



POLICY COMMITTEE

September 14, 2018

1:30 – 3:00 p.m.

Council Chambers (#115)*

- I. Call to Order
- II. Approval of the Minutes*
 - a. August 10, 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. Crash Report
 - c. Complete Streets Policy
- VI. Old Business
- VII. New Business
 - a. FY 2018-2021 Transportation Improvement Program Amendments*
 - (1) DES# 1602142 – SR 45 Bridge Painting
 - (2) DES# 1700198 – SR45-46 Arlington Rd to Kinser Pike Intersection Improvement (West Stonelake Drive) w/ Added Turn Lanes
 - (3) DES# 1801525 – SR 45-46 at 14th Street. – Intersection Improvement w/ Added Turn Lanes
 - (4) DES# 1800199 – SR 45 at Pete Ellis Drive - Intersection Improvement w/ Added Turn Lanes
 - (5) DES# 1800208 – SR 46 at Smith Road - Intersection Improvement w/ Added Turn Lanes
 - (6) DES# 1800198 - SR 45/West Ison Road and SR 45/South Bunger Road Intersection Improvement w/ Added Turn Lanes
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
 - a. Technical Advisory Committee – September 19, 2018 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – September 19, 2018 at 6:30 p.m. (Kelly Room)
 - c. Policy Committee – October 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

August 10, 2018

2:20 p.m. – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order
- II. Approval of the Minutes*
 - a. June 8, 2018
Ryterband moved to approve the June 2018 Minutes. Piedmont-Smith 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 reported that CAC discussed the Complete Streets policy, which originated with the CAC.
 - b. Technical Advisory Committee – Cibor reported that TAC had their last meeting on June 27th. Some of the focus of the discussion was an update on I-69, and the Complete Streets policy. They have been reviewing the operational by-laws of the MPO. It has been a while since these have been looked at, so there are things that need to be updated. One of these things is committee membership. There is a long list of TAC members and attendants. Staff has been reaching out to all members to remind them about potential involvement as well as taking a close look at what the membership should look like. Another focus of the meeting was about Prior Year Balance funds. The MPO has programmed Prior Year Balance funds of around \$900,000 in fiscal year 2021. It is their understanding that these funds now need to be expended by fiscal year 2020. The City and others are looking at options to reprogram that money, which will most likely come forward to Policy Committee as a TIP amendment proposal.

Hamilton announced that Andrew Cibor, City Engineer, will be taking another position. He has served the City in two administrations and has been an outstanding ally and advocate for the City.

Cibor said he will be working for the City of Asheville in North Carolina as the City Traffic Engineer. His last day will be August 24th.

Enright-Randolph asked how they are deciphering who best fits in these roles and if any consideration has been given to the Monroe County Surveyor Office. Enright-Randolph is currently the county Surveyor.

Cibor responded that TAC is taking a look at all of the committees. The key things they've been looking at has been attendance of members of TAC and also how MPO membership by the by-laws compare to other MPOs in the state.

Enright-Randolph said he would like to extend a conversation to the TAC because there is a lot of technical data there that could provide assistance moving forward.

V. Reports from the MPO Staff

- a. I-69 Update – Sandra Flum from INDOT reported that the current status is that INDOT is making every effort to make every lane available that’s possible. Permanently opening these lanes right now is not an option. Two lanes are available from Fullerton to Sample Rd. At Sample, it restricts down to single lane condition until the end of the project, which is south of Martinsville. INDOT is going to continue paving operations throughout, from now until September, particularly from Sample Rd. to Indian Creek. Next week, which is move in week for IU, INDOT is expecting to have four lanes available up to Chambers Pike. INDOT pavers are working 6 days a week, 16 hour days every day it doesn’t rain. There are interchanges that are open and operational. There are lane restrictions on 2nd and 3rd St. These will continue as the signals and their electronics are put in. Intermittently over the next week, ramps will be closed by Liberty Church near Martinsville. They had been open, but they will be closed for surface paving. The last of the pavement was put down on 2nd and 3rd St yesterday. Striping will follow. There will be disruptions at 2nd and 3rd St for the remainder of August. There will be paving on Burma Rd., which is an access road in the county on the west side of the interstate which connects Sylvan Lane to Simpson Chapel. Turkey Trot and Burma Rd. access points to 37 will not be taken away until all local access roads are paved, and then they will be taken away. INDOT is doing other work, such as drainage, installing guard rail lighting, regulatory signs, non-regulatory signs, shoulder improvements, driveways. August 31st for substantial completion is not a contracted date, it’s a target. INDOT will be working towards this goal at the end of the month. It is difficult working with 20+ contractors. The paving will spill into the middle of September. The 2nd and 3rd St. work is nighttime work after the 15th on one and then after the 31st on the other. This will remove some of the daytime disruptions. People have found a new normal navigating around this congestion, recent traffic patterns report. INDOT will still be working on August 31st. There are still driveways to complete, local access roads need to be paved and striped. INDOT continues to work with local engineers to ensure they’re meeting expectations and doing punch lists. INDOT is doing a punch list for every contractor for every location. As a contractor is finishing up their work, they do not want them to wander off. Next spring, trees will be seeded and planted. Erosion control devices will be removed. At this point, the project will be complete. There is work on SR 46. At the interchange of 37 and 46, there was work planned in the developer’s schedule in their maintenance schedule. INDOT has pulled that into the current plan, so they will not be back in 3-4 years to disrupt Bloomington traffic again. This involves coordinating with IU Football so they have access to the interchange, but this work won’t start until September. It involves some ramp work. This is not going to be a painless month. Things are better than they were, but are not as good as they are going to be.

