



## CITIZENS ADVISORY COMMITTEE

March 28, 2018

6:30 – 8:00 pm

McCloskey Room (#135)

*Suggested  
Time:*

*~6:30pm*

I. Call to Order and Introductions

II. Communications from the Chair and Vice-Chair

III. Reports from Officers and/or Committees

IV. Reports from Staff

a. I-69 Update

V. Old Business

VI. New Business

a. FY 2018-2020 Transportation Improvement Program Amendments\*

b. FY 2018 Unified Planning Work Program Amendment\*

(1) Bloomington Transit Planning Studies

c. Draft FY 2019 - 2020 Planning Work Program\*

(1) Rural Transit route Optimization Study

(2) Southwest Monroe County Corridor Study

*~6:45pm*

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

a. Topic suggestions for future agendas

VIII. Upcoming Meetings

a. Policy Committee – April 13, 2018 at 1:30 p.m. (Council Chambers)

b. Technical Advisory Committee – April 25, 2018 at 10:00 a.m. (McCloskey Room)

c. Citizens Advisory Committee – April 25, 2018 at 6:30 p.m. (McCloskey Room)

Adjournment

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

*~8:00pm*

***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](mailto:human.rights@bloomington.in.gov).***



## **FOR IMMEDIATE RELEASE**

### **I-69 Section 5 construction update for week of March 26**

*Nightly closures Tuesday through Thursday for beam setting at Chambers Pike*

BLOOMINGTON, Ind. (March 25, 2018) – INDOT reminds motorists that online GPS mapping services may not have the most current information about conditions within the I-69 Section 5 construction zone. Following instructions from mapping apps, especially those pertaining to access roads and potential “short cuts,” could direct motorists into areas that are still under construction and impassable. Following posted detours and paying attention to existing signage is the best way to get through and around areas of active construction.

The Walnut Street interchange closure remains in place. The official detour is the SR 46 interchange approximately 3.5 miles to the south. North Old SR 37 north of the Liberty Church is anticipated to reopen Friday at 5 p.m.

The following restrictions will be in place for the week of March 26:

- There will be daily lane closures of both northbound and southbound SR 37 at Tapp Road for ongoing bridge work and paving operations. Weather permitting, on Thursday there will be a traffic shift to allow paving to continue on outside shoulders.
- Work continues on the 2<sup>nd</sup> Street Bridge (SR 45) with no changes in traffic configuration. Traffic on the bridge deck is reduced to one lane eastbound and one lane westbound.
- At the 3<sup>rd</sup> Street Bridge (SR 48) there will be no changes to eastbound traffic. There will be a daily lane closure on westbound 3<sup>rd</sup> Street from Gates Drive to Liberty Drive to continue work on signal and light pole foundations. The westbound right turn lane from 3<sup>rd</sup> Street to northbound SR 37 will be closed daily to allow for work on the northeast segment of the ramp system.
- There will be daily lane closures on both north and southbound SR 37 from 3<sup>rd</sup> Street (SR 48) to Vernal Pike for drainage work adjacent to the median barrier wall.
- Flagging operations will be in place Monday and Tuesday at Industrial Drive west of SR 37 to allow for deep patching and paving operations.
- Ongoing median drainage work will continue on SR 37 between Arlington Road to Kinser Pike. However, a traffic shift was completed last week to allow for two travel



lanes on both north and southbound SR 37 through this stretch.

- Work continues at the interchange of SR 37 and SR 46:
  - The shoulder of southbound SR 37 to the westbound SR 46 ramp will be closed for clean-up of concrete curb installation.
  - Eastbound SR 46 traffic can now access SR 37 north, but will do so in a yielded merge condition. Motorists are urged to exercise caution when merging on to SR 37, and come to a complete stop if necessary until it is safe to proceed.
- The intersection of Acuff and Prow roads east of SR 37 is closed until on or around April 15 to make intersection improvements.
- There will be daily single lane restrictions on both north and southbound SR 37 at Sample Road to allow for continuing bridge work.
- All week there will be a daily lane closure of southbound SR 37 from Stone Belt Drive (approximately one mile north of the interchange) to the Walnut Street interchange for pavement milling and paving operations.
- The right lane of northbound SR 37 will be closed daily from Fox Hollow Road to Chambers Pike for shoulder improvements and drainage work.
- Tuesday through Thursday there will be intermittent night-time closures of northbound SR 37 at Chambers Pike for bridge beam placement. Law enforcement will assist with 20-minute closures between 9 p.m. and 6 a.m.

Motorists traveling north from Bloomington and wishing to avoid potential delays on SR 37 are strongly encouraged to stay off of county roads and use the alternate routes of SR 46 east to I-65 north and SR 46 west to SR 67 north.

As the volume of construction activity increases, motorists are urged to reduce their speed, pay attention to changing traffic conditions, and drive with no distractions. All construction activity is weather dependent and the schedule is subject to change.

###



**Contact:**

Andy Dietrick

I-69 Section 5

(812) 727-5796

[adietrick@indot.in.gov](mailto:adietrick@indot.in.gov)





**To:** BMCMPPO Technical Advisory Committee & Citizens Advisory Committee

**From:** Pat Martin  
Senior Transportation Planner

**Date:** March 21, 2018

**Re:** FY 2018-2021 Transportation Improvement Program (TIP) Amendments

Monroe County requests one amendment to the FY 2018-2021 TIP. The proposed Amendment includes:

***Vernal Pike Connector Road – New roadway & bridge preliminary engineering, right-of-way acquisition and construction (DES#1702957)***

This project will fund a new Roadway from Vernal Pike southward to the new segment of Profile Parkway/Gates Drive including a new bridge over the Indiana Rail in Monroe County.

<b>Vernal Pike connector Road (DES#1702957)</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
PE	2019	N.A.	\$0	\$1,095,000	\$1,095,000
RW	2021	N.A.	\$0	\$1,045,000	\$1,045,000
<b>Totals</b>			<b>\$0</b>	<b>\$2,140,000</b>	<b>\$2,140,000</b>

The Indiana Department of Transportation requests two amendments to the FY 2018-2021 TIP. The proposed amendments include:

***SR446 - 7.83 miles N of SR 58 (Chapel Hill Road) to 0.98 miles S of SR 46 (E. Moores Pike) (DES#1801087).*** This project will fund preliminary engineering and construction of an HMA overlay for preventative maintenance.

<b>SR 446 - 7.83 miles N of SR 58 to 0.98 miles S of SR 46 (DES#1801087)</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
PE	2019	STP	\$88,000	\$22,000	\$110,000
CN	2021	STP	\$2,307,354	\$576,839	\$2,884,193
<b>Totals</b>			<b>\$2,395,354</b>	<b>\$598,839</b>	<b>\$2,994,193</b>

***SR37 - 3.65 miles S of SR 45 over abandoned RR SBL (DES#1801172).*** This project will fund preliminary engineering and construction of a bridge thin deck overlay.

<b>SR 37 - 3.65 miles S of SR 45 over abandoned RR SBL (DES#1801172)</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
PE	2019	NHPP	\$16,000	\$4,000	\$20,000
CN	2020	NHPP	\$158,023	\$39,506	\$197,529
<b>Totals</b>			<b>\$174,023</b>	<b>\$43,506</b>	<b>\$217,529</b>

**SR37 - 3.65 miles S of SR 45 over abandoned RR NBL (DES#1801171).** This project will fund preliminary engineering and construction of a bridge thin deck overlay.

<b>SR 37 - 3.65 miles S of SR 45 over abandoned RR NBL (DES#1801171)</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
PE	2019	NHPP	\$16,000	\$4,000	\$20,000
CN	2020	NHPP	\$158,023	\$39,506	\$197,529
<b>Totals</b>			<b>\$174,023</b>	<b>\$43,506</b>	<b>\$217,529</b>

**SR37 - 4.05 miles S of SR 45 over abandoned RR and Clear Creek NBL (DES#1800730).** This project will fund preliminary engineering and construction of a bridge thin deck overlay.

<b>SR 37 - 4.05 miles S of SR 45 over abandoned RR and Clear Creek NBL (DES#1800730)</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
PE	2019	NHPP	\$96,000	\$24,000	\$120,000
CN	2021	NHPP	\$853,388	\$21,3347	\$1,066,735
<b>Totals</b>			<b>\$949,388</b>	<b>\$23,7347</b>	<b>\$1,186,735</b>

**SR37 - 4.05 miles S of SR 45 over abandoned RR and Clear Creek SBL (DES#1702627).** This project will fund preliminary engineering and construction of a bridge thin deck overlay.

<b>SR 37 - 4.05 miles S of SR 45 over abandoned RR and Clear Creek NBL (DES#1702627)</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
PE	2019	NHPP	\$96,000	\$24,000	\$120,000
CN	2021	NHPP	\$893,648	\$223,412	\$1,117,060
<b>Totals</b>			<b>\$893,744</b>	<b>\$247,412</b>	<b>\$1,237,060</b>

**SR45 - I-69 to 0.38 miles E of I-69 (End of concrete) (DES#1800968).** This project will fund construction for concrete pavement restoration (CPR).

<b>SR45 - I-69 to 0.38 miles E of I-69 (End of concrete). (DES#1800968)</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
PE	2019	NHPP	\$8,000	\$2,000	\$10,000
CN	2021	NHPP	\$1,074,698	\$268,675	\$1,343,373
<b>Totals</b>			<b>\$1,082,698</b>	<b>\$270,675</b>	<b>\$1,353,373</b>

**SR46 – 0.44 miles W of I-69 to I-69 (DES#1800971).** This project will fund preliminary engineering and construction for concrete pavement restoration (CPR).

<b>SR46 – 0.44 miles W of I-69 to I-69 (DES#1800971)</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
PE	2019	NHPP	\$8,000	\$2,000	\$10,000
CN	2021	NHPP	\$827,347	\$206,837	\$1,034,184
<b>Totals</b>			<b>\$835,347</b>	<b>\$208,837</b>	<b>\$1,044,184</b>

**Requested Action**

Recommend the addition of the presented projects to the BMCMPPO FY2018-2021 Transportation Improvement Program amendments for the May 11, 2018 BMCMPPO Policy Committee meeting.

PPM/pm



## 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](mailto:martipa@bloomington.in.gov)  
**Fax:** (812) 349-3530

### Section 1: Local Public Agency Information

- ☐ City of Bloomington
- ☒ Monroe County
- ☐ Town of Ellettsville
- ☐ Indiana University
- ☐ Bloomington Transit
- ☐ Rural Transit
- ☐ INDOT
- ☐ \_\_\_\_\_

**Employee in Responsible Charge (ERC):** Lisa Ridge  
**Phone:** 812.349.2555  
**Email:** [ljridge@co.monroe.in.us](mailto: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)

February 26, 2018  
Date

### Section 3: Project Information

A. Project Name: **Vernal Pike Connector Road**

B. Is project already in the TIP?  
☐ Yes ☒ No

C. DES # (if assigned): **1702957**

D. Project Location (detailed description of project termini): A new connector road from Vernal Pike to the new segment of Profile Parkway/Gates Drive that will include a bridge over the existing Indiana Railroad.

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: I69 Project with INDOT, Profile Parkway Extension

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: FY2022

## 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	\$	\$ 1,095,000	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW	Local	\$	\$		\$ 1,045,000	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$1,095,000		\$1,045,000	\$

## 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.

- ☐ **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.

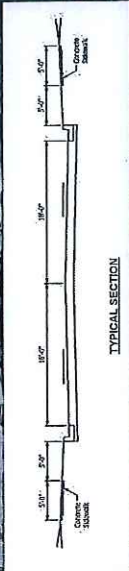
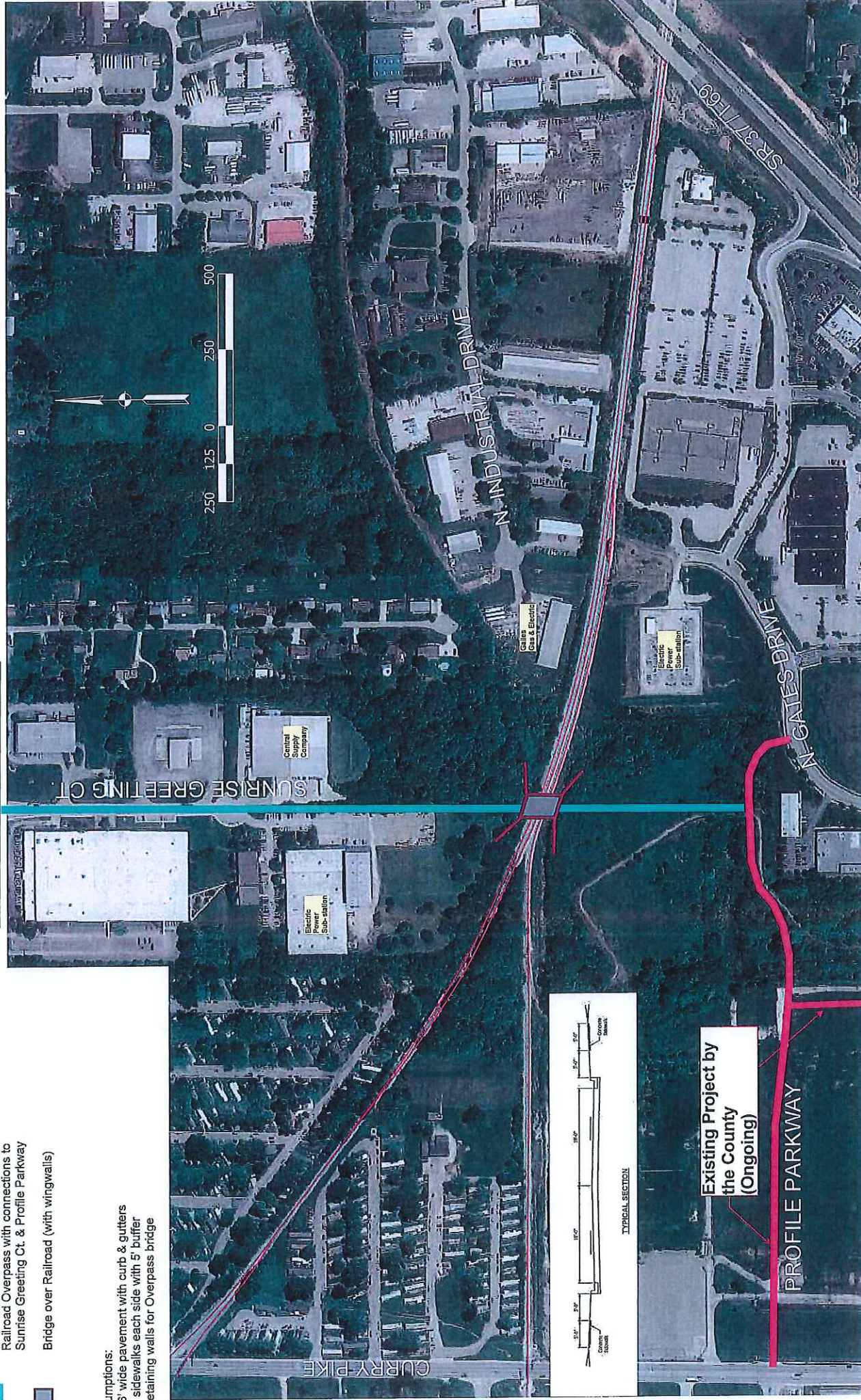
- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance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



