



POLICY COMMITTEE

June 8, 2018
1:30 – 3:00 p.m.
Council Chambers (#115)

- I. Call to Order
- II. Approval of the Minutes*
 - a. May 11, 2018
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- V. Reports from the MPO Staff
 - a. I-69 Update
 - b. MPO Work Sessions
 - c. MTP/TIP Amendments
- VI. Old Business
 - a. Final FY 2019 - 2020 Unified Planning Work Program*
- VII. New Business
 - a. FY 2018-2021 Transportation Improvement Program *
 - (1) SR 45 – Preliminary Engineering (PE) and Construction (CN) of a Hot Mix Asphalt (HMA) Overlay, preventative maintenance from SR 445 to I-69 operations and maintenance limits, in FY 2019 and FY 2020, DES#1700055.
- I. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
 - b. Other Non-Agenda Items
- II. Upcoming Meetings
 - a. Technical Advisory Committee – June 27, 2018 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – June 27, 2018 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – August 10, 2018 at 1:30 p.m. (Council Chambers)

Adjournment

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

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



POLICY COMMITTEE MINUTES

May 11, 2018

1:30 – 3:00 p.m.

Council Chambers (#115)

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

Policy Committee in Attendance: Sarah Ryterband, Isabel Piedmont-Smith, Brad Wisler, John Hamilton, Lisa Ridge, Geoff McKim, Kevin Tolloty, Kent McDaniel, Tony McClellan, Jason Banach, Adam Wason, Margaret Clements

Staff: Anna Dragovich, Pat Martin

- I. Call to Order
- II. Approval of the Minutes*
 - a. April 13, 2018

****Sarah Ryterband moved to approve the April 2018 minutes with spelling corrections. Amanda Barge seconded. Motion passed by voice vote.**
- III. Communications from the Chair – none at this time.
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee: Ryterband stated that the CAC approved all TIP amendments. The CAC also recommend that the TIP amendments be added to the MTP.
 - b. Technical Advisory Committee: Pat Martin reported for Andrew Cibor. TAC met and recommended approval of the TIP amendments. There was a brief Unified Planning Work Program discussion regarding the addition of the budget and budget issues, which were passed along to the Policy Committee last month. Anna Dragovich reported on the formation of a Complete Streets Working Group consisting of at least two individuals from TAC. The staff also began an initial discussion regarding Operational Bylaws. Achieving a TAC quorum is difficult because of the large size of the group. Given the composition of the TAC currently, there are a number of members who regularly do not attend. Ryterband added that TAC did not recommend that the TIP amendments be added to the MTP because it was “redundant and unnecessary”.
- V. Reports from the MPO Staff
 - a. I-69 Update: Martin delivered the I-69 update, saying the substantial completion date is still slated for August 2018. The Fullerton Pike Interchange work is nearly complete. The Tapp Rd. interchange will be open by May 30th. As for 2nd St. and Bloomfield Rd., they are working on the south side of the bridge for MSE wall construction. Lane restrictions will cease July 4th. Construction work on 3rd St. will continue until August and signal replacement will be the last piece of work completed. Walnut Street opened up on time. Sample Road construction will be complete mid-May. Chambers, Little Indian, Jordan Bridge, deck work has forms up and are beginning to pour. Liberty Church interchange paving begins in mid-May. Staff is receiving weekly updates on the progress of I-69 Section 5 that are being distributed to the Citizens Advisory Committee.

Mayor John Hamilton asked for a clarification on the definition of “substantial completion”. Martin explained that substantial completion typically implies 90% complete, the other 10% is usually landscaping or a “punch list” of construction inspection items. Hamilton asked if a typical user would consider it to be done at this substantial completion point. Martin answered that substantial completion means that it will be open, and free-flowing without lane restrictions. Hamilton asked if they are still committed to the key move-in dates, such as high volume weekends during August. Martin replied yes, they will be working with them to ensure they take these dates into account.

McKim asked when the community identifiers on the bridges will go up. Martin said he did not know, but he will ask.