Ryterband thanked Flum for the progress, the accountability, and communication since the demise of the public-private partnership. Ryterband asked when disruption will occur in Section 6.

Flum said they are purchasing property in Martinsville and the design work is going on for Section 6 in Martinsville. That work will start in 2019 off of the mainline and 2020 on the mainline.

Ryterband asked if Section 6 will be a progressive process.

Flum said they have talked about building from south to north. Mostly, it’s a budget issue. The estimates Flum last heard was that the whole thing would be finished up by 2027.

Wason echoed Ryterband's gratitude. Wason said there is still some frustration, as August 31st has been long talked about for substantial completion. Weather delays aside, the frustration is that 2nd and 3rd St will have lane restrictions until mid-October. Wason cautioned INDOT that the community expects substantial completion if they are being told there will be substantial completion. When there is still bridge work, signal work, and all the work that will continue until next spring, the general public is not going to consider this substantially complete. Wason said the MPO and INDOT needs to better communicate to the community. The general public has no idea that this work will be continuing for so long. Wason said they need to avoid errors, like the one made today. There were major lane restrictions at Walnut and the bypass without any notification. It sounds like a communication issue between INDOT and a subcontractor. Those sorts of things eat at the public's confidence in the project. This is several years delayed. When talking substantial completion, INDOT's definition is going to be completely different than what the public is expecting. Wason thanked INDOT for the communication so far, but urged them to be clearer to the public.

Hamilton said it seems that we collectively need to report that there will not be substantial completion by August 31st. Hamilton asked when there will be two full lanes, at speed, on Section 5, all the way from Bloomington to Martinsville.

Flum said she does not have an answer to that. The two lanes part is achievable by mid-September. The at-speed part is complicated because they would need safe speeds for those working on the side of the road, on the shoulders, in the ditch lines.

Hamilton asked what the speed would be.

Flum said the speed would be 55 MPH through the MPO area and 70 MPH outside of that.

Hamilton asked if there will still be rolling lane closures.

Flum said that keeping the lanes closed in the north side of the project is allowing them to pave in longer sections.

Hamilton clarified he was asking if there would be rolling lane closures after mid-September.

Flum said after the paving of the mainline is done, it will be more like a rolling closure for a few days. The outside edges need to be corrugated, raised lane markers need to be put in. There are still some overhead signs that will require INDOT to take a lane.

Hamilton asked how long INDOT expects there will be rolling, periodic lane closures until there are 2 lanes that are done.

Flum said by the end of October, but they are aiming for sooner.

Hamilton said that it is important to let the public know that there will not be substantial completion by August 31st. Transparency and directness about this is very important. Speed will not be available for a while.

Flum said communication will be key when it comes to if a lane needs to be taken after the mid-September date.

Hamilton says it will be important to communicate the facts of this, as this is the last MPO meeting until after August 31st, if there are going to be lane restrictions continuing on 2nd and 3rd St. periodically through October.

Flum said these restrictions during the day will be lifted on August 31st, but at night, they will still be taking lanes to do some work.

Hamilton asked what the definition of “night” is.

Flum said between 7PM and 6AM. 2nd St.’s date is in the middle of August and 3rd St’s is August 31st.

Hamilton said that collectively, they need to get a story out about the way this is going to be and that there will not be substantial completion as planned. Hamilton asked when you would not be able to notice a difference whether you were going south from Bloomington on 69 or north of Bloomington from 69 for 20 miles.

Flum said at the end of this construction season, you would not be able to notice a difference. In the spring, trees will be planted.

Hamilton asked what the 46/37 work is about and what it will mean to the traveler.

Flum said they are still working through the details about what all will be done there. It will be a crossover of traffic and a single lane condition on 46 for some part of that time. It can take about 8 weeks to do the repairs and pavement replacement. It will not be 8 weeks at the same location. There might be a ramp that they have to close down and dig out for a week, but that ramp could be fine after a week.

