projects should accommodate all potential users including people walking, people bicycling, people using mass transit, drivers, freight providers, emergency responders, and adjacent land users. Projects should prioritize safety and accommodate all ages and abilities—with special attention to the most vulnerable users. Projects should be designed in a context-sensitive manner and that allows all modes of transportation to function safely and independently, now and in the future.

Complete Streets project designs should incorporate community values and qualities including the natural environment, aesthetics, historic resources, natural resources, safety, and mobility. This approach demands careful multi-modal evaluation integrated with best management strategies for land use and transportation. This policy seeks to provide the best possible transportation network to all users of public right of way and for all modes of transportation.

This Complete Streets Policy can be adapted to direct future transportation planning, connect and improve projects, and fit local community needs. It can help promote all modes of travel in the design of projects, provide long term cost savings for the MPO and collaborative entities, increase efficiency of the transportation network, and improve mobility throughout the MPO's jurisdiction.

The Complete Streets approach views all transportation improvements as opportunities to construct safer, more accessible streets for all types of users. With this approach, even minor or maintenance projects can create opportunities for improvement toward an integrated and balanced transportation network. For example, repaving projects can be an opportunity to add a bicycle lane or needed crosswalk. Routine maintenance on traffic lights can create an opportunity for better timing for pedestrians. A strong Complete Streets Policy works to integrate these goals into all projects.

II. Goals

1. To ensure the safety of all users of our transportation system, including pedestrians, bicyclists, users of mass transit, motorists, freight providers, emergency responders, adjacent land users; and
2. To balance the multimodal needs of diverse users of our transportation systems; and

3. To incorporate the principles of this policy into all aspects of the transportation project identification, scoping procedures, design approvals, as well as design manuals and performance measures; and
4. To create a comprehensive, integrated, and connected transportation network that supports compact sustainable development; and
5. To ensure the use of the best design standards, policies, and guidelines; and
6. To recognize the need for flexibility to accommodate different types of streets and users; and
7. To ensure the Complete Streets design solutions fit within the context(s) of each community; and
8. To ensure project applications reflect the purpose of this policy and the transportation vision of the MPO.

III. Applicability

This policy applies to all projects using federal funding allocated through the BMCMPO:

- A. New construction and reconstruction of local roadways; and
- B. Local projects that meet the above criteria and were programmed in the Transportation Improvement Program (TIP) prior to the latest adoption of this Complete Streets Policy.

IV. Exemptions

All requests for exemption from this policy must be submitted at the earliest design phase possible (e.g. initial project planning and design) and include any supporting data available. All proposed exemptions shall be submitted to stakeholders and posted through the MPO for public and staff comment for ## days. After the public comment period has ended, any received comments shall be included in the final documentation for exemption submitted to the BMCMPO Policy Committee.

The BMCMPO Policy Committee may certify by resolution that justification exists for a roadway project to be exempted from the requirements of this Complete Streets Policy. In order to grant an exemption the Policy Committee must find that at least one of the following criteria is met:

1. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should be made to accommodate bicyclists and pedestrians elsewhere;
2. There are extreme topographic or natural resource constraints;
3. When other available means or factors indicate an absence of need presently and in the 20-or-more year horizon;
4. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project;

V. Policy

A. Public Participation Process

1. A public participation plan shall be developed with benchmark goals to be achieved prior to submitting Stage 1 designs to the Indiana Department of Transportation (INDOT).
2. This project information shall be made available to the public via a project website. It shall remain open for public comment for ## days. After the public comment period has ended, any comments received shall be submitted with project updates and documentation provided to the BMCMPO committees.
3. The LPA shall maintain consistent and open lines of communication with key parties, agencies, and interest groups and shall identify and maintain a key stakeholder contact list.