Ridge noted that the newspaper reported there was only a 20-minute notice before the lane change took place. Hamilton thanked the County and staff for the excellent collaboration on the construction issues this summer that have somewhat stemmed from I-69 and stressed how important it is. Barge said that we can continue to do better and be more proactive.

Ridge said she appreciates everyone stepping up and working together. The County and the City have collaborated on INRoads so that they (Monroe County) now have access to enter project information. The County IT Department is working on an email service for notifications about construction and road work.

Piedmont-Smith asked what the website is. McKim responded that it is Bloomington.in.gov/inroads. Hamilton said the City is also offering a text alert system. Wason stated the number as 812-558-5987. It is a text with local traffic conditions.

b. Quarterly Tracking Reports - FY 2018 Third Quarter

Martin reported the key changes and milestones include the Fullerton Pike Phase II and Gordon Pike bridge construction inspection. Negotiations for the reimbursement agreement are underway. This project has a scheduled construction contract letting date of July 11, 2018. The City of Bloomington is waiting for the preconstruction meeting notice and a formal notice to proceed for the Tapp Rd. and Rockport Rd. intersection improvement.

VI. Old Business – None.

VII. New Business

a. FY 2018-2020 Transportation Improvement Program Amendments*

Anna Dragovich reported on these following amendments:

- (1) **Monroe County** - Vernal Pike Connector, DES# 1702957
- (2) **INDOT** - Bridge Deck Overlay SR 37 4.05 miles S of SR 45 over abandoned RR and Clear Creek, Southbound Lane, DES#1702627
- (3) **INDOT** - Bridge Deck Overlay SR 37 4.05 miles S of SR 45 over abandoned RR and Clear Creek, Northbound Lane, DES#1800730
- (4) **INDOT** – Concrete pavement restoration SR 37 to 0.38 mile E of I-69 (end of concrete), DES#1800968
- (5) **INDOT** – Concrete pavement restoration SR 46 from 0.44 miles W of I-69 to I-69 1800971
- (6) **INDOT** – HMA Overlay, preventative maintenance SR 446, 7.83 miles N of SR 58 (Chapel Hill road) to 0.98 miles S of SR 46 (E Moore’s Pike), DES# 1801087
- (7) **INDOT** - Bridge thin deck overlay SR 37 3.65 miles S of SR 45 over abandoned RR, Northbound Lane, DES# 1801171
- (8) **INDOT** – Bridge thin deck overlay SR 37 3.65 miles S of SR 45 over abandoned RR, Southbound Lane, DES# 1801172

The public comment period was open between April 6th and May 7th. No public comments were received. The Vernal Pike Connector road is funded with a combination of Monroe County local funding (i.e., Tax Increment Financing) and State funding. The project will connect Vernal Pike to the Whitehall Crossing Shopping Center and serve as an extension of Sunrise Greeting Court Rd. There were two questions discussed at the TAC. One involved whether INDOT/FHWA would have any issues amending locally funded projects into their STIP as is the case with the proposed Vernal Pike Connector project because it uses non-MPO funds. After contacting both of the liaisons to these organizations, their answer was no, it would be up to us if we wanted to amend these into the TIP or not. The TAC discussed where to draw the line with what gets amended into the TIP. The Staff's opinion is that it is a good idea to put this project into the TIP because it is regionally significant, uses a large amount of local funds, and is creating a new road connection over an existing railroad. The TIP is a good avenue of transparency to the public.

Ridge commented that she agrees with staff reasoning. The Monroe County Redevelopment Commission suggested placement within the TIP for public transparency. McKim commented that not every single local road project needs to be included in the TIP, but this particular project spans many resources as well as jurisdictions.

McDaniel asked about potential drawbacks of not amending projects into the TIP. Dragovich noted that there are not significant drawbacks to not adding projects to the TIP, except that it costs Staff time.

Piedmont-Smith asked what a bridge overlay entails. McClellan explained that a thin deck overlay includes putting down an epoxy and a thin layer of abrasive over top of that. This creates a wearing surface so the deck underneath is protected. It looks like a fine rock and gives better skid resistance. Piedmont-Smith asked if this was on the driving surface or on the underside of the bridge. McClellan answered that it is on the driving surface of the bridge. Piedmont-Smith asked if this was maintenance to prolong the life of the bridge. McClellan answered yes.