Hamilton asked if the 46 crossover would be 1 lane each way for a period of 8 weeks or so.

Flum confirmed.

Hamilton asked if the ramps would be closed.

Flum said that there is at least one ramp that will need to be closed. It will be a week. They will coordinate with what they know to be heavy schedules, like football games, and plan accordingly.

Piedmont-Smith said she was trying to understand the second slide. It says “2 lanes on the mainline are currently unrestricted on Fullerton to Sample”. Piedmont-Smith asked if she meant 2 lanes going each direction or one lane going each direction.

Flum said that on the mainline, its two lanes in each direction.

Piedmont-Smith asked if the plan for move in, which starts on Sunday, is 4 lanes.

Flum said it is 4 lanes, 2 lanes in each direction, up to Chambers Pike and then it will come back down to single lane.

Piedmont-Smith explained she was confused because in the first bullet point, “2 lanes” was used to mean “2 lanes” in both directions. In the next bullet point, “4 lanes” is used to mean “2 lanes” in both directions.

Flum said they mean a single lane in each direction when talking about up to Sample Rd. in the current condition. It will be 4 lanes up to Chambers. If you go from Chambers Pike north to Martinsville, that will be single lane continuously. South of Chambers to Bloomington will be 2 lanes in each direction for move in.

Enright-Randolph said he has a safety concern at 2nd and Basswood. Driving westbound, there were cones to divide the lane. It was unclear if it was meant for right hand turn only, it looked like one was meant to go straight. There was a motorcycle pulling up alongside of another car and then there were two lines intending to go straight to merge into one lane of traffic. This happened last night.

Flum responded that they were finishing up paving of 2nd St. last night and she will check to make sure they have their cones reset correctly.

Enright-Randolph said the cones were configured right but no one knew what to do. Maybe a sign would be better.

- b. Quarterly Tracking 4th Quarter, Fiscal Year 2018 – Martin said Fullerton Pike and Gordon Pike over the Clear Creek bridge and Fullerton Phase II right-of-ways scheduled for contract. These were scheduled for the 8th. On Bloomfield Rd., the multi-modal safety improvements on the Stage III plans were due on the 24th of this month.
- c. Crash Report 2013 – 2015 – Martin reported that this Crash Report will be going to TAC and CDC at the end of this month. That will be the 2013-2015 Crash Report. Staff has been working on a 5 year report for 2013-2017 which will provide better data for statistical analysis.

Hamilton nominated Brad Wisler to run the remainder of the meeting.

- d. Complete Streets Policy Update – Dragovich reported Staff presented the recommendations to the Policy Committee during the work session prior to this meeting. Those recommendations will be digested into a draft policy that will be continuously worked on and presented to at next month's work session or a meeting such as this.

Enright-Randolph noted that he read a statement by Margaret Clements during the work session.

VI. New Business – none at this time.

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

- a. Topic Suggestions for Future Agendas
- b. Other Non-Agenda Items

Wason requested an update on ongoing MPO projects. Quarterly tracking didn't address the Fullerton Pike project. Any updates there on timing and what future phases would look like would be helpful for the Policy Committee.

Hamilton said there should be a press release of I-69.

Martin said that Staff can work with communications Staff in the Mayor's office on this to put together a press release based on the information from Flum.

Hamilton asked if MPO could put this out.

Wason motioned to send an updated release to the public on the status of I-69. Ryterband seconded.

Ryterband said it would be most appropriate coming from INDOT. If the MPO believes it should be the informing agent, that's fine.

Wisler said they can clarify things in a way that are more locally specific this way.

McClellan said INDOT will be happy to work with the MPO however they see fit.

Banach suggested they touch base with contacts at IU.

**Wason motioned to send an updated release to the public on the status of I-69. Ryterband seconded. Passed by voice vote.*

VIII. Upcoming Meetings

- a. Technical Advisory Committee – August 22, 2018 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee – August 22, 2018 at 6:30 p.m. (McCloskey Room)
- c. Policy Committee – September 14, 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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DEFINITION¹

Complete streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users².

APPLICABILITY³

This policy shall apply to all of the following:

- 1) All new construction and reconstruction/retrofit of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering. This includes all maintenance and ongoing operations projects such as resurfacing, repaving, restriping, rehabilitation or other types of changes to the transportation system. ⁴
- 2) Local roadway projects included in the TIP after the adoption of the Complete Streets Policy AND are not past the Preliminary Field Check Phase or more than 30% complete with design at the time this policy is adopted.
- 3) Local roadway projects where the BMCMPPO has the programming authority to allocate federal funding.

VISION AND PURPOSE

This Complete Streets Policy is written to empower and direct citizens, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects funded through the Bloomington and Monroe County Metropolitan Planning Organization (BMCMPPO).