- Vernal Pike Connector Roadway Project - Railroad Overpass with connections to Sunrise Greeting Ct. & Profile Parkway
- Bridge over Railroad (with wingwalls)

Assumptions:  
5' wide pavement with curb & gutters  
sidewalks each side with 5' buffer  
retaining walls for Overpass bridge

VERNAL PIKE




Existing Project by the County (Ongoing)

PROFILE PARKWAY

Jonathan Drive



<b>Application Information</b>	
Application ID: 3402	Project Type: New Project
Application Status: Draft	Status Update Date: 11/06/2017

<b>Sponsoring Agency</b>	
<b>Sponsoring Agency</b>	
Name	Monroe County
Address	100 W. Kirkwood The Courthouse, Room 322
City	Bloomington
State	In
Zip	47404
<small>If Sponsoring Agency is not in the list, please click on the icon  to email the SPMS administrator to request a Sponsoring Agency be added.</small>	
<b>Certified Employee in Responsible Charge (ERC)</b>	
Name	Lisa Ridge
Certificate Date	03/15/2017
ERC Phone	(812) 349-2555
ERC Email	ljridge@co.monroe.in.us
<small>Certify on letterhead that your LPA is compliant or is working toward ADA/Section 504 compliance. Upload your signed letter.</small>	
Have you completed your ADA Transition Plan?	<input checked="" type="radio"/> Yes <input type="radio"/> No
	01/01/2009

<b>Planning Area</b>	
<b>Metropolitan Planning Area</b>	
Is the project in the Metropolitan Planning Area of MPO?	Yes
Select MPA	BMCMPPO
Name	Patrick Martin
MPO Email	martipa@bloomington.in.gov
Is project within Urbanized area of MPO?	Yes
Select Urban Area	Bloomington
MPO Assigned User (entered by MPO)	
MPO Decision (entered by MPO)	

Application Information			
Application ID: 3402	Project Type: New Project		
Application Status: Draft	Status Update Date: 11/06/2017		

Project Information			
<b>Project Details</b>			
<p>* Secondary Work type: Examples include, if your road project contains a bridge in the project area and funds will be requested for both types of infrastructure, please select a bridge work type as your secondary work type. Or if you are requesting federal funds for road reconstruction and are including safety components as a part of the project; please select a safety work type as your secondary work type.</p> <p>* Functional Class: Click this link <a href="http://www.in.gov/indot/2615.htm">http://www.in.gov/indot/2615.htm</a> for assistance.</p> <p>* Project Location: Example, Bridge over no name creek or From Main St. to Locust Ave., or to Washington Blvd.</p> <p>* City/County Priority: If you are only submitting 1 application for a new or existing project then select 1 as the Project Priority. If you plan to submit multiple applications for new or existing projects then select the appropriate priority for this application.</p> <p>*AADT: Click this link <a href="http://www.in.gov/indot/2720.htm">http://www.in.gov/indot/2720.htm</a> for assistance.</p> <p>*Sub District: Click this link <a href="http://dolmaps.indot.in.gov/apps/districtmaps/default.asp">http://dolmaps.indot.in.gov/apps/districtmaps/default.asp</a> for assistance.</p> <p>*Congressional District: Click this link <a href="http://www.in.gov/legislative/house_republicans/rd/pdfs/Congressional.pdf">http://www.in.gov/legislative/house_republicans/rd/pdfs/Congressional.pdf</a> for assistance.</p>			
Overall Improvement	Local Road Project	Work Type	New Road Construction
Primary County	Monroe	*Secondary Work Type	New Bridge Construction
INDOT District	Seymour	Road Name	Vernal Pike Connector Road
Sub District	Bloomington Sub	US Congressional DistrictN	District 9
*Functional Class	Minor Collector	City Boundary	Bloomington
Rural/Urban Population	=> 50,000	Transportation System	On Federal Aid
Program Class	Group IV		
*Project Location	Industrial Park Drive Extension/Vernal Pike Connector Road		
Project Description (Include a Scope of Work)	<p>The project consists of reconstruction and extension of, the existing Sunrise Greetings Ct. from Vernal Pike to the south including construction of a new railroad overpass; thereby connecting Vernal Pike to the proposed Profile Parkway extension. The new extensions and connections are necessary to facilitate interconnection of roadways serving a commercial and industrial area due to the closure of two access points related to the construction of the new Interstate 69 in this area.</p> <p>The proposed typical cross section of the Vernal Pike Connector Road will consist of a 36' pavement width, curb and gutters, internal storm drainage and 5' wide sidewalks on both sides with a 5' buffer from the back of curb. The new roadway will extend over 3 sets of railroad tracks on a new overpass bridge with wingwalls. The new bridge will be sized to meet all clearance requirements. The scope includes all necessary design, permitting, land acquisition and construction related costs for the development and completion of this federal aid project.</p> <p>The County understands the need to develop the project to INDOT and Federal Standards for all phases to qualify for Federal Funds. If approved for Federal Funds, the County intends to hire an INDOT pre-qualified consulting engineering firm to assist with the design and development of this project and will comply with all necessary regulations. The County understands that INDOT will oversee the development of this project.</p> <p>(Information was needed in the Safety segment and ADT segment before this application could be submitted. This is a new segment, so the numbers that I added were generic and has not accuracy to them.)</p>		
Latitude	End: 39 10 19	Longitude	End: 86 34 35
Length of Project (miles)	0.50	Latest AADT (Average Auto Daily Traffic) Count	0
Latest ADTT (Average Daily Truck Traffic) Count	0	Year of Latest Count	2017
*City/County Priority	1	Would the LPA be interested in INDOT managing this federal aid project?	Yes

**Application Information**

Application ID: 3402

Project Type: New Project

Application Status: Draft

Status Update Date: 11/06/2017

**Bridge****Bridge Information**

NBI Number

New Bridge Location

To be located with extension of Sunrise Greetings Ct to the south over the  
CSX owned, INRR operated

Name of Feature crossed by bridge

CSX owned and Indiana Railroad operated railroad tracks

Posted Weight Limit

If yes what is posted weight limit (tons)

Application Information	
Application ID: 3402	Project Type: New Project
Application Status: Draft	Status Update Date: 11/06/2017

Safety Information		
Safety Information		
Posted Speed (In MPH)	<input type="text" value="30"/>	
Current Number of Lanes	<input type="text" value="2"/>	
Current Roadway Width (feet)	<input type="text" value="40.00"/>	
If the last three years are not available please provide the last three years that are available		
Year	# of Fatalities/Injuries	# of Property Damage
<input type="text" value="2017"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2016"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="2015"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Scheduling and Funding						
Estimated Project Scheduling and Funding Information						
<p><b>Special Note:</b> The budget and schedule provided in the application and financial commitment letter must be the schedule and budget used in the required quarterly reports. Adjustments to that information must be justified and approved by INDOT before it may be changed.</p> <p>Totals and Anticipated Award % Split are calculated when the application is saved.</p>						
Phase	Requesting Funds For (MM/YYYY)	Total Project Cost	Existing Federal Funds (If Applicable)	Federal Funds Being Requested for this Application	Local Funds	Anticipated Awarded % Split
Preliminary Engineering	03/2018	\$1,095,000.00	\$0.00	\$876,000.00	\$219,000.00	80.00/20.00
Right of Way	07/2019	\$1,045,000.00	\$0.00	\$836,000.00	\$209,000.00	80.00/20.00
Utility	07/2019	\$100,000.00	\$0.00	\$80,000.00	\$20,000.00	80.00/20.00
Railroad	07/2019	\$250,000.00	\$0.00	\$200,000.00	\$50,000.00	80.00/20.00
Construction	12/2021	\$7,400,000.00	\$0.00	\$5,920,000.00	\$1,480,000.00	80.00/20.00
Construction Inspection	12/2021	\$1,110,000.00	\$0.00	\$888,000.00	\$222,000.00	80.00/20.00
Total		\$11,000,000.00	\$0.00	\$8,800,000.00	\$2,200,000.00	

Application Information	
Application ID: 3402	Project Type: New Project
Application Status: Draft	Status Update Date: 11/06/2017

Justification
<p><b>Justification</b></p> <p><b>Purpose for the project (Explain the deficiency of the pavement if this is a pavement project)</b></p> <p>The new extensions and connections are necessary to facilitate interconnection of roadways serving a commercial and industrial area due to the closure of two access points related to the construction of the new Interstate 69 in this area. As a result of these changes, access to existing SR 37 and the future I69 will become extremely difficult for manufacturing and commercial facilities south of Vernal Pike in Monroe County.</p> <p>Cook Incorporated is in the process of purchasing the former General Electric manufacturing facility. Their renovation of this property over the next few years is to bring in approximately 500+ new employees to this area. Monroe County is enthused with the new employment opportunities, however this will increase the congestion that already exists on SR 48 and the Curry Pike corridor. Adding this connector road into the road network will assist in decreasing the added congestion.</p>
<p><b>Planning Support</b></p> <p>In 1993 this was incorporated in an economic development zone called the Westside Economic Development Area. Monroe County has worked hard to recover from an environmental disaster that developed from the 1950's to the 1970's when Westinghouse Electric Corporation manufactured PCB's in its plant in the heart of this industrial area. It is less of a coincidence and more of a demonstration of the community's fight to recover from this historically significant devastation that the Westinghouse property is now part of a TIF district overseen by the Redevelopment Commission.</p>
<p><b>Safety Considerations</b></p> <p>Industrial, commercial, transit and passenger vehicles will all be affected by this proposed crossing. Currently, 68% of travel to and from the Whitehall Crossing Shopping Center is accessed directly from SR 37. Vehicles will be forced to a primary access point at N. Gates Drive and SR 48 or a secondary access through Johnson Drive at Curry Pike. The proposed Overpass project will allow vehicular traffic access to Vernal Pike directly thereby improving safety and reducing congestion. Specifically, analysis shows approximately 4,600 vehicles per day will be affected by the construction of the overpass.</p>
<p><b>Economic Development Impact</b></p> <p>This area has approximately 650,000 square feet of commercial space and 71 acres of industrial facilities. Further development of 71 acres of office and retail space is expected with the completion of I69 from Indianapolis to Evansville. The brownfield site itself has been a target of a \$50 million remediation effort, has been available for redevelopment since 2012, and is certified shovel-ready, as part of the Indiana Office of Community and Rural Affairs Site Certified Program. However, without the transportation upgrades from this project, it's redevelopment potential is limited.</p>
<p><b>Other Considerations</b></p> <p>The Monroe County Commissioners are the applicants for this project. Monroe County has appreciated and values the relationship with INDOT during the I69 construction. Monroe County has worked closely with INDOT and their Redevelopment Commission to move this important project forward to provide this important connection. Additionally, adjoining land owners have expressed a willingness to partner in support of the project.</p>

#### Application Information

Application ID: 3402

Project Type: New Project

Application Status: Draft

Status Update Date: 11/06/2017

**LPA Financial Commitment Letter:** Please use LPA letterhead and upload as an attachment to the application. This letter **MUST** be submitted with the application or the application will be sent back. Please include the following in the letter.

- Financial Plan for Local Match
- Estimated local contribution by phase and by year
- Commitment of funds availability
- Commitment to the project
- Signed by the Fiduciary body of LPA



## Application Information

Application ID: 3402

Project Type: New Project

Application Status: Draft

Status Update Date: 11/06/2017

## Transportation Alternatives

### Transportation Alternatives

#### Project Qualifying Activities

To be eligible, the project must fall under one of the following 11 categories. Check the most appropriate activity(s), complete the appropriate category application form(s), and upload the form(s) as an attachment to this application. The link to Category application forms is <http://www.in.gov/indot/2390.htm>

- ☐ Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle lanes, trails and shared use paths, pedestrian and bicycle signals, traffic calming treatments, lighting and improvements to meet ADA requirements.
- ☐ Construction, planning, and design of infrastructure-related projects and systems to provide safe routes for non-drivers, including children, older adults and individuals with disabilities.
- ☐ Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists or other non-motorized transportation users.
- ☐ Construction of turnouts, overlooks and viewing areas.
- ☐ Inventory, control or removal of outdoor advertising.
- ☐ Historic preservation and rehabilitation of historic transportation facilities.
- ☐ Vegetation management practices within transportation rights-of-way to improve roadway safety, prevent or control invasive species and provide erosion control.
- ☐ Archaeological activities relating to impacts from implementation of transportation projects eligible under this title.
- ☐ Any environmental mitigation activity, including pollution prevention and abatement, mitigation for storm water management, and water pollution abatement related to highway construction or highway runoff. Also includes measures to reduce vehicle-caused wildlife mortality or to restore and maintain habitat connectivity.
- ☐ Any Infrastructure projects and non-infrastructure activities eligible under the Safe Routes to School Program created under SAFETEA-LU.
- ☐ The planning, designing, or construction of boulevards and other roadways within the right-of-way of former Interstate System routes or other divided highways.

#### Project's Relationship to the Qualifying Activity Criteria

How does the project meet one or more of the 11 qualifying activities? Describe how at least one category best describes your project. If the project could fall under more than one activity, describe how the project relates to each applicable activity.

#### Project's Relationship to Transportation

Transportation alternatives are transportation related activities that strengthen the cultural, aesthetic and environmental aspects of the Nation's transportation system. Transportation alternatives activities should improve the transportation experience in and through a community. Describe how this project relates to the surface transportation system (excludes aviation).