Piedmont-Smith asked what HMA overlay is. Martin answered that it stands for hot mix asphalt. Piedmont-Smith requested there be a glossary provided. Martin replied that they will assemble and distribute a glossary of acronyms.

Piedmont-Smith asked for clarification on why TAC did not approve including TIP amendments to the MTP. Martin explained that when Antonio Johnson from the Federal Highway Administration was here in November-December 2017 for the approval of the Metropolitan Transportation Plan, he advised that every (in accordance with federal regulations) project in the Transportation Improvement Program must have a corresponding reference in the adopted Metropolitan Transportation Plan. The question asked by the TAC: "Do we really need to do this?"

Ryterband added that it was her understanding that not doing this would impede federal funding if they went against federal guidelines. It would be better to add these TIP amendments to the MTP now to be safe. Piedmont-Smith asked if at the next meeting there would be a resolution to include these changes to the MTP. Martin responded yes.

****Ryterband moved to approve the proposed TIP amendments into the TIP and into the MTP. McKim seconded. This motion was passed by a 12:0 voice vote.**

- b. Draft FY 2019 – 2020 Unified Planning Work Program
Martin reported that Staff submitted the Draft Planning Work Program to the Indiana Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration for their review. The staff is assembling a multi-year budget different from all prior years with the addition of a second full-time MPO staff position. The projected budget surplus at the end of FY 2020 is less than \$5. The current PL funding surplus is now directed to the following studies:

\$250,000 for Bloomington Transit for the route optimization study; \$50,000 for the Bloomington Transit maintenance facility assessment; \$50,000 for the Monroe County Southwestern Corridor Study, and; \$50,000 for a Rural Transit Route Optimization Study. The staff will bring the FY 2019-2020 UPWP to the MPO Committees for recommended final adoption. The staff shall additionally report on the anticipated PL balance after adoption of the FY 2019-2020 UPWP. Unless directed otherwise by the Policy Committee, the staff intends to “spend down” virtually all funds except for a small emergency cushion.

- c. Complete Streets Advisory Group Nominations
Anna Dragovich reported that the MPO has a Complete Streets Policy that was adopted in 2009. Complete Streets are streets with complete access people of all ages and abilities. It is now time, 10 years later, to evaluate this policy and see if there are any opportunities for improvement. Staff is creating a temporary advisory group consisting of two nominees from each of the three MPO committees. It will be broken down into two phases. The first phase would be four meetings long to evaluate the policy for what it set out to do. After this, recommendations from this group would be presented to all the committees to it would then be decided on how to move forward in the second phase. It is recommended that the nominations are not project managers or staff because they will already be involved in the process.

Geoff McKim, Sara Ryterband, and Margaret Clements all volunteered themselves for service on the committee.

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

a. Topic Suggestions for Future Agendas

Clements brought up the issue that the hotel across the street from the Irish Lion uses the street for motor coach parking. This practice inhibits traffic as well as access to downtown facilities. It seems unfair to allow a proprietary bus to park longer than the 4 hour limit. Wason explained that this weekend was the Big 10 Track and Field Championships hosted at Indiana University. The City of Bloomington, through Title XV, does allow for “rock star parking”. It is part of the city ordinance to allow this type of parking, which is about 4-6 years old. The hotels downtown are the heaviest users and work with the parking staff to reserve these spaces. Clements asked how to change this ordinance. Wason recommended contacting City Council members. McDaniel pointed out that there is a significant economic benefit to these organizations coming to town, especially for restaurants, hotels, and tourism. Ryterband recommended the submission of a uReport to the city’s website. Piedmont-Smith asked if these busses pay for this parking. Wason responded that they pay the full \$12 per day.

Ryterband asked that whether in the future there will be a discussion about MPO committees or subcommittees that would evaluate old bylaw policies. Martin responded that staff initiated a review of the operational by-laws in the TAC. The operational by-laws were prepared in 2006 with an amendment in 2009. They are overdue for a thorough review by the MPO committees. An evaluation of these policies is in the near future.

b. Other Non-Agenda Items

Hamilton announced this morning ground was broken for Bloomington’s Switchyard Park, which shall serve as is a significant enhancement to the B-Line. November 2019 is the scheduled opening date.