The Complete Streets¹ concept is an initiative to design and build roads that adequately accommodate all users of a corridor, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. This concept dictates that appropriate accommodation(s) be made so that all modes of transportation can function safely and independently in current and future conditions. A Complete Streets policy can be adapted to fit local community needs and used to direct future transportation planning. Such a policy should incorporate community values and qualities including environment, scenic, aesthetic, historic and natural resources,

¹ New heading.

² Unchanged.

³ Unchanged.

⁴ Formerly excluded resurfacing activities that do not alter the current/existing geometric designs of a roadway

as well as safety and mobility. This approach demands careful multi-modal evaluation for all transportation corridors integrated with best management strategies for land use and transportation. ⁵

The desired outcome of the Complete Streets Policy is to create an equitable, balanced and effective transportation system for all types of users that is integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the community.⁶

The goals of this Complete Streets Policy are:

1. To ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;
2. To incorporate the principles in this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures;
3. To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development;
4. To ensure the use of the latest and best design standards, policies and guidelines;
5. To recognize the need for flexibility to accommodate different types of streets and users;
6. To ensure that the complete streets design solutions fit within the context(s) of the community.
7. To ensure equity for all people who use the transportation network, regardless of race, income or physical ability⁷.

POLICY

1. Roadway projects shall appropriately accommodate the safety and comfort all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. ⁸
2. BMCMPPO will promote the complete streets concept throughout the region and, therefore, encourages and recommends that all local MPO partner agencies adopt a comprehensive complete streets policy⁹.

⁵ Unchanged

⁶ New.

⁷ New goal.

⁸ Unchanged.

⁹ New.

3. Complete streets solutions shall be developed to fit within the context(s) of the community and those solutions shall be flexible so that the needs of the corridor can be met.¹⁰
4. Roadway projects shall identify anticipated phases and key milestones of project development.¹¹
5. The LPA shall identify a community engagement plan
6. The LPA shall maintain open lines of communication with key party/agency/interest groups and shall identify and maintain a key stakeholder list.¹²
7. Every project shall ensure that the provision of accommodations for one mode does not prevent safe and comfortable use by another mode¹³.
8. Every project shall provide and maintain accommodations for all modes of transportation to continue to use the roadway safely and efficiently during any construction or repair work that encroaches on the right of way and/or sidewalk and multi-use path¹⁴.
9. Roadway projects shall make use of the latest and best design standards, policies, and guidelines¹⁵.
10. Projects sponsored by the Indiana Department of Transportation (INDOT) that are located within the BMCMPPO urbanizing area shall comply with INDOT's self-adopted complete streets policy¹⁶

PROCESS

In response to a BMCMPPO issued call for projects that seek to use federal funding and to be programmed in the Transportation Improvement Program (TIP), the Local Public Agency (LPA) shall submit a completed Initial Project Proposal. The Call for Projects will occur as needed or defined by funding availability¹⁷.

1. Call for Projects

The Initial Project Proposal shall include¹⁸:

- a. A detailed project description (e.g. project scope, reconstruction/new construction, vehicular elements, non-vehicular elements);

¹⁰ Unchanged.

¹¹ Unchanged.

¹² Unchanged

¹³ New.

¹⁴ New.

¹⁵ Unchanged, except eliminates: "The Local Public Agency (LPA) shall also retain justification and design decision authority over its projects".

¹⁶ New.

¹⁷ Reworded, same lit.

¹⁸ Carry over from 2009 policy under "Process", pg. 2 & 3

- b. The intent for the project to be complete streets Compliant or to seek a complete streets Exception¹⁹;
 - c. The performance standards and measurable outcomes;
 - d. Anticipated costs for design, rights-of-way acquisition, construction, and construction inspection;
 - e. Amount of federal funding requested by phase (e.g. preliminary engineering, rights of way, construction, construction inspection);
 - f. Anticipated dates for project design initiation and construction letting;
 - g. The public participation process with benchmark goals to attain;
 - h. The project stakeholder list or key party/agency/interest group identification list; and
 - i. The primary contact or project representative information.
2. Project Review and Selection²⁰
- a. BMCMPPO staff shall convene a TIP subcommittee consisting of two elected officials from Monroe County, two elected officials the City of Bloomington, two elected officials the Town of Ellettsville and two board members from the Bloomington Public Transportation Corporation. Members shall not be of a staff level nor shall they have any direct involvement in any MPO funded project.
 - b. Once the Call for Projects has closed, BMCMPPO staff shall conduct a Red Flag Investigation (RFI) on each submitted project.
 - c. At such time, BMCMPPO staff shall provide the Local Public Agency (LPA) Employee in Responsible Charge (ERC) and the TIP subcommittee a Red Flag Investigation report.
 - d. BMCMPPO staff and the TIP subcommittee will perform an initial screening of new requests. The LPA shall make project presentations to the BMCMPPO staff and the TIP subcommittee.
 - e. The BMCMPPO staff and the TIP subcommittee shall make project recommendations to the three committees of the MPO for adoption into the TIP.
 - f. The BMCMPPO staff and the TIP subcommittee shall ensure that recommended projects align with the values and goals set out in the Metropolitan Transportation Plan (MTP).
 - g. The BMCMPPO staff and the TIP subcommittee shall utilize the MTP, the latest crash report, and other relevant data to prioritize projects.
 - h. The BMCMPPO staff and TIP subcommittee shall prioritize projects based on the following in the following order: safety and preservation, added people capacity and new facilities.
 - i. TIP subcommittee meetings shall be open to the public and all persons desiring shall be permitted to attend and listen to the deliberations.