B. Context and Planning

1. Projects shall be designed to accommodate all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.
2. Project designs shall complement the expected and/or planned context(s) of the community, streets, and potential users of the corridor.
3. Projects shall make use of the latest and best design standards, policies, and guidelines.
4. If the project serves a destination point such as a school, shopping facility, recreational facility, or other similar destination, the project shall provide the opportunity for the destination to have convenient access to the project's pedestrian and bicycle facilities. Logical termini should not be chosen so that the project ends before such a point unless there is a compelling reason to do so. Instead, termini should be chosen to include connections through "pinch points," such as overpasses, railroad crossings, bridges, and major intersections.
5. Adjacent projects, planned or under development, shall be coordinated to ensure consistency in the facilities serving the corridor. Projects shall be developed in coordination with the area jurisdictions, projects, and plans irrespective of the project sponsor.
6. Projects should be designed to the posted speed limit.

C. Coordination

Every project shall involve the local transit agencies throughout the project development process to ensure sufficient accommodation of transit vehicles and access to transit facilities is provided both for existing and future services.

VI. Procedures

- A.** Following project application submittal, BMCMPO staff shall perform an initial screening of all applications and subsequently meet with project managers to discuss strategies for adhering to this policy.
- B.** Project application(s) will then be reviewed by the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC). At this time, the CAC and TAC shall suggest changes, if any, to the project manager. These revisions will be submitted to the CAC and TAC before being submitted to the Policy Committee where they will be evaluated. It is up to the Policy Committee, with recommendations from MPO staff, to decide on incorporation of these revisions from the CAC and TAC into the final project before adoption into the TIP.
- C.** If the project is ultimately programmed into the TIP, and if the revisions requested are not made, it is up to the Policy Committee, with recommendations from CAC and TAC, to decide if continued funding of the project is appropriate.

VII. Ongoing Reporting and Compliance

- A.** Once a project is programmed into the adopted TIP, the Local Public Agency shall fulfill the scope of work as detailed in the approved project application.
- B.** The LPA shall submit status reports to the MPO as part of the Quarterly Project Tracking process. The reports shall include a summary of issues identified, significant accomplishments since the initial form submittal or last status report, new details on project implementation, and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the form.
- C.** Because of the variety of approaches that a sponsor may take to complete a street, the BMCMPO, as stewards of this policy, shall work with project managers throughout the project development to find preferred alternatives. Additionally, the project sponsor shall carry out the details of the project application and report to MPO staff and the BMCMPO committees on the results of the outreach process prior to submitting Stage 1 design documents to INDOT.
- D.** The LPA shall report to the BMCMPO immediately if a significant change to the project is warranted. The Policy Committee will review the requested change(s) to the project and determine if they will affect the intent of the project. If the project is determined to be Complete Streets noncompliant, the Policy Committee may remove it from the TIP until the project can be brought back into compliance.
- E.** The Policy Committee may choose not to fund a new project if it determines the project application to be noncompliant.

VIII. Implementation and Evaluation

A. Implementation

1. The BMCMPO views this Complete Streets Policy as integral to everyday transportation decision-making practices and processes. To this end, upon adoption, this policy will become a part of the planning, project selection, and quarterly project tracking processes employed by BMCMPO staff. It will serve as a guide for staff in the development of the metropolitan transportation plan and other plans it creates and contributes to.
2. Encourage LPAs to adopt local Complete Streets Policies.
3. The BMCMPO shall, at a minimum, evaluate this Policy every five years. The evaluation shall include recommendations for amendments to this Complete Streets Policy and subsequently be considered by the CAC, TAC, and Policy Committee. Recommendations for amendments shall be distributed to the Local Public Agencies prior to consideration by the BMCMPO Committees.

B. Performance Measurement

The success of this policy shall be measured in, but not limited to, the following ways:

1. Number of local public agencies that have adopted a similar policy of their own;
2. Percentage of transit stops accessible via sidewalks and curb ramps
3. Linear feet of new or reconstructed sidewalks;
4. Total miles of bicycle routes defined by streets with clearly marked or signed bicycle accommodation;
5. Rate and severity of crashes, injuries, etc.;
6. Number of pedestrian, bicycle, or ADA accommodations built;
7. Number of approved exemptions.

Appendix:

- Flow Chart
- Detailed Processes?
- Explain Reporting Requirements?
- Checklists Staff Will Use for Evaluation
- Public Comment Explanations (when/where)?