Application Information				
Application ID:	3402	Project Type:	New Project	
Application Status:	Draft	Status Update Date:	11/06/2017	

Upload Supporting Documents				
Attachments				
Document Name	Document Type	Description	Created By	Created On
Financial Commitment Letter.pdf	Financial Documents		LRIDGE01	11/20/2017
NOFA Support Letter from ERC.doc	Financial Documents		LRIDGE01	11/16/2017
Cook Group Support Letter.pdf	Financial Documents		LRIDGE01	11/16/2017
Vernal Pike Connector Estimate.pdf	Supporting Document		LRIDGE01	11/14/2017
2017 Monroe County Pavement Asset Management Plan.docx	Supporting Document		LRIDGE01	11/14/2017
Vernal Pike Connector Support Letter from BEDC.pdf	Financial Documents		LRIDGE01	11/14/2017
Ivy Tech Support Letter.pdf	Financial Documents		LRIDGE01	11/14/2017
Vernal Pike and Sunrise Greetings Court.jpg	Supporting Document		LRIDGE01	11/13/2017
Sunrise Greetings Court.jpg	Supporting Document		LRIDGE01	11/13/2017
Overpass Location.jpg	Supporting Document		LRIDGE01	11/13/2017
Gates Drive.jpg	Supporting Document		LRIDGE01	11/13/2017
Letter to Indiana Dept of Transportation from ABB.pdf	Financial Documents		LRIDGE01	11/13/2017
Vernal Pike Connector Support from Ellettsville.pdf	Financial Documents		LRIDGE01	11/13/2017
Lett of Support from Heitink.jpg	Financial Documents		LRIDGE01	11/13/2017
Exhibit A- Aerial View.pdf	Supporting Document		LRIDGE01	11/13/2017
Chamber of Commerce Letter of Support.pdf	Financial Documents		LRIDGE01	11/13/2017
ADA Compliance Letter.pdf	ADA Letter		LRIDGE01	11/06/2017
Redevelopment Commission Letter to INDOT.pdf	Financial Documents		LRIDGE01	11/06/2017
Monroe County ADA Plan and Pedestrian Network.docx	Supporting Document		LRIDGE01	11/06/2017
Sidewalk Inventory for Monroe County.xls	Supporting Document		LRIDGE01	11/06/2017
ADA_Ramp_Inventory.xlsx	Supporting Document		LRIDGE01	11/06/2017





**Bloomington/Monroe County Metropolitan Planning Organization**  
TIP Project Form (Updated 01/03/2017)

## Transportation Improvement Program Project Request Form

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Bloomington, IN 47402

**-OR-**

email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
fax: (812) 349-3535

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

☐ Monroe County    ☐ City of Bloomington    ☐ Town of Ellettsville    xx ☐ INDOT  
☐ Rural Transit    ☐ Indiana University    ☐ Bloomington Transit    ☐ \_\_\_\_\_

Contact Name ([ERC](#)): Zachary Hicks Phone: 812-524-3972 \_\_\_\_\_ Fax: \_\_\_\_\_

Address: 185 Agrico Lane, Seymour, IN 47274 \_\_\_\_\_

Email: [zhicks@indot.in.gov](mailto:zhicks@indot.in.gov)

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

- Project Name: DES Number: #1702627
- Is this project already in the TIP? ☐ Yes    x ☐ No
- Project Location (detailed description of project termini or attach an illustration) SR 37 - 4.05 miles S of SR 45 over Abandoned RR and Clear Creek, South Bound Lane
- Brief Project Description: Bridge Deck Overlay
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): \_\_\_\_\_
- Allied Projects (other projects related to this one): \_\_\_\_\_
- Does the project have an Intelligent Transportation Systems component? N/A \_\_\_\_\_  
If so, is the project included in the MPO's ITS architecture? \_\_\_\_\_

### 3. Financial Plan:

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

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	STP	\$	96000	\$	\$	\$
	State	\$	24,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	STP	\$	\$	\$893,648		\$
	ST		\$	\$223,412		\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	<b>Totals:</b>		\$120,000	\$1,117,060		\$

### Construction Engineering/Inspection:

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

### Year of Implementation Cost:

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

### 4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

Not Applicable – If project is subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

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

☒ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☐ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation. *Additional Information items 1-8 (below) must be submitted for compliant projects.*

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

Reason for exemption: \_\_\_\_\_

**Additional Information** – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 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 and roll for being on the list.

## 5. Verification

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

\_\_\_\_\_  
Signature

Robin Bolte

Date

03/08/2018



**Bloomington/Monroe County Metropolitan Planning Organization**  
TIP Project Form (Updated 01/03/2017)

## Transportation Improvement Program Project Request Form

**NOTE:** This form must be completed in its entirety in order for a new project to be considered for inclusion in the Transportation Improvement Program (TIP) **OR** to make changes to an existing project already programmed in the TIP. Please complete all parts, including signature verification and attach support materials before returning to BMCMPPO staff at the address listed below.

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401 N. Morton Street Suite 160  
PO Box 100  
Bloomington, IN 47402

**-OR-**

email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
fax: (812) 349-3535

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

☐ Monroe County    ☐ City of Bloomington    ☐ Town of Ellettsville    xx ☐ INDOT  
☐ Rural Transit    ☐ Indiana University    ☐ Bloomington Transit    ☐ \_\_\_\_\_

Contact Name ([ERC](#)): Zachary Hicks Phone: 812-524-3972 \_\_\_\_\_ Fax: \_\_\_\_\_

Address: 185 Agrico Lane, Seymour, IN 47274 \_\_\_\_\_

Email: zhicks@indot.in.gov

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

- Project Name: DES Number: #1800730
- Is this project already in the TIP? ☐ Yes    x ☐ No
- Project Location (detailed description of project termini or attach an illustration) SR 37 - 4.05 miles S of SR 45 over Abandoned RR, Clear Creek, North Bound Lane
- Brief Project Description: Bridge Deck Overlay
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): \_\_\_\_\_
- Allied Projects (other projects related to this one): \_\_\_\_\_
- Does the project have an Intelligent Transportation Systems component? N/A \_\_\_\_\_  
If so, is the project included in the MPO's ITS architecture? \_\_\_\_\_

### 3. Financial Plan:

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

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	STP	\$	96000	\$	\$	\$
	State	\$	24,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	STP	\$	\$	853,388		\$
	ST		\$	213,347		\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	<b>Totals:</b>		120,000	1,066,735		\$

### Construction Engineering/Inspection:

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

### Year of Implementation Cost:

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

### 4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

Not Applicable – If project is subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

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

☒ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☐ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation. *Additional Information items 1-8 (below) must be submitted for compliant projects.*

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

Reason for exemption: \_\_\_\_\_

**Additional Information** – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 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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## 5. Verification

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

\_\_\_\_\_  
Signature

Robin Bolte

Date

03/08/2018



**Bloomington/Monroe County Metropolitan Planning Organization**  
TIP Project Form (Updated 01/03/2017)

## Transportation Improvement Program Project Request Form

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401 N. Morton Street Suite 160  
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Bloomington, IN 47402

**-OR-**

email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
fax: (812) 349-3535

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

☐ Monroe County    ☐ City of Bloomington    ☐ Town of Ellettsville    xx ☐ INDOT  
☐ Rural Transit    ☐ Indiana University    ☐ Bloomington Transit    ☐ \_\_\_\_\_

Contact Name ([ERC](#)) Brandi Fischvogt Phone: 812-524-3961 \_\_\_\_\_ Fax: \_\_\_\_\_

Address: 185 Agrico Lane, Seymour, IN 47274

Email: [bfischvogt@indot.in.gov](mailto:bfischvogt@indot.in.gov)

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

- Project Name: DES Number: **#1800968**
- Is this project already in the TIP?    ☐ Yes    x ☐ No
- **Project Location (detailed description of project termini or attach an illustration) **SR 37 - I-69 to 0.38 mile E of I-69 (End of concrete).****
- Brief Project Description: Concrete Pavement Restoration
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): \_\_\_\_\_
- Allied Projects (other projects related to this one): \_\_\_\_\_
- Does the project have an Intelligent Transportation Systems component? N/A \_\_\_\_\_  
If so, is the project included in the [MPO's ITS architecture](#)? \_\_\_\_\_

### 3. Financial Plan:

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

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	STP	\$	8,000	\$	\$	\$
	State	\$	2,,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	STP	\$	\$	\$1,074,698		\$
	ST		\$	\$268,675		\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	<b>Totals:</b>		\$10,000	\$1,343,373		\$

### Construction Engineering/Inspection:

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

### Year of Implementation Cost:

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

### 4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

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

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\_\_\_\_\_  
Signature

Robin Bolte

Date

03/08/2018\_\_\_\_\_



**Bloomington/Monroe County Metropolitan Planning Organization**  
TIP Project Form (Updated 01/03/2017)

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email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
fax: (812) 349-3535

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

☐ Monroe County    ☐ City of Bloomington    ☐ Town of Ellettsville    xx ☐ INDOT  
☐ Rural Transit    ☐ Indiana University    ☐ Bloomington Transit    ☐ \_\_\_\_\_

Contact Name ([ERC](#)) Brandi Fischvogt Phone: 812-524-3961 \_\_\_\_\_ Fax: \_\_\_\_\_

Address: 185 Agrico Lane, Seymour, IN 47274 \_\_\_\_\_

Email: [bfischvogt@indot.in.gov](mailto:bfischvogt@indot.in.gov)

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

- Project Name: DES Number: #1800971
- Is this project already in the TIP? ☐ Yes    x ☐ No
- Project Location (detailed description of project termini or attach an illustration) SR 46 from 0.44 miles W of I-69 to I-69.
- Brief Project Description: Concrete Pavement Restoration
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): \_\_\_\_\_
- Allied Projects (other projects related to this one): \_\_\_\_\_
- Does the project have an Intelligent Transportation Systems component? N/A \_\_\_\_\_  
If so, is the project included in the MPO's ITS architecture? \_\_\_\_\_

### 3. Financial Plan:

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

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	NHPP	\$	8,000	\$	\$	\$
	State	\$	2,,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	NHPP	\$	\$	\$827,347		\$
	ST		\$	\$206,837		\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	<b>Totals:</b>		\$10,000	\$1,034,184		\$

#### Construction Engineering/Inspection:

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

#### Year of Implementation Cost:

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

### 4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

Not Applicable – If project is subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

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

☒ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☐ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation. *Additional Information items 1-8 (below) must be submitted for compliant projects.*

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

Reason for exemption: \_\_\_\_\_

**Additional Information** – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 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 and roll for being on the list.

## 5. Verification

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

\_\_\_\_\_  
Signature

Robin Bolte

Date

03/16/2018



**Bloomington/Monroe County Metropolitan Planning Organization**  
TIP Project Form (Updated 01/03/2017)

## Transportation Improvement Program Project Request Form

**NOTE:** This form must be completed in its entirety in order for a new project to be considered for inclusion in the Transportation Improvement Program (TIP) **OR** to make changes to an existing project already programmed in the TIP. Please complete all parts, including signature verification and attach support materials before returning to BMCMPPO staff at the address listed below.

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

**-OR-**

email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
fax: (812) 349-3535

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

☐ Monroe County    ☐ City of Bloomington    ☐ Town of Ellettsville    xx ☐ INDOT  
☐ Rural Transit    ☐ Indiana University    ☐ Bloomington Transit    ☐ \_\_\_\_\_

Contact Name ([ERC](#)): Natasha Elmore Phone: 812-524-3745 \_\_\_\_\_ Fax: \_\_\_\_\_

Address: 185 Agrico Lane, Seymour, IN 47274

Email: [nelmore@indot.in.gov](mailto:nelmore@indot.in.gov)

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

- Project Name: DES Number: **#1801087**
- Is this project already in the TIP?    ☐ Yes    x ☐ No
- Project Location (detailed description of project termini or attach an illustration) **SR 446 - 7.83 miles N of SR 58 (Chapel Hill Road) to 0.98 miles S of SR 46 (E Moores Pike).**
- Brief Project Description: **HMA Overlay, Preventive Maintenance**
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): \_\_\_\_\_
- Allied Projects (other projects related to this one): \_\_\_\_\_
- Does the project have an Intelligent Transportation Systems component? N/A \_\_\_\_\_  
If so, is the project included in the **MPO's ITS architecture**? \_\_\_\_\_

### 3. Financial Plan:

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

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	STP	\$	88,000	\$	\$	\$
	STate	\$	22,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	STP	\$	\$		2,307,354	\$
	ST		\$		576,839	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	<b>Totals:</b>		110,000		2,884,193	\$

### Construction Engineering/Inspection:

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

### Year of Implementation Cost:

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

### 4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

Not Applicable – If project is subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

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

☒ **Not Applicable – If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☐ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation. *Additional Information items 1-8 (below) must be submitted for compliant projects.*

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

Reason for exemption: \_\_\_\_\_

**Additional Information** – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 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 and roll for being on the list.

## 5. Verification

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

\_\_\_\_\_  
Signature

Robin Bolte

Date

03/08/2018\_\_\_\_\_



**Bloomington/Monroe County Metropolitan Planning Organization**  
TIP Project Form (Updated 01/03/2017)

## Transportation Improvement Program Project Request Form

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401 N. Morton Street Suite 160  
PO Box 100  
Bloomington, IN 47402

**-OR-**

email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
fax: (812) 349-3535

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

☐ Monroe County    ☐ City of Bloomington    ☐ Town of Ellettsville    xx ☐ INDOT  
☐ Rural Transit    ☐ Indiana University    ☐ Bloomington Transit    ☐ \_\_\_\_\_

Contact Name ([ERC](#)): Zachary Hicks Phone: 812-524-3972 \_\_\_\_\_ Fax: \_\_\_\_\_

Address: 185 Agrico Lane, Seymour, IN 47274 \_\_\_\_\_

Email: zhicks@indot.in.gov

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

- Project Name: DES Number: #1801171
- Is this project already in the TIP? ☐ Yes    x ☐ No
- Project Location (detailed description of project termini or attach an illustration) SR 37 - 3.65 miles S of SR 45 over Abandoned RR, North Bound Lane
- Brief Project Description: Bridge Thin Deck Overlay
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): \_\_\_\_\_
- Allied Projects (other projects related to this one): \_\_\_\_\_
- Does the project have an Intelligent Transportation Systems component? N/A \_\_\_\_\_  
If so, is the project included in the MPO's ITS architecture? \_\_\_\_\_



### 3. Financial Plan:

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

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	STP	\$	16000	\$	\$	\$
	STate	\$	4,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	STP	\$	\$	\$158,023		\$
	ST		\$	\$39,506		\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	<b>Totals:</b>		\$20,000	\$197,529		\$

### Construction Engineering/Inspection:

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

### Year of Implementation Cost:

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

### 4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

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

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Reason for exemption: \_\_\_\_\_

**Additional Information** – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 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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## 5. Verification

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\_\_\_\_\_  
Signature

Robin Bolte

Date

03/08/2018



**Bloomington/Monroe County Metropolitan Planning Organization**  
TIP Project Form (Updated 01/03/2017)

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email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
fax: (812) 349-3535

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

☐ Monroe County    ☐ City of Bloomington    ☐ Town of Ellettsville    xx ☐ INDOT  
☐ Rural Transit    ☐ Indiana University    ☐ Bloomington Transit    ☐ \_\_\_\_\_

Contact Name ([ERC](#)): Zachary Hicks Phone: 812-524-3972 \_\_\_\_\_ Fax: \_\_\_\_\_

Address: 185 Agrico Lane, Seymour, IN 47274 \_\_\_\_\_

Email: zhicks@indot.in.gov

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

- Project Name: DES Number: #1801172
- Is this project already in the TIP? ☐ Yes    x ☐ No
- Project Location (detailed description of project termini or attach an illustration) SR 37 - 3.65 miles S of SR 45 over Abandoned RR, South Bound Lane
- Brief Project Description: Bridge Thin Deck Overlay
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): \_\_\_\_\_
- Allied Projects (other projects related to this one): \_\_\_\_\_
- Does the project have an Intelligent Transportation Systems component? N/A \_\_\_\_\_  
If so, is the project included in the MPO's ITS architecture? \_\_\_\_\_

### 3. Financial Plan:

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Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

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		\$	\$	\$	\$	\$
CN	STP	\$	\$	\$158,023		\$
	ST		\$	\$39,506		\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:		\$20,000	\$197,529		\$

### Construction Engineering/Inspection:

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

### Year of Implementation Cost:

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

### 4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

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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 and roll for being on the list.