¹⁹ Changed “exemption” to “exception”

²⁰ New.

3. Project selection criteria²¹

- a. BMCMPPO staff and TIP subcommittee shall prioritize projects based on the following criteria
 - i. The project's accommodation of vulnerable users and underrepresented areas within the region with histories of underinvestment.
 - ii. Avoid selecting projects which cause unnecessary hardship and involuntary displacement of residents.
 - iii. The project remains context sensitive and adapts to the character, scale and needs of surrounding land use knowing this may change from urban to suburban to rural and may change based on current and future desired land use
 - iv. Project appears in the top 50 crash locations as identified in the latest MPO crash report.

4. Complete Streets Design Guidance²²

Designs for all projects will be context-sensitive, considering adjacent land uses and incorporating Americans with Disabilities Act compliant design standards for the particular setting, traffic volume and speed, and current and projected demand. Each project must be considered both separately and as part of a connected network to determine the level and type of project necessary for the street to be complete. BMCMPPO staff shall be a resource to provide design assistance to municipalities.

- a. LPA's shall adopt place-based street typologies to ensure sound transportation project decisions are integrated with sound land use decisions.
- b. LPA's shall utilize a participatory design approach

LPA's shall follow accepted or adopted design standards, and use the best and latest design standards available. These resources include, but are not limited to:

- a. U.S. Access Board Public Right-of-Way Accessibility Guidelines (PROWAG),
- b. National Association of City Transportation Officials (NACTO) Urban Street Design Guide,
- c. NACTO Urban Bikeway Design Guide,
- d. Alta Planning & Design with Federal Highway Administration and Blue Shield of Minnesota The Small town and Rural Multimodal Network Guide,
- e. Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- f. American Association of State Highway Transportation Officials (AASHTO) Guide for the Planning, Designing and Operating Pedestrian Facilities
- g. AASHTO Guide for the Development of Bicycle Facilities
- h. AASHTO Green Book

²¹ New.

²² New in that specific design guides are called out.

- i. Indiana Design Manual
- j. Manual on Uniform Traffic Control Devices (MUTCD) – federal and Indiana Supplement

EXCEPTIONS²³

1. Process

- a. Exceptions to this policy shall be approved by resolution by the MPO Policy Committee with guidance from the Technical and Citizen’s Advisory Committees and the public at large.²⁴
- b. A 14 day public comment period shall precede any final decisions made by the Policy Committee. The public shall be notified via legal notices in the newspaper, on the MPO website and via the MPO email list.²⁵
- c. LPA’s requesting an exception shall submit clear and supportive documentation for justifying the exception.²⁶
- d. The BMCMPPO Policy Committee shall certify an exception under certain circumstances, including the following²⁷:
 - i. Ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance);
 - ii. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should be made to accommodate bicyclists and pedestrians elsewhere;
 - iii. There are extreme topographic or natural resource constraints;
 - iv. The Long Range Transportation Plan’s 20-or-more year Average Daily Traffic projection is less than 1000 vehicles per day;
 - v. When other available means or factors indicate an absence of need presently and in the 20-or-more year horizon;
 - vi. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project;
 - vii. The project is not a roadway improvement project and/or the Bloomington/Monroe County Metropolitan Planning Organization has no

²³ New.

²⁴ New.

²⁵ New.

²⁶ New.

²⁷ Unchanged.

programming authority (e.g. State, Bloomington Transit, Rural Transit, and other projects).

IMPLEMENTATION²⁸

1. Implementation Process

- a. The MPO shall update the Public Participation Plan (Community Engagement Plan) to coincide with this complete streets policy within six months of the adoption of this policy; specify deadline
- b. The MPO shall update the MTP to coincide with this policy and reevaluate the MTP projects utilizing the project selection criteria in this policy; specify deadline

2. Community Engagement

Maintaining a direct line of communication between residents and decision makers can improve outreach efforts and ultimately the projects themselves.