III. Upcoming Meetings

- a. Technical Advisory Committee – May 23, 2018 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee – May 23, 2018 at 6:30 p.m. (McCloskey Room)
- c. Policy Committee – June 8, 2018 at 1:30 p.m. (Council Chambers)

Adjournment

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

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LOCAL AGENCY COORDINATION MEETING



MEETING DESCRIPTION: INDOT LOCAL AGENCY COORDINATION MEETING
MEETING DATE & TIME: May 29, 2018; (Minutes from May 15, 2018)
MEETING LOCATION: 6550 Connaught Rd Room #1, Bloomington, IN

ATTENDEES:

NAME	ORGANIZATION	PRESENT	NAME	ORGANIZATION	PRESENT
Andrew Cibor	City of Bloomington	X	Sandra Flum	INDOT	X
Anna Dragovich	City of Bloomington	X	James Culbertson	INDOT	X
Pat Martin	City of Bloomington	X	Jason Bunselmeier	INDOT	X
Adam Wasson	City of Bloomington	X	Pete Jerrell	Walsh	X
Ben Ayers	Monroe County	X	Jason Rhoades	HNTB	X
Lisa Ridge	Monroe County	X	Michael Diekhoff	Bloomington Police Chief	X
Paul Satterly	Monroe County				

MEETING AGENDA:

ITEM	TOPIC	OWNER	STATUS
1 – PROJECT SCHEDULE			
1.1	Overall Project Schedule Completion - August 2018	Jerrell	O
1.2	<p>Zone #1 – Fullerton Pike, Tapp Rd, 2nd St, 3rd St, Vernal Pike, Mainline Notes: Fullerton majority is completed, ramp for Sharon Drive is to be poured this week; sign in median needs to be addressed Tapp on schedule for June 1 opening 2nd switched traffic to south last week; working on north side 3rd switching traffic to south tonight; EB will be 2-lane, daily WB lane closures will make WB 1-lane; MSE wall will complete in mid-August; we will look at signal timing and discussed coordination with Bloomington Police Vernal, paths and grading later in week, paved paths in two weeks; look at hump at west edge of project limit; will use flagging to complete Vernal work Mainline CSX to south paving started surface will take about 65 days, will do one lane south, turn around and pave next lane until all surface placed</p>	Jerrell	O
1.3	<p>Zone #2 – Walnut, Sample, Mainline Notes: Prow/Acuff completed Sample interchange delayed, will open after Memorial Day, ramps on/off NB won't be open and Wayport SE won't be complete but west ramps and access will function when bridge opens Mainline continuing drainage work and paving in bottoms areas</p>	Jerrell	O
1.4	<p>Zone #3 – Chambers, Little Indian, Jordan, Liberty Church, Mainline Notes: Chambers working approach slabs; planned opening late June/July Little Indian & Jordan bridge work ongoing Liberty Church west access roads and bridge across SR 37 open this week, ramps will not open until traffic switch; Mainline Sample to Chambers and north of bifurcated area should work mid-June; paving NB will be mid-June through mid July</p>	Jerrell	O

LOCAL AGENCY COORDINATION MEETING



2 – MOT DISCUSSIONS			
2.1	Signal at 3 rd St. – INDOT will replace signal per plan and will continue to maintain as necessary. Signal has antiquated equipment that needs to be repaired weekly. Bloomington Police will review the 5 lights from Franklin to Liberty after the traffic switch on Monday @3:45 to determine a flagging plan to move congestion better.	Bunselmeier	O
2.8	Remove weight limit signs associated with the formerly restricted Kinser county bridge.		
ITEM	TOPIC	OWNER	STATUS
3 – MISCELLANEOUS			
3.1	Transfer Agreements – Status	Flum	O
3.2	Edge of Pavement & GIS Data for City of Bloomington Notes: survey received, will be sent to Laura; other design priorities has this on hold currently	Jerrell	O
3.8	County sign size review. Provide plan details to county for final review	Rhoades	O
3.9	Verify addresses for mailboxes; Project and address committee working together on road names, will verify address numbers aren't changing – ongoing		O
3.10	Regulatory sign checks will be done at punch-list walk through	Culbertson	O
3.11	Mr. Tracy Walker attended meeting to discuss projects (I-69, city, county) affect on his properties. Stated he has invested \$5,000 for speed bumps to slow those cutting through his private streets and requests assistance (between 2 nd and Tapp at Weimer). For attendees, please bring public issues to the meetings and not the public. State requested the city and county discuss what they recommend and bring their ideas future meeting. 5/15 state requested recommendations, community has no specific recommendations. Item closed.	Flum	C
3.12	Culbertson asked if there are detour or haul route local roads and street condition concerns for the project. If so please bring them to the next meeting so it can be investigated.	Culbertson	O