## 5. Verification

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

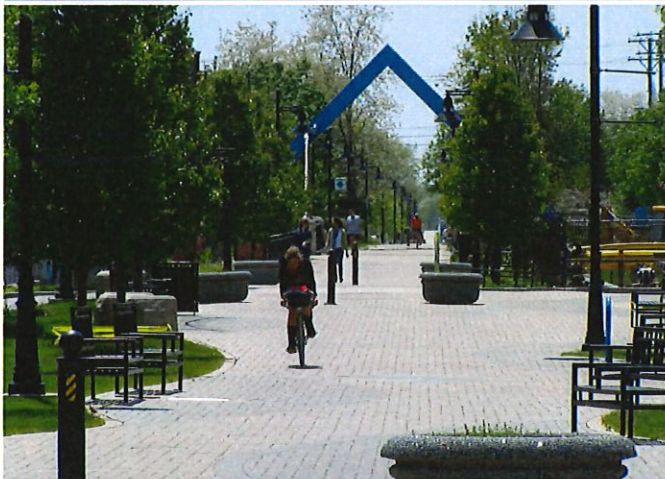
\_\_\_\_\_  
Signature

Robin Bolte

Date

03/08/2018





BLOOMINGTON • MONROE COUNTY

**mpo**

# Unified Planning Work Program

Fiscal Years  
2017 & 2018

*Adopted:*

June 3, 2016

*Amended:*

November 4, 2016

June 1, 2017

April 13, 2018



## **ACKNOWLEDGMENT & DISCLAIMER**

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

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# Budget

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## FISCAL YEAR 2017-2018 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated \$524,504 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2017 and 2018. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of \$131,126 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2017-2018 UPWP is \$655,630. This budget is split between the two Fiscal Years, with \$327,815 allocated for FY 2017 and \$327,815 allocated for FY 2018.

## FUND USE BY MATCHING AGENCY

The table below summarizes FY 2017-2018 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent MPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. More detailed breakdowns of each work element are provided in later sections of this document.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Total
<b>100 Administration &amp; Public Participation</b>					
FY 2017	\$209,373	\$0	\$4,550	\$0	\$213,923
FY 2018	\$98,684	\$0	\$2,610	\$0	\$101,294
<b>200 Data Collection &amp; Analysis</b>					
FY 2017	\$71,783	\$0	\$0	\$15,000	\$86,783
FY 2018	\$29,818	\$0	\$0	\$13,000	\$42,818
<b>300 Short Range Planning &amp; Management Systems</b>					
FY 2017	\$134,320	\$0	\$0	\$29,000	\$163,320
FY 2018	\$54,152	\$0	\$0	\$23,000	\$77,152
<b>400 Long Range Planning</b>					
FY 2017	\$73,928	\$0	\$1,200	\$0	\$75,128
FY 2018	\$0	\$0	\$1,000	\$0	\$1,000
<b>500 Transit &amp; Active Transportation</b>					
FY 2017	\$46,961	\$4,000	\$3,098	\$0	\$54,059
FY 2018	\$29,405	\$407,050	\$1,636	\$0	\$438,091
<b>600 Other Planning Initiatives &amp; Special Projects</b>					
FY 2017	\$25,773	\$0	\$0	\$0	\$25,773
FY 2018	\$7,290	\$0	\$0	\$0	\$7,290
<b>TOTAL</b>					
FY 2017	\$562,139	\$4,000	\$8,848	\$44,000	\$618,987
FY 2018	\$219,349	\$407,050	\$5,246	\$36,000	\$667,645
<b>TOTAL</b>	<b>\$781,487</b>	<b>\$411,050</b>	<b>\$14,094</b>	<b>\$80,000</b>	<b>\$1,286,631</b>

## OBJECT CLASS BUDGET BY FUNDING SOURCE

The table below summarizes FY 2017-2018 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2017 Cost Allocation Plan. As with the previous table, funding allocations for MPO Staff, Bloomington Transit, Consultants/Other, and CSA are separated for illustrative purposes. Please refer to the individual work element sections later in this document for further details on each category.

Object Class		Federal	Local	Total
<b>Direct Chargeable Salary</b>				
	<i>FY 2017</i>	\$223,837	\$55,959	\$279,796
	<i>FY 2018</i>	\$87,342	\$21,836	\$109,178
<b>Fringe Expenses</b>				
	<i>FY 2017</i>	\$183,434	\$45,859	\$229,293
	<i>FY 2018</i>	\$71,577	\$17,894	\$89,471
<b>Indirect Expenses</b>				
	<i>FY 2017</i>	\$42,439	\$10,610	\$53,049
	<i>FY 2018</i>	\$16,560	\$4,140	\$20,700
<b>Bloomington Transit</b>				
	<i>FY 2017</i>	\$3,200	\$800	\$4,000
	<i>FY 2018</i>	\$325,640	\$81,410	\$407,050
<b>Consultants/Supplies</b>				
	<i>FY 2017</i>	\$7,078	\$1,770	\$8,848
	<i>FY 2018</i>	\$4,197	\$1,049	\$5,246
<b>Contract Service Agreements</b>				
	<i>FY 2017</i>	\$35,200	\$8,800	\$44,000
	<i>FY 2018</i>	\$28,800	\$7,200	\$36,000
<b>TOTAL</b>				
	<b><i>FY 2017</i></b>	\$495,189	\$123,797	\$618,987
	<b><i>FY 2018</i></b>	\$534,116	\$133,529	\$667,645
	<b><i>TOTAL</i></b>	\$1,029,305	\$257,326	\$1,286,631



**SUMMARY BUDGET BY FUNDING SOURCE**

The table below summarizes the FY 2017-2018 budget for each of the work elements in the Unified Planning Work Program. The federal funding/local match split for each work element is highlighted here. As illustrated in this summary table, the FY 2017 and 2018 funding allocations fall within the total available funding noted previously.

	Work Element	Federal	Local	Total
<b>100</b>	<b>Administration &amp; Public Participation</b>			
	<i>FY 2017</i>	\$171,139	\$42,785	\$213,923
	<i>FY 2018</i>	\$81,035	\$20,259	\$101,294
<b>200</b>	<b>Data Collection &amp; Analysis</b>			
	<i>FY 2017</i>	\$69,427	\$17,357	\$86,783
	<i>FY 2018</i>	\$34,254	\$8,564	\$42,818
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>			
	<i>FY 2017</i>	\$130,656	\$32,664	\$163,320
	<i>FY 2018</i>	\$61,721	\$15,430	\$77,152
<b>400</b>	<b>Long Range Planning</b>			
	<i>FY 2017</i>	\$60,102	\$15,026	\$75,128
	<i>FY 2018</i>	\$800	\$200	\$1,000
<b>500</b>	<b>Transit &amp; Active Transportation</b>			
	<i>FY 2017</i>	\$43,247	\$10,812	\$54,059
	<i>FY 2018</i>	\$350,473	\$87,618	\$438,091
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>			
	<i>FY 2017</i>	\$20,618	\$5,155	\$25,773
	<i>FY 2018</i>	\$5,832	\$1,458	\$7,290

# Work Elements

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TRANSIT & ACTIVE TRANSPORTATION

500

## 501 Bicycle & Pedestrian Coordination

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

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

### Responsible Agency and End Product(s):

- A. MPO Staff to attend regular monthly meetings of the Bloomington Bicycle and Pedestrian Safety Commission, including the formal business meetings and the interim work sessions. *[Estimated Completion: Monthly]*
- B. MPO Staff to conduct bicycle and pedestrian outreach, education, workshops, and other events such as, but not limited to, League of American Bicyclists training programs, informational booths at special events, and presentations to targeted groups. *[Estimated Completion: On-going, As needed]*

## 502 Bicycle/Pedestrian Counts

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

The MPO Staff works with the Bloomington Public Works Department to maintain a GIS sidewalk inventory. This inventory identifies missing sidewalk segments and helps to prioritize sidewalk improvement projects. The sidewalk inventory incorporates sidewalk data on condition, width, and ADA compliance for integration into asset management software.

### Responsible Agency and End Product(s):

- A. MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. *[Estimated Completion: Q4/FY17, Q4/FY18]*
- B. MPO Staff to report on the results of the seasonal coverage counts conducted under Element 502(A). *[Estimated Completion: Q4/FY17, Q4/FY18]*
- C. MPO Staff to produce annual Sidewalk Project Prioritization Report *[Estimated Completion: Q4/FY17, Q4/FY18]*



### 503 Bloomington Transit Studies

In the coming fiscal years, Bloomington Transit will be required to prepare certain plans and studies as mandated by Federal authorities. The implementation of performance measures as required by MAP-21 will necessitate the completion of two specific studies by Bloomington Transit. The first is an Asset Management Plan that sets a foundation for managing the service's fleet and operations infrastructure in the future. The second is a Safety Plan that provides policy and operational guidance for protecting the safety of Bloomington Transit customers and employees. Both of these plans will be produced with the assistance of planning consultants.

#### Responsible Agency and End Product(s):

- A. Bloomington Transit to produce an Asset Management Plan with the assistance of a consultant. *[Estimated Completion: Q4/FY18]*
- B. Bloomington Transit to produce a Safety Plan with the assistance of a consultant. *[Estimated Completion: Q4/FY18]*
- C. Bloomington Transit to produce a Route Optimization Study that evaluates existing service conditions on all Bloomington Transit fixed routes as well as current travel patterns in the Bloomington community; Determines where changes are needed to optimize service delivery within the current budget framework; Considers new innovations such as on-demand bus services, integration of transportation networking companies for last mile/first mile service, advanced technologies, and use of autonomous vehicles, and; improves mobility, convenience, accessibility, and connectivity in the community. *[Estimated Completion: Q4/FY19]*
- D. Bloomington Transit to produce a Maintenance/Operations Facility Condition Assessment Study that reviews and evaluates existing conditions of key elements of the Grimes Lane operations/maintenance facility, and determines remaining useful life in key elements of the facility and project timeframes and costs for repair and replacement. *[Estimated Completion: Q4/FY19]*



## 504 Transit Ridership Counts

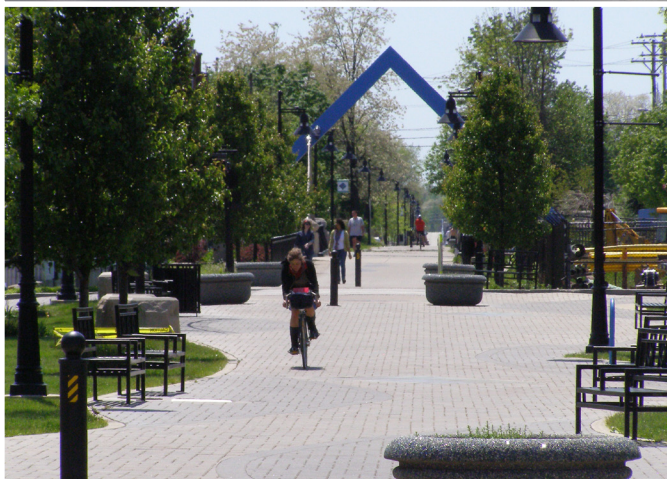
Bloomington Transit conducts annual transit ridership counts for all of its routes and services. This information aids in establishing annual passenger mile estimates for mass transit, in identifying facilities that are under or over utilized, and in the prioritization of capital improvements. The counts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

### Responsible Agency and End Product(s):

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

## Work Element 500 Budget

Task		FY 2017	FY 2018	Total
501	<b>Bicycle &amp; Pedestrian Coordination</b>			
	<i>Federal Share</i>	\$22,581	\$14,438	\$37,019
	<i>Local Share</i>	\$5,645	\$3,610	\$9,255
	<b>Total</b>	<b>\$28,226</b>	<b>\$18,048</b>	<b>\$46,274</b>
502	<b>Bicycle/Pedestrian Counts</b>			
	<i>Federal Share</i>	\$17,466	\$10,395	\$27,861
	<i>Local Share</i>	\$4,367	\$2,599	\$6,965
	<b>Total</b>	<b>\$21,833</b>	<b>\$12,993</b>	<b>\$34,826</b>
503	<b>Bloomington Transit Studies</b>			
	<i>Federal Share</i>	\$0	\$323,000	\$323,000
	<i>Local Share</i>	\$0	\$80,750	\$80,750
	<b>Total</b>	<b>\$0</b>	<b>\$403,750</b>	<b>\$403,750</b>
504	<b>Transit Ridership Counts</b>			
	<i>Federal Share</i>	\$3,200	\$2,640	\$5,840
	<i>Local Share</i>	\$800	\$660	\$1,460
	<b>Total</b>	<b>\$4,000</b>	<b>\$3,300</b>	<b>\$7,300</b>



BLOOMINGTON • MONROE COUNTY

**mpo**

# Unified Planning Work Program

Fiscal Years  
2019 & 2020

*Adopted:*

TBD 2018

*Amended:*

TBD

## **ACKNOWLEDGMENT & DISCLAIMER**

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



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# Introduction

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## Overview

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

Federal transportation policy and programs relating to MPOs are guided by Moving Ahead for Progress in the 21st Century (MAP-21), the Federal legislation that succeeded the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA – LU) in 2012. MAP-21 provides eight planning factors that guide the programs and policies of all MPOs:

**Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

**Safety:** Increase the safety of the transportation system for motorized and non-motorized users;

**Security:** Increase the security of the transportation system for motorized and non-motorized users;

**Mobility:** Increase accessibility and mobility of people and freight;

**Environment:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

**System Integration:** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

**System Management:** Promote efficient system management and operation; and

**System Preservation:** Emphasize the preservation of the existing transportation system.

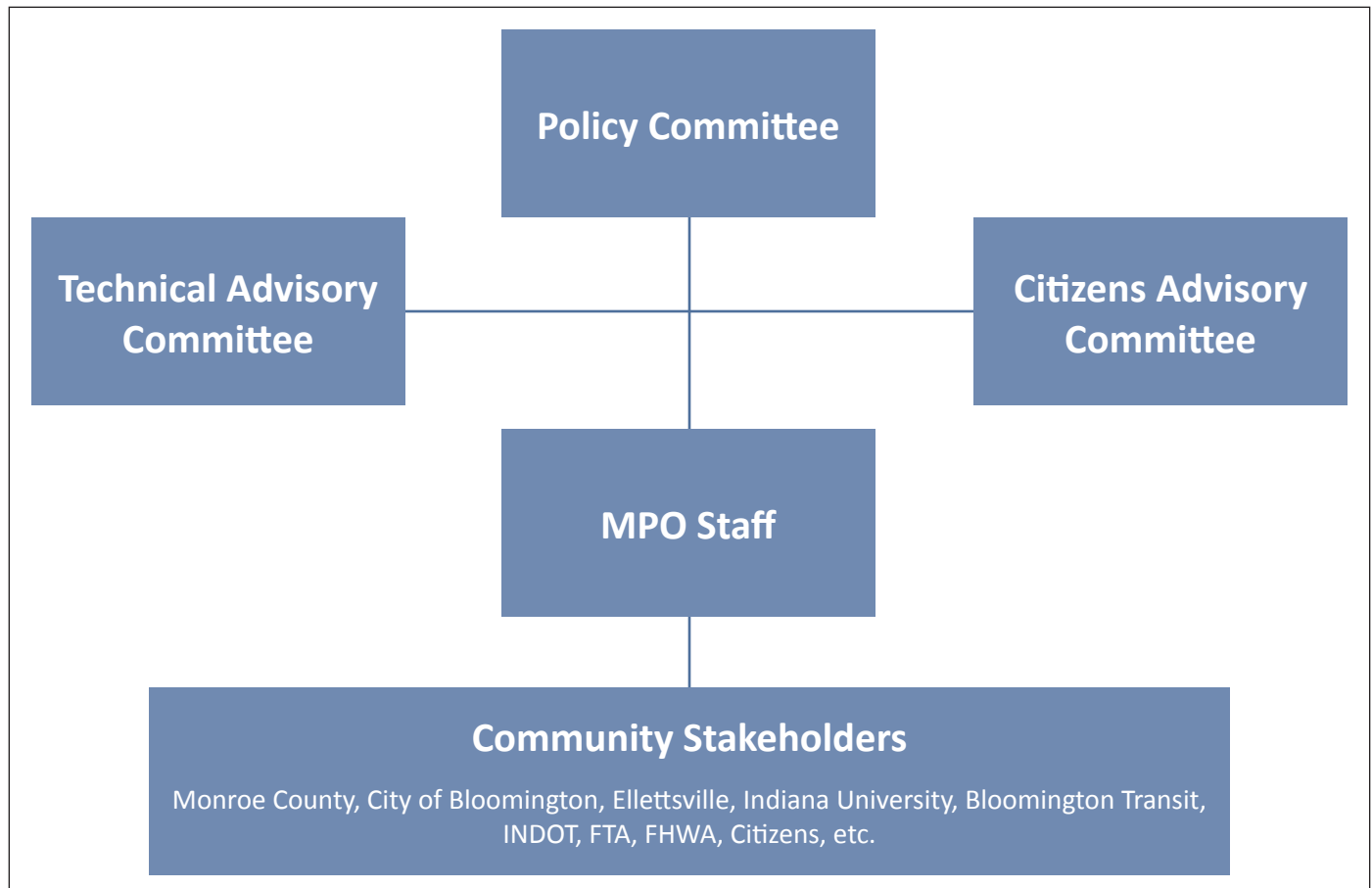
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with federal planning funds. The FY 2019-2020 UPWP satisfies the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) work program requirement for Fiscal Years 2019 and 2020 (July 1, 2018 to June 30, 2020).

## MPO Organization & Composition

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

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

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



## Planning Emphasis Areas

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) annually issue a set of Planning Emphasis Areas (PEAs) to Indiana MPOs in addition to the general planning factors discussed previously.

These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies implement the provisions of Fixing America's Surface Transportation Act (FAST Act). The following paragraphs summarize Planning Emphasis Areas for the BMCMPPO FY 2019-20208 UPWP.

### Title VI Program Management

Metropolitan Planning Organizations (MPOs) ensure that jurisdictional local public agencies (LPAs) projects in the Transportation Improvement Program (TIP) comply with Title VI nondiscrimination requirements. MPOs should survey local governments to determine if they have a current Title VI Plan that identifies a person responsible for Title VI, Notification of Nondiscrimination, a complaint process and steps used to collect and evaluate data on the impacts of the LPA's programs and projects. The MPO should provide technical assistance to LPAs that do not have such plans in place. MPOs must continually monitor Title VI status going forward and to move toward limiting funding to those entities that are not meeting their requirements as federal-aid recipients. The BMCMPPO will address this PEA through Element 601 of the UPWP.

### Ladders of Opportunity

The MPO must identify transportation connectivity gaps in access to essential services as part of the planning process. These essential services include housing, employment, health care, schools/education, and recreation. The identification of these deficiencies may occur through the creation of performance measures used to specifically measure such gaps. Work Element 602 (Coordinate Human Services Public Transit Plan) and development of the new BMCMPPO 2045 Metropolitan Transportation Plan (Work Element 401) shall identify transportation connectivity gaps in access to essential services.

### Performance-Based Planning Measures & Targets

This PEA emphasizes the transition that all MPOs must make to performance-based planning and programming. MAP-21 and the FAST Act require the development of national, state, and MPO performance measures. MPOs must create systems of planning and programming that direct local efforts to achieving nationally-established performance measures. The BMCMPPO first addressed this requirement with adoption of the 2040 Metropolitan Transportation Plan completed in calendar year 2017. The BMCMPPO shall continue addressing this requirement through the development of the 2045 Metropolitan Transportation Plan (Work Element 401) with a completion date in calendar year 2019. The

BMCMPO will implement guidance from the Metropolitan Transportation Plan throughout the MPO's planning and programming operations. UPWP Work Element 306 addresses the development of the BMCMPO's specific performance targets.

### **Programming of Highway Safety Improvement Program (HSIP) Funds**

The programming of Highway Safety Improvement Program (HSIP) funds emphasizes low-cost systemic projects as well as safety planning project activities. The MPO shall encourage and assist the LPAs in identifying and developing such projects through the Federal-aid process. This will occur as part of the BMC-MPOs administration of HSIP funds (Work Element 302). These projects will focus on addressing the causes of crashes on a system-wide basis rather than simply making infrastructure improvements to the location of crashes. FHWA and INDOT will provide the BMCMPO with eligible project types for this purpose. In addition, up to 15% of the BMCMPOs HSIP allocation allows for planning programming purposes including Road Safety Audits (RSAs).

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# Budget

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## FISCAL YEAR 2019-2020 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated \$XXX,XXX available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2019 and 2020. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of \$XXX,XXX should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2019-2020 UPWP is \$XXX,XXX. This budget is split between the two Fiscal Years, with \$XXX,XXX allocated for FY 2019 and \$XXX,XXX allocated for FY 2020.

## FUND USE BY MATCHING AGENCY

The table below summarizes FY 2019-2020 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent BMCMPPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPPO FY 2019-2020 UPWP further identify cost breakdowns of each work element.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Total
<b>100 Administration &amp; Public Participation</b>					
FY 2017	\$209,373	\$0	\$4,550	\$0	\$213,923
FY 2018	\$98,684	\$0	\$2,610	\$0	\$101,294
<b>200 Data Collection &amp; Analysis</b>					
FY 2017	\$71,783	\$0	\$0	\$15,000	\$86,783
FY 2018	\$29,818	\$0	\$0	\$13,000	\$42,818
<b>300 Short Range Planning &amp; Management Systems</b>					
FY 2017	\$134,320	\$0	\$0	\$29,000	\$163,320
FY 2018	\$54,152	\$0	\$0	\$23,000	\$77,152
<b>400 Long Range Planning</b>					
FY 2017	\$73,928	\$0	\$1,200	\$0	\$75,128
FY 2018	\$0	\$0	\$1,000	\$0	\$1,000
<b>500 Transit &amp; Active Transportation</b>					
FY 2017	\$46,961	\$4,000	\$3,098	\$0	\$54,059
FY 2018	\$29,405	\$63,300	\$1,636	\$0	\$94,341
<b>600 Other Planning Initiatives &amp; Special Projects</b>					
FY 2017	\$25,773	\$0	\$0	\$0	\$25,773
FY 2018	\$7,290	\$0	\$0	\$0	\$7,290
<b>TOTAL</b>					
<b>FY 2017</b>	\$562,139	\$4,000	\$8,848	\$44,000	\$618,987
<b>FY 2018</b>	\$219,349	\$63,300	\$5,246	\$36,000	\$323,895
<b>TOTAL</b>	\$781,487	\$67,300	\$14,094	\$80,000	\$942,881



## OBJECT CLASS BUDGET BY FUNDING SOURCE

The Object Class Budget table below summarizes FY 2019-2020 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses are calculated rates found in the FY 2019 Cost Allocation Plan. Funding allocations for BMCMPPO staff, Bloomington Transit, Consultants/Other, and CSA illustrate underlying object class budgeted expenses. Please refer to the individual work element sections later in this document for further details on each category.

Object Class		Federal	Local	Total
<b>Direct Chargeable Salary</b>				
	<i>FY 2019</i>	\$223,837	\$55,959	\$279,796
	<i>FY 2020</i>	\$87,342	\$21,836	\$109,178
<b>Fringe Expenses</b>				
	<i>FY 2019</i>	\$183,434	\$45,859	\$229,293
	<i>FY 2020</i>	\$71,577	\$17,894	\$89,471
<b>Indirect Expenses</b>				
	<i>FY 2019</i>	\$42,439	\$10,610	\$53,049
	<i>FY 2020</i>	\$16,560	\$4,140	\$20,700
<b>Bloomington Transit</b>				
	<i>FY 2019</i>	\$3,200	\$800	\$4,000
	<i>FY 2010</i>	\$50,640	\$12,660	\$63,300
<b>Consultants/Supplies</b>				
	<i>FY 2010</i>	\$7,078	\$1,770	\$8,848
	<i>FY 2020</i>	\$4,197	\$1,049	\$5,246
<b>Contract Service Agreements</b>				
	<i>FY 2019</i>	\$35,200	\$8,800	\$44,000
	<i>FY 2020</i>	\$28,800	\$7,200	\$36,000
<b>TOTAL</b>				
<i>FY 2019</i>		\$495,189	\$123,797	\$618,987
<i>FY 2020</i>		\$259,116	\$64,779	\$323,895
<i>TOTAL</i>		\$754,305	\$188,576	\$942,881

## SUMMARY BUDGET BY FUNDING SOURCE

The table below summarizes the FY 2019-2020 budget for each of the work elements in the Unified Planning Work Program with elemental federal funding/local match splits highlights. As illustrated in this summary table, the FY 2019 and 2020 funding allocations fall within the total available funding noted previously.

Work Element		Federal	Local	Total
<b>100</b>	<b>Administration &amp; Public Participation</b>			
	<i>FY 2017</i>	\$171,139	\$42,785	\$213,923
	<i>FY 2018</i>	\$81,035	\$20,259	\$101,294
<b>200</b>	<b>Data Collection &amp; Analysis</b>			
	<i>FY 2017</i>	\$69,427	\$17,357	\$86,783
	<i>FY 2018</i>	\$34,254	\$8,564	\$42,818
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>			
	<i>FY 2017</i>	\$130,656	\$32,664	\$163,320
	<i>FY 2018</i>	\$61,721	\$15,430	\$77,152
<b>400</b>	<b>Long Range Planning</b>			
	<i>FY 2017</i>	\$60,102	\$15,026	\$75,128
	<i>FY 2018</i>	\$800	\$200	\$1,000
<b>500</b>	<b>Transit &amp; Active Transportation</b>			
	<i>FY 2017</i>	\$43,247	\$10,812	\$54,059
	<i>FY 2018</i>	\$75,473	\$18,868	\$94,341
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>			
	<i>FY 2017</i>	\$20,618	\$5,155	\$25,773
	<i>FY 2018</i>	\$5,832	\$1,458	\$7,290
	<b>TOTAL</b>			
	<i>FY 2017</i>	\$495,189	\$123,797	\$618,987
	<i>FY 2018</i>	\$259,116	\$64,779	\$323,895
	<b>TOTAL</b>	<b>\$754,305</b>	<b>\$188,576</b>	<b>\$942,881</b>

## CONTRACT SERVICE AGREEMENTS

The Bloomington/Monroe County Metropolitan Planning Organization enters into annual Contract Service Agreements (CSA) with the City of Bloomington Public Works Department, the Town of Ellettsville, and the Monroe County Highway Department in order to assist with the completion of certain UPWP work elements. Each CSA provides a mechanism of coordination thereby avoiding the duplication of transportation planning services. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will have approval by the BMCMPPO Policy Committee. Each non-MPO government entity entering into a CSA with the BMCMPPO is responsible for all “up-front” costs detailed within a CSA. The table below summarizes the funding allocated to CSAs for each local agency within the MPO.

Agency		Federal	Local	Total
<b>City of Bloomington</b>				
	<i>FY 2019</i>	\$15,200	\$3,800	\$19,000
	<i>FY 2020</i>	\$13,600	\$3,400	\$17,000
<b>Monroe County</b>				
	<i>FY 2019</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2020</i>	\$7,200	\$1,800	\$9,000
<b>Town of Ellettsville</b>				
	<i>FY 2019</i>	\$11,200	\$2,800	\$14,000
	<i>FY 2020</i>	\$8,000	\$2,000	\$10,000
<b>TOTAL</b>				
<i>FY 2019</i>		\$35,200	\$8,800	\$44,000
<i>FY 2020</i>		\$28,800	\$7,200	\$36,000
<i>TOTAL</i>		\$64,000	\$16,000	\$80,000

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# Work Elements

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ADMINISTRATION & PUBLIC PARTICIPATION

100

## 101 Intergovernmental Coordination

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

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

Every four years, each MPO must undergo a certification review by the Federal Highway Administration. The last BMCMPPO certification review completed in May 2016, places the BMCMPPO on a calendar year 2020 scheduled review timetable.