- a. The LPA shall engage the community and the MPO Citizen's Advisory Committee at the following project milestones:
 - i. During the project planning and scoping stages
 - ii. Prior to submitting Stage 1 designs plans to INDOT
 - iii. Prior to submitting Stage 2 design plans to INDOT
 - iv. Prior to finalizing the maintenance of traffic plans
- b. The LPA shall engage underrepresented communities
- c. Outreach strategies should occur at convenient times and places make use of easy and natural gathering spaces such as neighborhood association meetings, community centers, public libraries, farmer's market.

d. Others?

3. Education and Training²⁹

Education about complete streets roadway design guides for community members and roadway and land development decision makers is essential. The BMCMPPO encourages professional development and training on complete streets and active transportation issues for any MPO representative and staff including, but not limited to LPA project managers (ERC's), and members of the Policy Committee, the Technical Advisory Committee, the Citizens Advisory Committee and MPO staff.

These individuals are encourage to attend at least one of the following per year: the annual Indiana MPO Conference, the Indiana Walk & Bike Summit, annual Purdue Road School as well as any other complete streets related conferences, webinars, workshops and seminars that may be put on by America Walks, Smart Growth

²⁸ New.

²⁹ New.

America, Institute of Transportation Engineers, The American Planning Association and The Congress for the New Urbanism.

EVALUATION

The BMCMPPO shall, at a minimum, evaluate this policy prior to the adoption of the Transportation Improvement Program³⁰. This evaluation shall include recommendations for amendments to the complete streets policy and subsequently be considered by the Citizens Advisory Committee, Technical Advisory Committee and Policy Committee.

Recommendations for amendments shall be distributed to the Local Public Agencies prior to consideration by the BMCMPPO Committees.

PERFORMANCE MEASURES³¹ *(this is a running idea list)*

The intent of this complete streets policy is to create a safe and effective transportation system that accommodates all users and modes. The performance of complete streets planning and this complete streets policy will be measured by via the following metrics:

Performance Measure	Responsible for Collection	Mechanism for Data Collection	Responsible for Local Publication	Timeframe
1. Number and percentage of fatalities (motorized & non-motorized)	MPO Staff	Crash Report	MPO Staff	Annually
2. Number and percentage of serious injuries (motorized & non-motorized)	MPO Staff	Crash Report	MPO Staff	Annually
3. Number and percentage of bridges in good condition	Monroe County Staff	Asset Management Systems	MPO Staff	Every two years
4. Number and percentage of bridges in poor condition	Monroe County Staff	Asset Management Systems	MPO Staff	Every two years
5. Percentage of pavement in good condition	Local Public Agencies	Asset Management Systems	MPO Staff	Every two years
6. Percentage of pavement in poor condition	Local Public Agencies	Asset Management Systems	MPO Staff	Every two years
7. Annual hours of National Highway System peak hour excessive delay per capita	INDOT	TBD	MPO Staff	Annually

³⁰ Changed from “long range transportation plan” to “transportation improvement program”

³¹ New.

Draft MPO Complete Streets Policy

8. Number of transit vehicles that have met and exceeded their useful life	Bloomington Transit and IU Campus Bus	Asset Management Systems	MPO Staff	Every two years
9. Number of transit stops in need of amenities	Bloomington Transit to MPO Staff	Asset Management Systems	MPO Staff	Every two years
10. Percentage of people walking, biking and using transit	MPO Staff	Travel Survey, Traffic Counters	MPO Staff	Every three years
11. Number of projects constructed in low-income and racial minority census blocks	U.S. Census Data	Annual List of Obligated Projects, Census Data	MPO Staff	Annually
12. Number of community members engaged at large and how many of those members are of an underrepresented population	MPO Staff	MPO and LPA Records	MPO Staff	Annually
13. Percentage of underrepresented population driving, walking, bicycling and using transit	MPO Staff	Travel Survey	MPO Staff	Every three years
14. Percentage of residents within ¼ mile of walking, bicycling and transit facilities	MPO Staff	Travel Survey, Census Data	MPO Staff	Every three years
15. Average transportation affordability relative to average annual income	MPO Staff	Travel Survey, Census Data, Transportation Affordability Index https://htaindex.cnt.org/map/	MPO Staff	Every three years
16. Acreage of sensitive lands on which new transportation infrastructure is built (e.g. parks, karst, habitat)	MPO Staff	MPO and LPA Records	MPO Staff	Every three years
17. Average vehicle occupancy	MPO Staff	Travel Survey	MPO Staff	Every three years

