



CITIZENS ADVISORY COMMITTEE

September 19, 2018

6:30 – 8:00 pm

Kelly Conference Room (#155)

*Suggested
Time:*

- ~6:30pm* I. Call to Order and Introductions
- II. Approval of Minutes
- III. Communications from the Chair and Vice-Chair
- IV. Reports from Officers and/or Committees
- ~6:45pm* V. Reports from Staff
- a. I-69 Update
 - b. Crash Report
 - c. Complete Streets Policy
- VI. Old Business
- VII. New Business
- ~7:15pm* a. INDOT Target Performance Measures*
- Safety Target Performance Measures
 - Pavement Condition Target Performance Measures
 - Bridge Condition Target performance Measures
 - National Highway System (NHS) Travel Time Reliability Target Performance Measures
 - Interstate Freight Reliability Target Performance Measures
 - On-Road Mobile Source Emission Target Performance Measures
- b. FY 2018-2021 Transportation Improvement Program Amendments*
- DES# 1500398 – Jackson Creek Trail
 - DES# 1500382 – Rogers Road Multi-Use Path
 - DES# 1500383 – Winslow Road Multi-Use Path
 - DES# 1500384 – Henderson Street Multi-Use Path
 - DES# 1700736 – Sare Road Multi-Use Path
 - DES# TBD – Fullerton Pike/Gordon Pike/Rhorer Road, Phase III
- VIII. Communications from Committee Members (*non-agenda items*)
- a. Topic suggestions for future agendas
- ~7:45pm* IX. Upcoming Meetings
- a. Policy Committee – October 12, 2018 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee – October 24, 2018 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee – October 24, 2018 at 6:30 p.m. (McCloskey Room)

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.

Other Information/Suggested Readings:

Complete Streets City of Detroit - <http://www.modeldmedia.com/features/complete-streets-greenways-081418.aspx>



CITIZEN ADVISORY COMMITTEE MINUTES

August 22, 2018 6:30 p.m. to 8:00 p.m.

McCloskey Room (#135)

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

Members present: Sarah Ryterband, Paul Ash, Mary Jane Hall, John Kennedy, Lillian Henegar

Staff present: Anna Dragovich and Patrick Martin

- I. Call to Order and Introductions
- II. Approval of Minutes* – **Ms. Hall moved, Mr. Ash seconded. Motion passed.**
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
- V. Reports from MPO Staff
 - a. I-69 Update
 - b. Complete Streets Policy Advisory Group Report
 - c. 2013-2015 Crash report
- VI. Old Business
 - a. CAC Recruitment
- VII. New Business
 - a. FY 2018 – 2021 Transportation Improvement Program Amendments* **Ms. Henegar moved, Ms. Hall seconded. Motion passed.**
- VIII. Communications from Committee Members
- IX. Topic suggestions for future agendas
- X. Upcoming Meetings

Meeting was adjourned at approximately 8:00 p.m.

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	+

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Safety Target Performance Measures

Dear Mr. Holowaty,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below.

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million miles traveled
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million miles traveled
- 5) Number of non-motorized fatalities and non-motorized serious injuries

The <MPO> agrees to support the 2019 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2019 safety targets based on five-year rolling averages are:

Number of fatalities – 889.6
Rate of fatalities per 100 million miles traveled – 1.087
Number of serious injuries – 3,501.9
Rate of serious injuries per 100 million miles traveled – 4.234
Number of non-motorist fatalities and serious injuries – 393.6

<MPO> will support the safety targets by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The approved (*minutes/resolution*) of the <Date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Pavement Condition Target Performance Measures

Dear Mr. Feagans,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide pavement condition targets for the performance measures listed below.

- 1) Percent of Interstate pavements in Good condition
- 2) Percent of Interstate pavements in Poor condition
- 3) Percent of non-Interstate NHS pavements in Good condition
- 4) Percent of non-Interstate NHS pavements in Poor condition

The <MPO> agrees to support the 2019 and 2021 statewide pavement targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide pavement targets based on a certified Transportation Asset Management Plan are:

2019 Percent of Interstate pavements in Good condition – 84.24%
2019 Percent of Interstate pavements in Poor condition – 0.80%
2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%
2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%
2021 Percent of Interstate pavements in Good condition – 84.24%
2021 Percent of Interstate pavements in Poor condition – 0.80%
2021 Percent of non-Interstate NHS pavements in Good condition – 78.71%
2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

<MPO> will support the pavement condition targets by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The approved (*minutes/resolution*) of the <Date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Bridge Condition Target Performance Measures

Dear Mr. Feagans,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide bridge condition targets for the performance measures listed below.