### Responsible Agency and End Product(s)

- MPO Staff to conduct up to ten (10) Policy Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Technical Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Citizens Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to attend up to twelve (12) MPO Council monthly meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to participate in Federal MPO Certification Review [Estimated Completion: Q4/FY20]

## 102 Unified Planning Work Program (UPWP)

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the metropolitan transportation planning process. The UPWP describes all planning activities anticipated in the BMCMPPO study area over the next two (2) fiscal years and documents anticipated end products with financial support from federal planning and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal that determines BMCMPPO staff billing rates.

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2019-2020 UPWP. The staff shall prepare and provide Quarterly progress reports, billing statements, and the financial status of the FY 2019-2020 UPWP to the Policy Committee and to the member agencies for the measurement of MPO activity progress pursuant to the completion of the UPWP.

### Responsible Agency and End Product(s)

- MPO Staff to develop amendment(s) to FY 2019-2020 Unified Planning Work Program (UPWP). [Estimated Completion: Q1/FY19 through Q3/FY20]
- MPO Staff to develop FY 2021-2022 Unified Planning Work Program (UPWP). [Estimated Completion: Q4/FY20]
- MPO Staff to develop the FY 2020 Cost Allocation Plan as part of the FY 2019-2020 UPWP. [Estimated Completion: Q3/FY19]
- MPO Staff to prepare and submit the FY 2018 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY19]
- MPO Staff to prepare and submit the FY 2019 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY20]
- MPO Staff to prepare and submit the FY 2019 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY19, with TIP]
- MPO Staff to prepare and submit the FY 2020 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY20, with TIP]
- MPO Staff to prepare and submit eight (8) quarterly progress reports to INDOT for review. [Estimated Completion: FY19 & FY20 Quarterly]
- MPO Staff to prepare and submit eight (8) quarterly billing statements to INDOT for reimbursement. [Estimated Completion: FY19 & FY20 Quarterly]



### 103 Staff Training and Education

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

#### Responsible Agency and End Product(s)

- MPO Staff to attend the annual Indiana MPO Conference. [Estimated Completion: FY19 & FY20 Annually]
- MPO Staff to attend the annual Purdue Road School. [Estimated Completion: FY19 & FY20 Annually]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. [Estimated Completion: On-going]
- MPO Staff to attend webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. [Estimated Completion: On-going]

## 104 Public Outreach

The BMCMPPO will continue to implement its Public Participation Plan (PPP) to ensure that appropriate public participation occurs for all MPO activities and programs. The BMCMPPO staff will post meeting notices, agendas, minutes and MPO documents on-line and in hard copy for access by interested citizens. Staff will assist the CAC with recruitment materials, such as a brochure and letter to local organizations, to provide diverse representation among CAC participants.

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

### Responsible Agency and End Product(s)

- MPO Staff to post MPO Committee agendas, minutes, and MPO documents on-line. [Estimated Completion: On-going]
- MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process. [Estimated Completion: On-going]
- MPO staff to ensure proper public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper. [Estimated Completion: On-going]
- MPO Staff to employ alternative methods of outreach (e.g. social media) to better engage the public. [Estimated Completion: On-going]

## Work Element 100 Budget

Task		FY 2019	FY 2020	Total
<b>101</b>	<b>Intergovernmental Coordination</b>			
	<i>Federal Share</i>	\$94,282	\$41,687	\$135,969
	<i>Local Share</i>	\$23,571	\$10,422	\$33,992
	<b>Total</b>	<b>\$117,853</b>	<b>\$52,108</b>	<b>\$169,961</b>
<b>102</b>	<b>Unified Planning Work Program</b>			
	<i>Federal Share</i>	\$28,244	\$17,730	\$45,975
	<i>Local Share</i>	\$7,061	\$4,433	\$11,494
	<b>Total</b>	<b>\$35,305</b>	<b>\$22,163</b>	<b>\$57,468</b>
<b>103</b>	<b>Staff Training &amp; Education</b>			
	<i>Federal Share</i>	\$26,448	\$17,256	\$43,704
	<i>Local Share</i>	\$6,612	\$4,314	\$10,926
	<b>Total</b>	<b>\$33,060</b>	<b>\$21,570</b>	<b>\$54,630</b>
<b>104</b>	<b>Public Outreach</b>			
	<i>Federal Share</i>	\$22,164	\$10,602	\$32,766
	<i>Local Share</i>	\$5,541	\$2,651	\$8,192
	<b>Total</b>	<b>\$27,705</b>	<b>\$13,253</b>	<b>\$40,958</b>
<b>TOTAL FEDERAL SHARE</b>		\$171,139	\$87,275	\$258,414
<b>TOTAL LOCAL SHARE</b>		\$42,785	\$21,819	\$64,603
<b>TOTAL</b>		<b>\$213,923</b>	<b>\$109,094</b>	<b>\$323,017</b>

# Work Elements

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DATA COLLECTION & ANALYSIS

200

## 201 Traffic Volume Counting

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

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

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

### Responsible Agency and End Product(s):

- City of Bloomington Planning & Transportation Staff to perform approximately 150 coverage counts. [Estimated Completion: Annually]
- Town of Ellettsville staff to perform approximately 80 coverage counts [Estimated Completion: Annually]
- City of Bloomington Planning & Transportation Staff to perform one-third of the required HPMS traffic counts for INDOT. [Estimated Completion: Annually]
- City of Bloomington Planning & Transportation staff to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs. [Estimated Completion: As needed]

## 202 Annual Crash Report

The Bloomington/Monroe County MPO produces an Annual Crash Report. The report identifies hazardous intersections and corridors within the MPO study area. The analysis of crash data allows local jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report additionally assists the BMCMPPO with the identification of project locations that may have Highway Safety Improvement Program (HSIP) eligibility.

### Responsible Agency and End Product(s):

- MPO Staff to produce the Calendar Years 2014-2016 Crash Report. [Estimated Completion: Q4/FY19]
- MPO Staff to produce the Calendar Years 2015-2017 Crash Report [Estimated Completion: Q4/FY20]



## Work Element 200 Budget

Task		FY 2017	FY 2018	Total
201	Traffic Volume Counting			
	Federal Share	\$57,520	\$29,221	\$86,741
	Local Share	\$14,380	\$7,305	\$21,685
	Total	\$71,900	\$36,526	\$108,426
202	Annual Crash Report			
	Federal Share	\$11,906	\$5,034	\$16,940
	Local Share	\$2,977	\$1,258	\$4,235
	Total	\$14,883	\$6,292	\$21,175
TOTAL FEDERAL SHARE		\$69,427	\$34,254	\$103,681
TOTAL LOCAL SHARE		\$17,357	\$8,564	\$25,920
TOTAL		\$86,783	\$42,818	\$129,601

# Work Elements

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SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

300

### 301 Transportation Improvement Program (TIP)

The development of a Transportation Improvement Program (TIP) is a Federal requirement for MPOs that intend to implement projects with Federal funds. All federal-aid projects must be included in the TIP, and the adopted program of projects must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT). The MPO will coordinate with its LPAs to develop and administer a valid TIP on an on-going basis. This includes processing required amendments, managing a Quarterly Project Tracking program, assisting with LPAs with Red Flag Investigations, and other activities as outlined below. The MPO will work with INDOT and the LPAs to develop best practices for project scheduling and cost estimation.

#### Responsible Agency and End Product(s)

- MPO Staff, in concert with Local Public Agencies, will develop the Fiscal Years 2020-2023 Transportation Improvement Program. [Estimated Completion: Q4/FY19]
- MPO Staff to administer the TIP through coordination with LPAs, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: On-going]
- MPO Staff to assist LPAs with development of Red Flag Investigations for new transportation projects for addition to the TIP. [Estimated Completion: On-going]
- MPO Staff to administer the Quarterly Project Tracking Program for local projects in the TIP, including quarterly meetings with LPAs, design consultants, INDOT and FHWA. [Estimated Completion: Quarterly]
- MPO Staff to produce the Fiscal Year 2018 Annual List of Obligated Projects. [Estimated Completion: Q1/FY19]
- MPO Staff to produce the Fiscal Year 2010 Annual List of Obligated Projects. [Estimated Completion: Q1/FY19]
- MPO Staff to attend City Projects Team meetings for interagency coordination and participation. [Estimated Completion: Monthly]

## 302 Highway Safety Improvement Program (HSIP)

The BMCMPPO has an established a local Highway Safety Improvement Program (HSIP) in compliance with MAP-21 and the directives of INDOT. Going forward, the BMCMPPO staff will administer procedures whereby appropriate projects solicited from LPAs and HSIP funding awards will depend upon project compliance with HSIP selection criteria. The MPO will encourage LPAs to implement low-cost systemic improvements to treat the factors contributing to severe crashes in the community. Opportunities will also seek the programming of HSIP funds for Road Safety Audits and other INDOT/FHWA approved planning purposes.

### Responsible Agency and End Product(s)

- MPO Staff to administer the FY 2019 HSIP funding call for projects.  
[Estimated Completion: Q2/FY19]
- MPO Staff to administer the FY 2020 HSIP funding call for projects.  
[Estimated Completion: Q2/FY20]

### FY 2017 PEA

*See Appendix E for detailed requirements.*

### 303 Transportation Alternatives Program (TAP)

The Bloomington/Monroe County MPO has an established local Transportation Alternatives Program (TAP in compliance with MAP-21, FAST Act and the directives of INDOT. With the adoption of the new FAST Act legislation, program revisions will reflect the new Transportation Alternatives Program (TAP). The BMCMPPO staff will administer procedures for the solicitation and funding of LPAs projects in compliance with TAP selection criteria.

#### Responsible Agency and End Product(s)

- A. MPO Staff to administer the FY 2018 TAP funding call for projects. [Estimated Completion: Q2/FY19]
- A. MPO Staff to administer the FY 2019 TAP funding call for projects. [Estimated Completion: Q2/FY20]

## 304 Infrastructure Management Systems

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

### Responsible Agency and End Product(s):

- City of Bloomington to maintain Five-Year Pavement Management Plan and provide quarterly status reports. [Estimated Completion: On-going, Annually]
- Monroe County to maintain Five-Year Pavement Management Plan and provide quarterly status reports. [Estimated Completion: On-going, Annually]
- Town of Ellettsville to maintain Five-Year Pavement Management Plan and provide quarterly status reports. [Estimated Completion: On-going, Annually]



### 305 ITS Architecture Maintenance

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

#### Responsible Agency and End Product(s):

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

## 306 Performance Measures

### 306 Performance Measures

The current transportation policy, Fixing America's Surface Transportation Act (FAST) Act signed into law on December 4, 2015, along with its predecessor, Moving Ahead for Progress in the 21st Century Act (MAP-21), establishes new requirements for performance management to ensure the most efficient investment of Federal transportation funds. States will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

National performance goals for Federal Highway programs:

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

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

### FY 2018 PEA

*See Appendix E for detailed requirements.*

23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h).

FTA has performance measures for Transit Asset Management, and final regulations are published and in effect. FHWA has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability, but only the Safety Performance Measure regulation is in effect at present. INDOT along with the MPOs and FHWA will continue to collaborate to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) modifications will reflect this information.

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

#### **Responsible Agency and End Product(s):**

- MPO Staff to develop, and MPO Policy Committee to adopt, Performance Measures in accordance with Federal Rules. [Estimated Completion: Q4/2018] MPO Staff to develop, and MPO Policy Committee to adopt, Performance Measures in accordance with Federal Rules. [Estimated Completion: Q4/2018]

## Work Element 300 Budget

Task		FY 2017	FY 2018	Total
<b>301</b>	<b>Transportation Improvement Program</b>			
	<i>Federal Share</i>	\$73,074	\$20,749	\$93,823
	<i>Local Share</i>	\$18,268	\$5,187	\$23,456
	<b>Total</b>	<b>\$91,342</b>	<b>\$25,937</b>	<b>\$117,279</b>
<b>302</b>	<b>Highway Safety Improvement Program</b>			
	<i>Federal Share</i>	\$14,257	\$1,953	\$16,211
	<i>Local Share</i>	\$3,564	\$488	\$4,053
	<b>Total</b>	<b>\$17,822</b>	<b>\$2,442</b>	<b>\$20,264</b>
<b>303</b>	<b>Transportation Alternatives Program</b>			
	<i>Federal Share</i>	\$15,819	\$2,269	\$18,088
	<i>Local Share</i>	\$3,955	\$567	\$4,522
	<b>Total</b>	<b>\$19,774</b>	<b>\$2,836</b>	<b>\$22,610</b>
<b>304</b>	<b>Infrastructure Management Systems</b>			
	<i>Federal Share</i>	\$26,429	\$20,015	\$46,444
	<i>Local Share</i>	\$6,607	\$5,004	\$11,611
	<b>Total</b>	<b>\$33,037</b>	<b>\$25,018</b>	<b>\$58,055</b>
<b>305</b>	<b>ITS Architecture Maintenance</b>			
	<i>Federal Share</i>	\$1,076	\$538	\$1,615
	<i>Local Share</i>	\$269	\$135	\$404
	<b>Total</b>	<b>\$1,346</b>	<b>\$673</b>	<b>\$2,018</b>
<b>306</b>	<b>Performance Measures</b>			
	<i>Federal Share</i>	\$0	\$16,197	\$16,197
	<i>Local Share</i>	\$0	\$4,049	\$4,049
	<b>Total</b>	<b>\$0</b>	<b>\$20,246</b>	<b>\$20,246</b>
<b>TOTAL FEDERAL SHARE</b>		\$130,656	\$61,721	\$192,377
<b>TOTAL LOCAL SHARE</b>		\$32,664	\$15,430	\$48,094

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# Work Elements

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LONG RANGE PLANNING

400



**FY 2017 PEA**

*See Appendix E for detailed requirements.*

**401 2040 Metropolitan Transportation Plan (MTP)**

Federal requirements mandate that the Metropolitan Transportation Plan (MTP) shall maintain a minimum twenty-year time horizon. The BMCMPPO adopted a 2040 Metropolitan Transportation Plan in December 2017. The BMCMPPO staff will initiate a 2045 Metropolitan Transportation Plan update process during FY 2019 and FY 2020 and expects to complete adoption in the second quarter of FY 2020. The new 2045 Metropolitan Transportation Plan will largely include new public outreach/input as the significant component of the plan's development. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the region.