Draft Project Prioritization

System Preservation & Maintenance	15%
Project improves upon existing infrastructure	+
Project addresses a maintenance need (e.g. repaving, bridge repair)	+
Project is located within existing right of way	+
Safety	20%
Project Addresses a High Crash Location	
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	+
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations	+
Project incorporates safety improvement strategies	
Geometrical improvement for vehicular safety	+
Geometrical Improvement for bicycle safety	+
Geometrical Improvement for pedestrian safety	+
Signalization Improvement	+
Signage/Wayfinding	+
Project improves safe travel to nearby schools (within 1 mile)	+
Other improvements with rationale as to how the project improves safety	+
Multi-Modal Options	20%
Project incorporates Multi-Modal solutions	
Project located along existing transit service	+
Project located along existing pedestrian/bicycle facility	+
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)	+
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)	+
Project includes sidewalk improvements (bonus for bike/ped priority)	+
Project includes bicycle facility improvements (bonus for bike/ped priority)	+
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)	+
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)	+
Project makes a connection to an existing active mode facility	+
Congestion Management	10%
Project incorporates congestion management strategies	
Grade separation or dedicated travel space for individual modes	+
Improvements to access management	+
Signalization improvement	+
Improves parallel facility or contributes to alternative routing	+
Provides capacity for non-motorized modes	+
Adds transit capacity	+
Other	+
Health & Equity	10%
Project provides increased accessibility for people with a low-income & minorities	+
Project corrects ADA non-compliance	+
Project provides transportation choices for people with disabilities	+
Project provides transportation choices for aging adults	+
Project provides choices for young children	+
Project promotes physical activity	+
Project reduces vehicle emissions	+
Project has potential for negative consequence for health & equity	
Project located close to natural resource	-
Project located close to socio-cultural resources	-
Consistency with Plans	5%
Project located along planned transit service	+
Project located along planned pedestrian/bicycle facility	+
Comprehensive Transportation Plan Priority	+
Transit Plan Priority	+
Bicycle/Pedestrian Plan Priority	+
Other planning document	+
Context Sensitivity and Land Use	20%
Project contributes to the sense of place and matches the surrounding land use	
Project balances the need to move people with other desirable outcomes	+
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)	+
Project is seen as adding lasting value to the community	+
Project supports high quality growth and land use principles	
Project improves accessibility and/or connectivity to existing development	+
Project supports infill/redevelopment	+
Project contributes to transportation grid development/roadway network connectivity	+



ADOPTION RESOLUTION FY 2019-01

RESOLUTION AMENDING THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on September 14, 2018.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, in cooperation with the State, the BMCMPPO must develop and maintain a Transportation Improvement Program which illustrates how federal funds will be expended on transportation projects within the urbanized area over the next four fiscal years; and

NOW, THEREFORE, BE IT RESOLVED:

- (1) That the Bloomington/Monroe County Metropolitan Planning Organization hereby amends the *FY 2018-2021 Transportation Improvement Program* as follows:

All funding figures represent the updated & approved amounts, superseding any prior listings for this project

Action	Agency	Project Name	DES#	Phase	Fiscal Year	Funding Source	Federal Funding Amount
Add	INDOT	SR 45 Bridge Painting	1602142	PE CN	2020 2020	NHPP	\$24,000 \$256,000
Add	INDOT	SR 45-46 Arlington Road to Kinser Pike, Intersection Improvement	1700198	PE RW	2019 2021	NHPP NHPP	\$800,000 \$240,000
Add	INDOT	SR 45/W. Ison Road & SR 45/South Bunger Road, Intersections Improvement	1800198	PE RW CN	2019 2021 Future	NHPP NHPP STATE	\$100,000 \$20,000 \$654,579
Add	INDOT	SR 45 at Pete Ellis Drive, Intersection Improvement	1800199	PE RW CN	2019 2021 Future	STP STP STP	\$188,000 \$40,000 \$1,368,654
Add	INDOT	SR 46 at N. Smith Road, Intersection Improvement	1800208	PE RW CN	2019 2021 Future	NHPP NHPP NHPP	\$80,000 \$40,000 \$465,259
Add	INDOT	SR 45-46 Bypass at 14 th Street, Intersection Improvement	1801525	RW CN	2019 2020	NHPP STP	\$8,000 \$2,000,000



- (2) That the adopted documents shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning and Transportation Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee upon this 14th day of September 2018.

Lisa Ridge
Chair, Policy Committee, BMCMPPO

Patrick Martin
Senior Transportation Planner, BMCMPPO



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 **-OR-** email: mpo@bloomington.in.gov
PO Box 100 fax: (812) 349-3535
Bloomington, IN 47402

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](#)) Travis Mankin Phone: 812-524-3957 _____ Fax: _____