Done

Done



MEMORANDUM

To: BMCMPO Policy Committee
From: Pat Martin
Date: June 1, 2018
Re: FY 2019-2021 Unified Planning Work Program

Background

The BMCMPO staff revised the Draft FY 2019-2020 Unified Planning Work Program (UPWP) after reviews by the MPO Citizens and Technical Advisory Committees, the Policy Committee, the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Budget

The proposed budget for the FY 2019-2020 UPWP is as follows:

	Federal (PL)	Local	Total
FY 2019	\$654,144.94	\$163,536.24	\$817,681.18
FY 2020	\$266,144.94	\$66,536.24	\$332,681.18
Total	\$920,289.88	\$230,072.47	\$1,150,362.35

The FY 2019 budget represents a significant one-time spike through the use of unspent FY 2017 and FY 2018 planning funds previously allocated to the BMCMPO. At the request of the Policy Committee, the staff directed funds in the proposed UPWP to special consultant studies for Bloomington Transit (Route Optimization Study in partnership with Indiana University Campus Bus and an operations/maintenance facility condition assessment), Monroe County (Southwest Corridor Study), and Rural Transit (Route Optimization Study). The Policy Committee previously amended these studies into the FY 2018 UPWP. All consultant studies specified in the FY 2019-2020 UPWP must have completion prior to June 1, 2019 given INDOT Purchase Order expiration dates. The FY 2019 budget reduces unspent planning fund balance reserves for the BMCMPO to virtually zero.

The FY 2020 budget represents a normal level of expenditures within the framework of federal planning dollars assigned to the BMCMPO, two full-time staff, support staff, fringe costs, other direct and indirect costs, and contract service agreements with Monroe County, the Town of Ellettsville, Bloomington Public Works, and Bloomington Transit.

Planning Emphasis Areas

The FY 2019 Planning Emphasis Areas (PEAs) remain unchanged from FY 2018 and are as follows:

- Implementing the National Transportation Performance Management final rulemakings and final planning regulations: MPOs must develop performance targets in line with the requirements of the Fixing America Surface Transportation (FAST) Act.
- Continuing compliance for Title VI Program Management: MPOs must work with their LPAs to ensure that they comply with Title VI nondiscrimination requirements for the receipt of federal funds.

Structure & Organization

The MPO staff spent significant time developing a new organizational budget for the UPWP given a documented need for special planning studies by Bloomington Transit, Monroe County, and Rural Transit and the addition of a second full-time planning staff position. This new format consolidated and streamlines the FY 2019-2020 UPWP into four main activity areas: Administration, Programming, Planning, and Data Collection & Analysis.

The following is a general outline of proposed tasks for the FY 2019-2020 UPWP consistent with all Indiana Metropolitan Planning Organizations:

- Task 100 - Administration/Public Participation
- Task 200 - Data Collection/Analysis
- Task 300 - Short Range Planning/Management Systems
- Task 400 - Long Range Planning
- Task 500 - Transit and Active Transportation
- Task 600 - Other Planning Initiatives/Special Projects

The proposed FY 2019-2020 UPWP is posted on the BMCMPPO website page link at: <https://bloomington.in.gov/sites/default/files/2018-05/UPWP%20Full%20Document%20FY%202019-2020%20DRAFT%20C%20-%20May%202018.pdf>

Requested Action

The BMCMPPO staff received positive recommendations from the Technical Advisory Committee and the Citizens Advisory Committee on this final draft of the FY2019-2020 Unified Planning Work Program. The BMCMPPO staff requests Policy Committee adoption on June 8, 2018. The staff anticipates a formal "Notice to Proceed" from INDOT after July 1, 2019.