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

**Responsible Agency and End Product(s)**

- MPO Staff to develop the 2045 Metropolitan Transportation Plan. [Estimated Completion: Q2/FY20]
- MPO to pay annual TransCAD license fees. [Estimated Completion: Annually]

## Work Element 400 Budget

LONG RANGE PLANNING

Task		FY 2017	FY 2018	Total
401	2040 Metropolitan Transportation Plan			
	<i>Federal Share</i>	\$60,102	\$800	\$60,902
	<i>Local Share</i>	\$15,026	\$200	\$15,226
	<i>Total</i>	<b>\$75,128</b>	<b>\$1,000</b>	<b>\$76,128</b>
<b>TOTAL FEDERAL SHARE</b>		\$60,102	\$800	\$60,902
<b>TOTAL LOCAL SHARE</b>		\$15,026	\$200	\$15,226
<b>TOTAL</b>		<b>\$75,128</b>	<b>\$1,000</b>	<b>\$76,128</b>

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# Work Elements

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TRANSIT & ACTIVE TRANSPORTATION

500

## 501 Bicycle & Pedestrian Coordination

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

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

### Responsible Agency and End Product(s):

- MPO Staff will attend regular monthly meetings of the Bloomington Bicycle and Pedestrian Safety Commission, including the formal business meetings and the interim work sessions. [Estimated Completion: Monthly]
- MPO Staff will conduct bicycle and pedestrian outreach, education, workshops, and other events such as, but not limited to, League of American Bicyclists training programs, informational booths at special events, and presentations to targeted groups. [Estimated Completion: Ongoing, As needed]

## 502 Bicycle/Pedestrian Counts

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

The MPO Staff works with the Bloomington Public Works Department to maintain a GIS sidewalk inventory. This inventory identifies missing sidewalk segments and helps to prioritize sidewalk improvement projects. The sidewalk inventory incorporates sidewalk data on condition, width, and ADA compliance for integration into asset management software.

### Responsible Agency and End Product(s):

- MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. [Estimated Completion: Q4/FY17, Q4/FY18]
- MPO Staff to report on the results of the seasonal coverage counts conducted under Element 502(A). [Estimated Completion: Q4/FY17, Q4/FY18]
- MPO Staff to produce annual Sidewalk Project Prioritization Report. [Estimated Completion: Q4/FY17, Q4/FY18]



### 503 Bloomington Transit Studies

Bloomington Transit is required to prepare plans and studies as mandated by Federal authorities in the coming fiscal years. The implementation of performance measures as required by MAP-21 and the FAST Act shall necessitate the completion of specific studies by Bloomington Transit. The first is an Asset Management Plan that sets a foundation for managing the service's fleet and operations infrastructure in the future. The second is a Safety Plan that provides policy and operational guidance for protecting the safety of Bloomington Transit customers and employees. Planning consultants will assist with both studies.

#### Responsible Agency and End Product(s):

- Bloomington Transit to produce an Asset Management Plan with the assistance of a consultant. [Estimated Completion: Q4/FY19]
- Bloomington Transit to produce a Safety Plan with the assistance of a consultant. [Estimated Completion: Q4/FY19]
- Bloomington Transit to produce a *Route Optimization Study* that evaluates existing service conditions on all Bloomington Transit fixed routes as well as current travel patterns in the Bloomington community; Determines where changes are needed to optimize service delivery within the current budget framework; Considers new innovations such as on-demand bus services, integration of transportation networking companies for last mile/first mile service, advanced technologies, and use of autonomous vehicles, and; improves mobility, convenience, accessibility, and connectivity in the community. [Estimated Completion: Q4/FY19]
- Bloomington Transit to produce a *Maintenance/Operations Facility Condition Assessment Study* that reviews and evaluates existing conditions of key elements of the Grimes Lane operations/maintenance facility, and determines remaining useful life in key elements of the facility and project timeframes and costs for repair and replacement. [Estimated Completion: Q4/FY19]

## 504 Transit Ridership Counts

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

### Responsible Agency and End Product(s):

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

## Work Element 500 Budget

Task		FY 2017	FY 2018	Total
501	<b>Bicycle &amp; Pedestrian Coordination</b>			
	<i>Federal Share</i>	\$22,581	\$14,438	\$37,019
	<i>Local Share</i>	\$5,645	\$3,610	\$9,255
	<b>Total</b>	<b>\$28,226</b>	<b>\$18,048</b>	<b>\$46,274</b>
502	<b>Bicycle/Pedestrian Counts</b>			
	<i>Federal Share</i>	\$17,466	\$10,395	\$27,861
	<i>Local Share</i>	\$4,367	\$2,599	\$6,965
	<b>Total</b>	<b>\$21,833</b>	<b>\$12,993</b>	<b>\$34,826</b>
503	<b>Bloomington Transit Studies</b>			
	<i>Federal Share</i>	\$0	\$48,000	\$48,000
	<i>Local Share</i>	\$0	\$12,000	\$12,000
	<b>Total</b>	<b>\$0</b>	<b>\$60,000</b>	<b>\$60,000</b>
504	<b>Transit Ridership Counts</b>			
	<i>Federal Share</i>	\$3,200	\$2,640	\$5,840
	<i>Local Share</i>	\$800	\$660	\$1,460
	<b>Total</b>	<b>\$4,000</b>	<b>\$3,300</b>	<b>\$7,300</b>
<b>TOTAL FEDERAL SHARE</b>		\$43,247	\$75,473	\$118,720
<b>TOTAL LOCAL SHARE</b>		\$10,812	\$18,868	\$29,680
<b>TOTAL</b>		<b>\$54,059</b>	<b>\$94,341</b>	<b>\$148,400</b>

# Work Elements

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OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

**FY 2018 PEA**

*See Appendix  
E for detailed  
requirements.*

**601 Title VI Plans**

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

**Responsible Agency and End Product(s):**

- MPO Staff to assist LPAs in complying with Title VI as part of TIP development process and in the development of Title VI Plans as needed. [Estimated Completion: Q4/FY18]

## 602 Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. MAP-21 eliminated those programs, but their eligible activities are incorporated into the 5307 Urban Formula Grant Program. Certain eligibilities are additionally included in the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program. In order for local transit operators to use these funding sources, any proposed project funding must have inclusion in a locally developed Coordinated Human Services Public Transit Plan, which the MPO originally completed in 2007. A significant update to this plan was completed in February 2012. This update expanded the list of eligible transportation providers, identified new transportation needs in the community, and provided new strategies for addressing those needs. In Fiscal Years 2019 and 2020, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

### Responsible Agency and End Product(s):

- MPO Staff to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan. [Estimated Completion: As needed]

### FY 2019 PEA

*See Appendix E for detailed requirements.*

## OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

## Work Element 600 Budget

Task		FY 2017	FY 2018	Total
601	Title VI Plans			
	Federal Share	\$10,309	\$3,098	\$13,407
	Local Share	\$2,577	\$774	\$3,352
	Total	\$12,887	\$3,872	\$16,759
602	Coordinated Human Services Public Transit Plan			
	Federal Share	\$10,309	\$2,734	\$13,043
	Local Share	\$2,577	\$684	\$3,261
	Total	\$12,887	\$3,418	\$16,304
TOTAL FEDERAL SHARE		\$20,618	\$5,832	\$26,450
TOTAL LOCAL SHARE		\$5,155	\$1,458	\$6,613
TOTAL		\$25,773	\$7,290	\$33,063



# Appendix A

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## MPO COMMITTEE MEMBERSHIP

## MPO Committee Membership

### Policy Committee

Member	Title	Representing
Lisa Ridge, <i>Vice Chair</i>	Director of Public Works	Monroe County
Kent McDaniel, <i>Vice Chair</i>	Board of Directors Member	Bloomington Public Transportation Corporation
John Hamilton	Mayor	City of Bloomington
Isabel Piedmont-Smith	Common Council Member	City of Bloomington
Brad Wisler	Plan Commission Member	City of Bloomington
Adam Wason	Director of Public Works	City of Bloomington
Jason Banach	Director of Real Estate	Indiana University
Amanda Barge	County Commissioner	Monroe County
Geoff McKim	County Council Member	Monroe County
Margaret Clements	Plan Commission	Monroe County
Kevin Tolloty	Town Council Member ( <i>Designee</i> )	Town of Ellettsville
Sarah Ryterband	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Tony McClellan	Deputy Commissioner	INDOT Seymour District
Antonio Johnson	Community Planner, Indiana Division	Federal Highway Administration ( <i>non-voting</i> )
Susan Weber	Regional Administrator, Region V	Federal Transit Administration ( <i>non-voting</i> )

## MPO Committee Membership (cont.)

### Technical Advisory Committee

Member	Title	Representing
Andrew Cibor, <i>Chair</i>	Transportation & Traffic Engineer	City of Bloomington
Jane Fleig, <i>Vice Chair</i>	Assistant Engineer, Utilities Department	City of Bloomington
Lew May	General Manager	Bloomington Transit
David Walter	Vice Chair, CAC	Citizens Advisory Committee
Dave Williams	Director of Operations, Parks Department	City of Bloomington
Terri Porter	Director, Planning & Transportation Dept.	City of Bloomington
Jeff Underwood	Controller	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Joe VanDeventer	Director of Street Operations	City of Bloomington
Catherine Smith	Auditor	Monroe County
Kelli Witmer	Director, Parks & Recreation Department	Monroe County
Larry Wilson	Director, Planning Department	Monroe County
Kurt Babcock	GIS Coordinator	Monroe County
S. Bruce Payton	Executive Director, Monroe County Airport	Monroe County Airport
Chris Ciolli	Director of Building Operations	Monroe County Community Schools Corp.
Mike Wilcox	Superintendent	Richland-Bean Blossom Comm. Schools Corp.
Chris Meyers	Manager	Rural Transit
Danny Stalcup	Street Department	Town of Ellettsville
Kevin Tolloty	Director, Planning Department	Town of Ellettsville
Perry Maull	Operations Director, IU Transportation	Indiana University
Paul Satterly	Monroe County Highway Engineer	Monroe County
Jim Ude	Special Projects Engineer	Indiana Department of Transportation, Seymour
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
Reggie Arkell	Region 5	Federal Transit Administration ( <i>non-voting</i> )
Antonio Johnson	Community Planner, Indiana Division	Federal Highway Administration ( <i>non-voting</i> )

## MPO Committee Membership (cont.)

### Citizens Advisory Committee

Member	Representing
Sarah Ryterband, <i>Chair</i>	Prospect Hill Neighborhood
David Walter, <i>Vice Chair</i>	Sixth & Ritter Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Nick Carder	Citizen
Laurel Cornell	Prospect Hill Neighborhood
Mary Jane Hall	Bloomington Board of Realtors
Lillian Henegar	Citizen
Joan Keeler	Citizen
John Kennedy	Council of Neighborhood Associations

## MPO Committee Membership (cont.)

### MPO Staff

Name	Position
Scott Robinson, AICP	Planning Services Manager
Pat Martin	Senior Transportation Planner
Anna Dragovich	Transportation Planner
Beth Rosenbarger, AICP	Bicycle & Pedestrian Coordinator
Paul Kehrberg	Planning Technician
Hannah Duncan	Administrative Assistant

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# Appendix C

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## ABBREVIATIONS



## Abbreviations

<b>3-C</b>	Continuing, Comprehensive, and Cooperative Planning Process
<b>ADA</b>	Americans with Disabilities Act
<b>BBPSC</b>	Bloomington Bicycle and Pedestrian Safety Commission
<b>BMCMPPO</b>	Bloomington-Monroe County MPO
<b>CAC</b>	Citizens Advisory Committee
<b>EJ</b>	Environmental Justice
<b>FAST</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Indiana State Fiscal Year (July 1 through June 30)
<b>HPMS</b>	Highway Performance Monitoring System
<b>HSIP</b>	Highway Safety Improvement Program
<b>INDOT</b>	Indiana Department of Transportation
<b>INSTIP</b>	Indiana State Transportation Improvement Program
<b>ITS</b>	Intelligent Transportation System
<b>IU</b>	Indiana University
<b>LPA</b>	Local Public Agency
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century
<b>MCCSC</b>	Monroe County Community School Corporation
<b>MPO</b>	Metropolitan Planning Organization
<b>MTP</b>	Metropolitan Transportation Plan
<b>PDP</b>	Program development Process
<b>PL</b>	Planning
<b>SAFETEA-LU</b>	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>STBG</b>	Surface Transportation Block Grant
<b>TAP</b>	Transportation Alternatives Program
<b>TAC</b>	Technical Advisory Committee
<b>TEA-21</b>	Transportation Equity Act for the 21st Century
<b>TIP</b>	Transportation Improvement Program
<b>UPWP</b>	Unified Planning Work Program
<b>VMT</b>	Vehicle Miles of Travel

# Appendix D

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**BMCMPO METROPOLITAN PLANNING AREA MAP**

**Bloomington/Monroe County Metropolitan Planning Organization**  
**Metropolitan Planning Area (MPA)/Urbanized Area Boundary (UAB) Map**

The Urbanized Area Boundary is the geographic area in which the metropolitan planning process must be carried out. It shall at a minimum cover the statistical geographic area which has a population of 50,000 (as determined by the Census Bureau). The Metropolitan Planning Area represents an adjustment or revision to the Urbanized Area Boundary to smooth out geographic irregularities and establish more logical boundary lines, instead of those established by the Census Bureau.

**Legend:**  
 Metropolitan Planning Area (Light Green)  
 Urban Area Boundary (Light Red)  
 Incorporated Areas (Light Blue)

**Scale:** 1" = 8500'  
 0 9500 19000 25500

**North Arrow**

**Map Labels:** W Ratliff Rd, W Maple Grove Rd, W Woodvard Rd, W Arlington Rd, N Kinser Pike, N Walnut St, N College Ave, N 11th St, W 3rd St, W Kirkwood Ave, E 10th St, E 17th St, E 3rd St, E Hillside Dr, E Lamplins Ridge Rd, E Smith Rd, S State Rd, S Hardy Rd, S Horrell Rd, S Church Ln, W That Rd, W Tapp Rd, S Rogers St, S Wadsworth St, S Henderson St, S High St, S Sore Rd, S Rhoer Rd, S Leonard Springs Rd, S Kirby Rd, W Airport Rd, W Garrison Rd, Chapel Rd, S State Rd, S 45th Rd, S 46th Rd, S 47th Rd, S 48th Rd, S 49th Rd, S 50th Rd, S 51st Rd, S 52nd Rd, S 53rd Rd, S 54th Rd, S 55th Rd, S 56th Rd, S 57th Rd, S 58th Rd, S 59th Rd, S 60th Rd, S 61st Rd, S 62nd Rd, S 63rd Rd, S 64th Rd, S 65th Rd, S 66th Rd, S 67th Rd, S 68th Rd, S 69th Rd, S 70th Rd, S 71st Rd, S 72nd Rd, S 73rd Rd, S 74th Rd, S 75th Rd, S 76th Rd, S 77th Rd, S 78th Rd, S 79th Rd, S 80th Rd, S 81st Rd, S 82nd Rd, S 83rd Rd, S 84th Rd, S 85th Rd, S 86th Rd, S 87th Rd, S 88th Rd, S 89th Rd, S 90th Rd, S 91st Rd, S 92nd 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# Appendix E

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## PLANNING EMPHASIS AREAS

# Appendix F

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## ADOPTION RESOLUTIONS



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## Memorandum

**To:** BMCMPO Policy and Technical Committees

**From:** Lisa Ridge, Monroe County Public Works Director; and,  
Chris Myers, CEO of Area 10 Agency on Aging

**Date:** March 14<sup>th</sup>, 2018

**CC:** Pat Martin, Senior Transportation Planner

**Re: FY 2017-2018 Unified Planning Work Program (UPWP) Amendment for Rural Transit (RT)  
Consultant Study**

The Bloomington-Monroe County Planning Organization (BMCMPPO) Unified Planning Work Program (UPWP) adopted in June 2016 and subsequently amended by the Policy Committee covers Fiscal Years 2017 and 2018. INDOT formally advised the BMCMPPO staff of large unspent FY 2017 and FY 2018 Purchase Order planning fund balances in mid-February 2018.