Address: 185 Agrico Lane, Seymour, IN 47274

Email: tmankin@indot.in.gov

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

- Project Name: **DES Number: #1602142**
- Is this project already in the TIP? Yes x No
- Project Location : **SR 45/46, 0.15mile N of SR 37 (Arlington Rd) over SR 45/Old SR 46**
- Brief Project Description: **Bridge Painting**
- 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	\$		\$ 24,000	\$	\$
	State	\$		\$6,000	\$	\$
		\$	\$	\$	\$	\$
CN	NHPP	\$	\$	\$256,000		\$
	ST		\$	\$64,0000		\$
		\$	\$	\$	\$	\$
RW	NHPP	\$		\$	\$	\$
	ST	\$		\$	\$	\$
		\$	\$	\$	\$	\$
Totals:				\$350,000		\$

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

08/10/18_____
Date



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 **-OR-** email: mpo@bloomington.in.gov
PO Box 100 fax: (812) 349-3535
Bloomington, IN 47402

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: #1700198
- Is this project already in the TIP? Yes x No
- Project Location : From 0.2 miles E of I-69 (Arlington) to 0.93 miles E of I-69 (Kinsler)
- Brief Project Description: **Intersection Improvement with Added Turn Lanes**
- 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	\$	800,000	\$	\$	\$
	State	\$	200,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	NHS	\$	\$			\$
	ST		\$			\$
		\$	\$	\$	\$	\$
RW	NHPP	\$		\$	240000	\$
	ST	\$		\$	60000	\$
		\$	\$	\$	\$	\$
Totals:			1,000,000.0		300,000	\$

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.
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- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose 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

07/13/2018_____
Date



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

Transportation Improvement Program Project Request Form

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Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 160 **-OR-** email: mpo@bloomington.in.gov
PO Box 100 fax: (812) 349-3535
Bloomington, IN 47402

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

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

- Project Name: **DES Number #1800198**
- Is this project already in the TIP? Yes x No
- Project Location : **At the intersection of SR 45/West Ison Rd and SR 45/South Bunger Rd**
- Brief Project Description: **Intersection Improvement with Added Turn Lanes (Passing Blisters)**
- 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	\$	100,000	\$	\$	\$
	State	\$	25,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	NHPP	\$	\$			654,579 \$
	ST		\$			163,645 \$
		\$	\$	\$	\$	\$
RW	NHPP	\$		\$	20,000 \$	\$
	ST	\$		\$	5,000 \$	\$
		\$	\$	\$	\$	\$
	Totals:		125,000		25,000	818,224 \$

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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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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- 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.

____ Robin Bolte _____
Signature

07/17/2018 _____
Date



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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PO Box 100 fax: (812) 349-3535
Bloomington, IN 47402

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](#)) 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 #1800199
- Is this project already in the TIP? Yes x No
- Project Location : SR45 At the intersection of Pete Ellis Drive
- Brief Project Description: Intersection Improvement with Added Turn Lanes
- 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	\$	188,000	\$	\$	\$
	State	\$	47,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	STP	\$	\$			1,368,654 \$
	ST		\$			342,163 \$
		\$	\$	\$	\$	\$
RW	STP	\$		\$	40,000 \$	\$
	ST	\$		\$	10,000 \$	\$
		\$	\$	\$	\$	\$
	Totals:		235,000		50,000	1,710,817 \$

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:

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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.
- 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.

____ Robin Bolte _____
Signature

07/17/2018 _____
Date



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 **-OR-** email: mpo@bloomington.in.gov
PO Box 100 fax: (812) 349-3535
Bloomington, IN 47402

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 #1800208
- Is this project already in the TIP? Yes x No
- Project Location : At the intersection of SR 46 Intersection of North Smith Road in Bloomington
- Brief Project Description: Intersection Improvement with Added Turn Lanes
- 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	\$	80,000	\$	\$	\$
	State	\$	20,000	\$	\$	\$
		\$	\$	\$	\$	\$
CN	NHPP	\$	\$			465,259 \$
	ST		\$			116,315 \$
		\$	\$	\$	\$	\$
RW	NHPP	\$		\$	40,000 \$	\$
	ST	\$		\$	10,000 \$	\$
		\$	\$	\$	\$	\$
	Totals:		100,000		50,000	581,574 \$

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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- 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.

____ Robin Bolte _____
Signature

07/17/2018 _____
Date



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 **-OR-** email: mpo@bloomington.in.gov
PO Box 100 fax: (812) 349-3535
Bloomington, IN 47402

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: #1801525**
- Is this project already in the TIP? Yes No
- Project Location : **At the intersection of SR 46 and 14th Street in Bloomington**
- Brief Project Description: **Intersection Improvement with Added Turn Lanes**
- 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	\$		\$	\$	\$
	State	\$		\$	\$	\$
		\$	\$	\$	\$	\$
CN	STP	\$	\$	\$2,000,000.		\$
	ST		\$	\$500,000.		\$
		\$	\$	\$	\$	\$
RW	NHPP	\$	\$8000.	\$	\$	\$
	ST	\$	\$ 2000.	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:			\$10,000.00	\$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.

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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

06/22/2018_____
Date