To: BMCMPO Policy Committee

From: Anna Dragovich

Date: June 1, 2018

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

PROJECT INFORMATION

The Indiana Department of Transportation (INDOT) requests one amendment to the FY 2018-2021 TIP. The proposed Amendment includes:

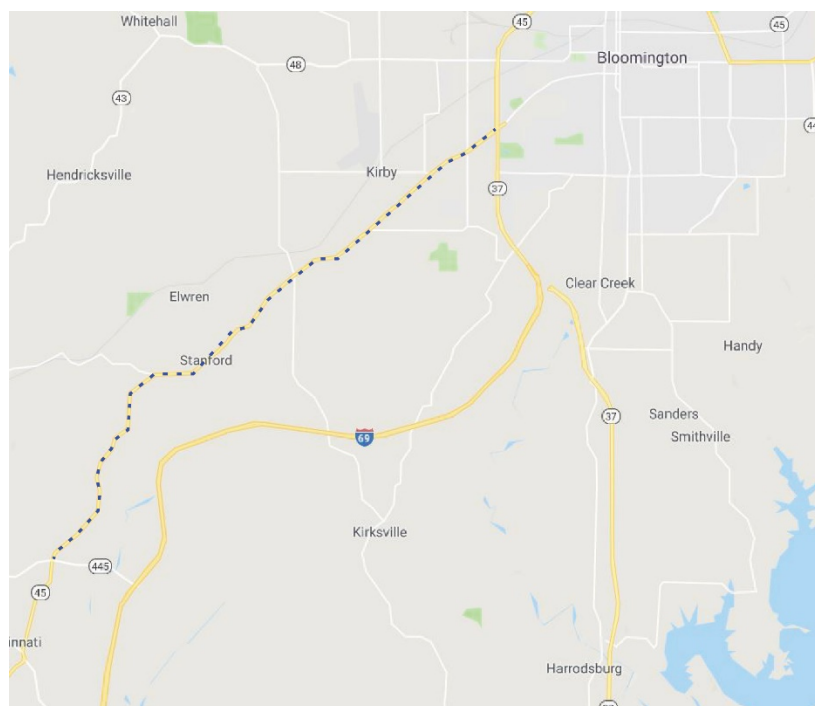
SR 45 Preventative Maintenance – This project will fund preliminary engineering (PE) and construction (CN) of a Hot Mix Asphalt (HMA) Overlay, preventative maintenance from SR 445 to I-69 operations and maintenance limits, in FY 2019 and FY 2020, DES#1700055.

SR 45 Preventative Maintenance (DES#1700055)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2019	N.A.	\$48,000	\$12,000	\$60,000
CN	2020	N.A.	\$2,000,000	\$500,000	\$2,500,000
Totals			\$2,048,000	\$512,000	\$2,560,000

The public comment period began on May 9, 2018 and will close on June 7, 2018. Any public comments received will be reported to the Policy Committee at their meeting on June 8, 2018.

Requested Action

Make a vote on the proposed project to the FY2018-2021 Transportation Improvement Program. The TAC and CAC both recommended amending the TIP and the MTP.





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
fax: (812) 349-3535

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

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

Contact Name (ERC) Whitney Carlin Phone: 812-524-3972 Fax:

Address: 185 Agrico Lane, Seymour, IN 47274

Email: wcarlin@indot.in.gov

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

- Project Name: DES Number: #1700055
Is this project already in the TIP? Yes No
Project Location (detailed description of project termini or attach an illustration) SR 45 from SR 445 to I-69 ((O & M Limits)
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	\$	48,000	\$	\$	\$
	State	\$	12,,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	STP	\$	\$	\$2,000,000.		\$
	ST		\$	\$500,000.		\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:		\$60,000	\$2,500,000.		\$

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

04/23/2018_____
Date