Area 10 Agency on Aging – Rural Transit has requested the reallocation of federal unspent planning funds from the BMCMPPO FY 2017-2018 UPWP for one (1) planning study. The study includes the following:

- **Route Optimization Study** – Rural Transit will evaluate demand for expanded services, re-routing of existing services, commuting patterns on all Rural Transit routes as well as current travel patterns in the Bloomington, Ellettsville and Monroe County Areas. Rural Transit will determine where changes are needed to optimize service delivery within the current budget framework. Rural Transit will consider new innovations such as improved on-demand bus services, community and business collaborative opportunities, and other advanced technologies with the goals of improved mobility, convenience, accessibility, and connectivity in the community. The maximum proposed budget for the Route Optimization Study is \$50,000.

Rural Transit shall use a consultant for the Route Optimization Study and shall have a mandatory completion date deadline of June 1, 2019. Rural Transit in partnership with Monroe County Government will provide total matching funds of \$10,000 for the study.







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## Memorandum

**To:** BMCMPO Policy and Technical Committees

**From:** Lisa Ridge, Monroe County Public Works Director

**Date:** March 14<sup>th</sup>, 2018

**CC:** Pat Martin, Senior Transportation Planner

**Re: FY 2017-2018 Unified Planning Work Program (UPWP) Amendment for Southwestern MPO Corridor Consultant Study**

The Bloomington-Monroe County Planning Organization (BMCMPPO) Unified Planning Work Program (UPWP) adopted in June 2016 and subsequently amended by the Policy Committee covers Fiscal Years 2017 and 2018. INDOT formally advised the BMCMPPO staff of large unspent FY 2017 and FY 2018 Purchase Order planning fund balances in mid-February 2018.

Monroe County has requested the reallocation of federal unspent planning funds from the BMCMPPO FY 2017-2018 UPWP for one (1) planning study. The study includes the following:

- **Southwestern MPO Corridor Study** – Monroe County, in cooperation with the City of Bloomington and the State of Indiana, will evaluate existing travel conditions and seek recommended actions to improve transportation throughout the Southwestern MPO area. The study will focus on the areas immediately surrounding the intersection of SR 45 and Curry Pike/Leonard Springs and Liberty Drive including the Intersections with SR 45 and SR 48. The study will also assess the feasibility and potential benefit of the extension of Tapp Road to Airport Road and the Kirby Road realignment to SR 45 as identified in the current Monroe County Thoroughfare Plan. Additionally, the areas of the Leonard Springs/Fullerton Pike intersection and Fullerton Pike to I69 will be considered.



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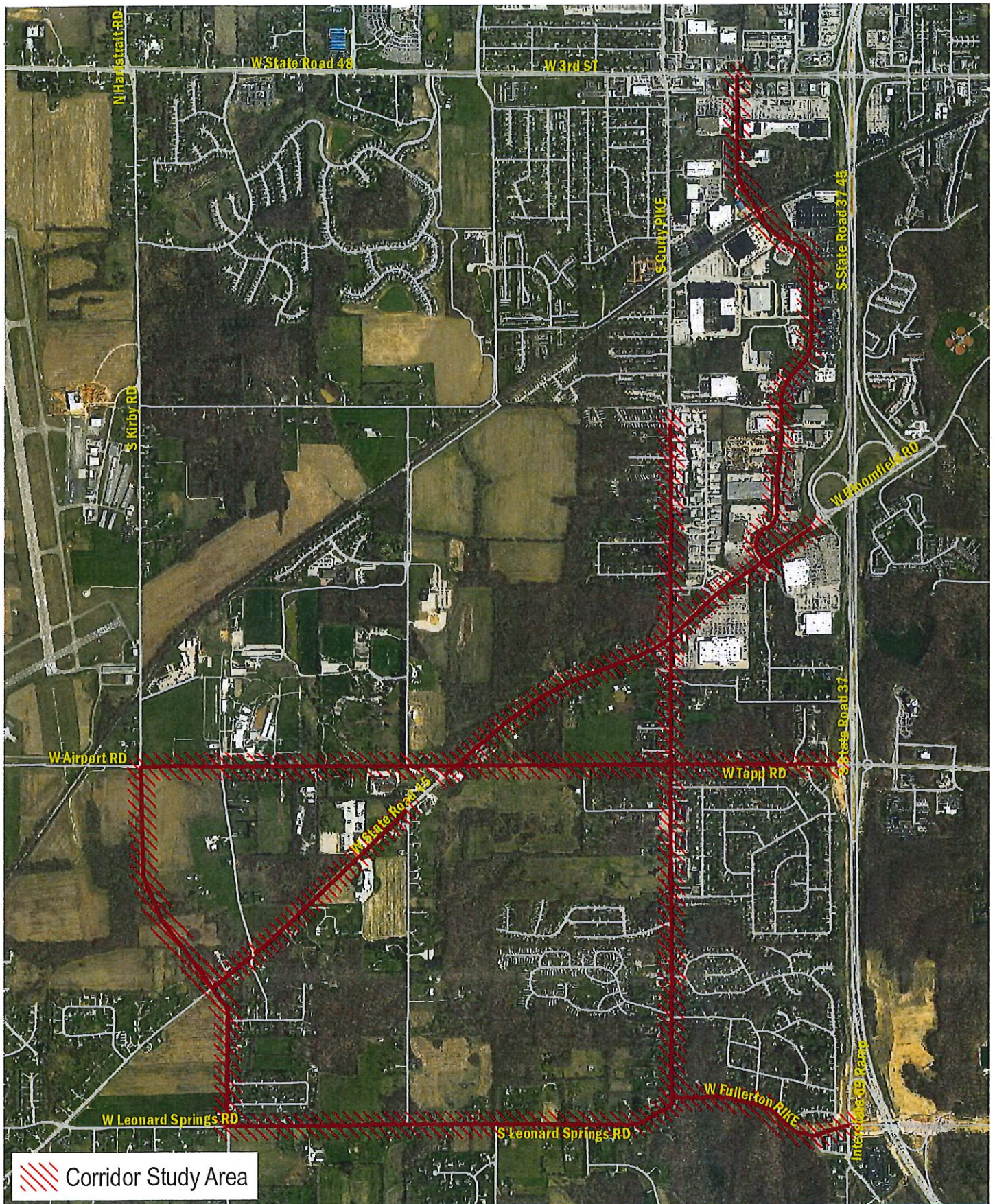
Key factors driving the need for this study include:


- The Monroe County Thoroughfare Plan has identified roadways that are experiencing congestion on the west side of Bloomington. The roadways are in the area bounded by I-69 to the east, SR 48 to the north, Kirby Road to the west and Fullerton Pike to the south.
- The roadways experiencing congestion are: Liberty Drive, Curry Pike, Leonard Springs (between SR 45 and Fullerton Pike) and SR 45.
- Intersections experiencing congestion are: SR 48 at Liberty Drive, SR 45 at Liberty Drive and SR 45 at Curry Pike/Leonard Springs.
- With the completion of interchanges on I-69 at Tapp Road and Fullerton Pike, these roads will see an increase in traffic volumes and Curry Pike and Leonard Springs will provide connectivity for the west side to these roadways. Traffic volumes will increase at the Leonard Springs/Tapp Road and Leonard Springs/Fullerton Pike intersections.
- The Monroe County Thoroughfare Plan has identified future roadway links that will help with improved mobility, improved traffic circulation and congestion relief. These links include the extension of Tapp Road from Leonard Springs to the intersection of SR 45 and Airport Road and the extension of Kirby Road from Airport Road to an intersection with SR 45.
- A traffic study is needed to evaluate the traffic conditions in the area and to make recommendations in regards to short term and long term improvements that would provide congestion relief. The study would also provide recommendations for future improvements that will be needed to handle growth in the area and to provide improved traffic circulation and connectivity to arterial roadways and the I-69 corridor.

Overall, the project seeks to identify opportunities for improved mobility, congestion relief, greater traffic circulation, accessibility, and connectivity in the community resulting from projected traffic increases associated with the I-69 project. The maximum proposed budget for the Corridor Study is \$50,000.

Monroe County shall use a consultant for the Corridor Study and shall have a mandatory completion date deadline of June 1, 2019. Monroe County Government will provide total matching funds of \$10,000 for the study.





 Corridor Study Area

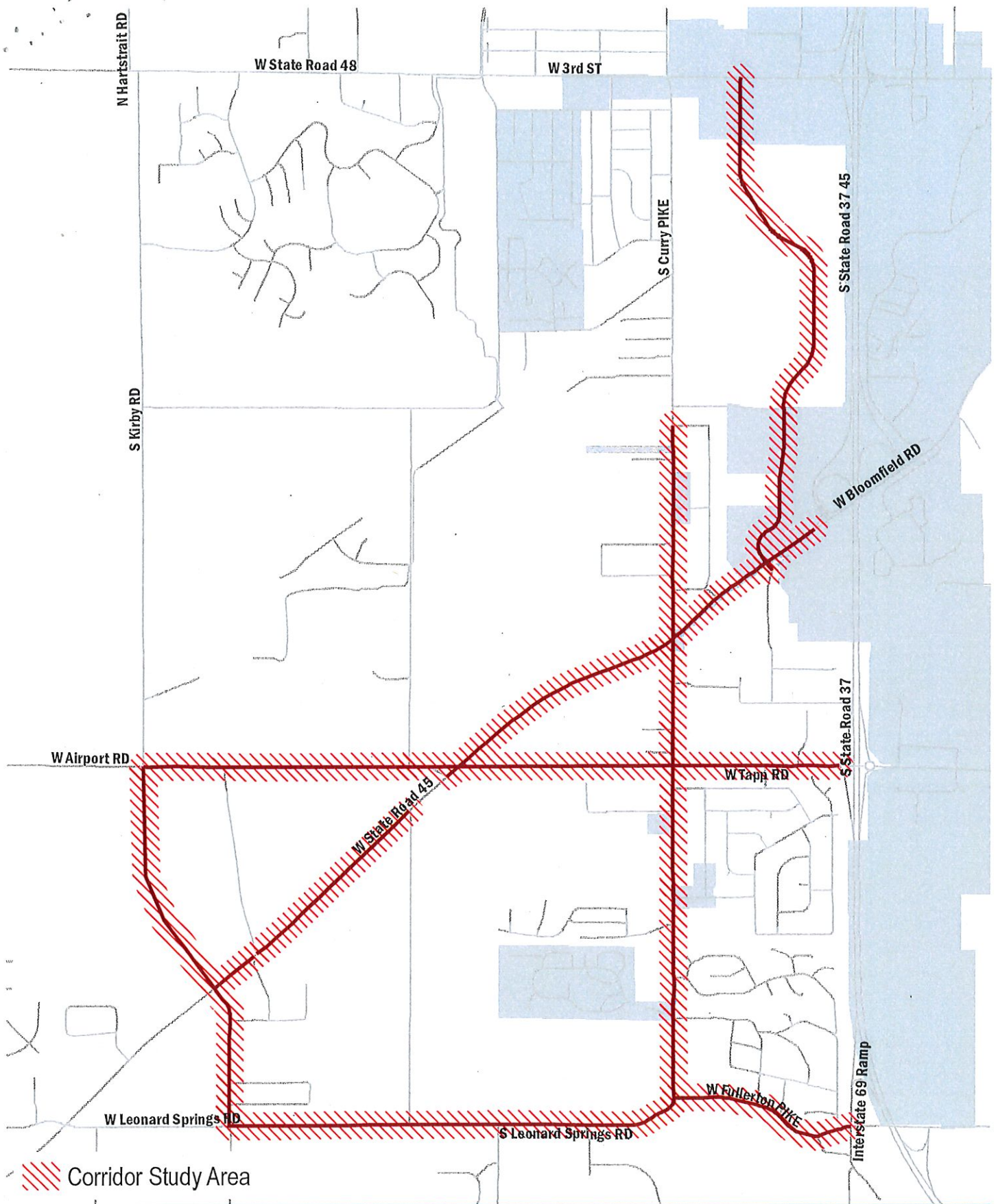
# MONROE COUNTY, INDIANA

## Southwest Corridor Study



Monroe County Planning Department  
March 14, 2018





# MONROE COUNTY, INDIANA

## Southwest Corridor Study



Monroe County Planning Department  
March 14, 2018



Patrick Martin &lt;martipa@bloomington.in.gov&gt;

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**Monroe County - Southwestern MPO Corridor Study Proposal**

1 message

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**Jason Eakin** <jeakin@co.monroe.in.us>

Wed, Mar 14, 2018 at 3:21 PM

To: Patrick Martin &lt;martipa@bloomington.in.gov&gt;

Cc: Lisa Ridge &lt;lridge@co.monroe.in.us&gt;, Geoff McKim &lt;gmckim@co.monroe.in.us&gt;, Paul Satterly &lt;psatterly@co.monroe.in.us&gt;, Carly Petersen &lt;cpetersen@co.monroe.in.us&gt;

Pat,

Attached is the proposal for the Monroe County Southwestern MPO Corridor Planning Study. Please feel free to contact us with any questions and let us know next steps at your earliest convenience.

Thanks,


Jason Eakin, AICP

*Assistant Director***Monroe County Planning****(812) 349-2560**

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**3 attachments**

 **Monroe County Public Works- FY 2017-2018 Unified Planning Work Program (UPWP) Amendment Request Memo\_SW Corridor Study\_03142018.pdf**  
303K

 **SW\_Corridor\_Study\_Aerial.pdf**  
6331K

 **SW\_Corridor\_Study.pdf**  
163K