- 1) Percent of NHS bridges by deck area classified as in Good condition
- 2) Percent of NHS bridges by deck area classified as in Poor condition

The <MPO> agrees to support the 2019 and 2021 statewide bridge condition targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide bridge condition targets based on a certified Transportation Asset Management Plan are:

2019 Percent of NHS bridges by deck area classified in Good condition 48.32%
2019 Percent of NHS bridges by deck area classified in Poor condition – 2.63%
2021 Percent of NHS bridges by deck area classified in Good condition – 48.32%
2021 Percent of NHS bridges by deck area classified in Poor condition – 2.63%

<MPO> will support the NHS bridge condition targets by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The approved (*minutes/resolution*) of the <date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: NHS Travel Time Reliability Target Performance Measures

Dear Mr. Feagans,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide NHS travel time reliability targets for the performance measures listed below.

- 1) Level of Travel Time Reliability on Interstate
- 2) Level of Travel Time Reliability on non-Interstate NHS

The <MPO> agrees to support the 2019 and 2021 statewide level of travel time reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide travel time reliability targets based on percent of person miles that are certified as reliable:

- 2019 Percent of person miles reliable on Interstate – 90.5%
- 2021 Percent of person miles reliable on Interstate – 92.8%
- 2021 Percent of person miles reliable on non-Interstate – 89.8%

<MPO> will support the Interstate and non-Interstate travel time reliability targets by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The (*minutes/resolution*) of the <Date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Interstate Freight Reliability Target Performance Measure

Dear Mr. Feagans,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide Interstate freight reliability targets for the performance measure listed below.

1) Truck Travel Time Reliability on Interstate

The <MPO> agrees to support the 2019 and 2021 statewide truck travel time reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide truck travel time reliability targets based on the truck travel time reliability index are:

2019 Truck travel time reliability index – 1.27

2021 Truck travel time reliability index – 1.24

<MPO> will support the Interstate truck travel time reliability target by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The (*minutes/resolution*) of the <Date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: On-Road Mobile Source Emission Target Performance Measures

Dear Mr. Feagans,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide on-road mobile source emissions targets for the performance measures listed below.

- 1) CMAQ project reduction volatile organic compounds (VOC)
- 2) CMAQ project reduction carbon monoxide (CO)
- 3) CMAQ project reduction oxides of nitrogen (NOx)
- 4) CMAQ project reduction particulate matter less than 10 microns (PM₁₀)
- 5) CMAQ project reduction particulate matter less than 2.5 microns (PM_{2.5})

The <MPO> agrees to support the 2019 and 2021 statewide on-road mobile source reduction targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide on-road mobile source reduction targets based on kilograms per day are:

- 2019 Volatile organic compounds reduction of 1,600 kilograms per day
- 2019 Carbon Monoxide reduction of 200 kilograms per day
- 2019 Oxides of nitrogen reduction of 1,600 kilograms per day
- 2019 Particulate matter less than 10 microns reduction of 0.30 kilograms per day
- 2019 Particulate matter less than 2.5 microns reduction of 20 kilograms per day
- 2021 Volatile organic compounds reduction of 2,600 kilograms per day
- 2021 Carbon Monoxide reduction of 400 kilograms per day
- 2021 Oxides of nitrogen reduction of 2,200 kilograms per day
- 2021 Particulate matter less than 10 microns reduction of 0.50 kilograms per day
- 2021 Particulate matter less than 2.5 microns reduction of 30 kilograms per day

<MPO> will support the statewide on-road mobile source reduction targets by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The (*minutes/resolution*) of the <Date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Safety Target Performance Measures

Dear Mr. Holowaty,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below.

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million miles traveled
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million miles traveled
- 5) Number of non-motorized fatalities and non-motorized serious injuries

The <MPO> agrees to support the 2019 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2019 safety targets based on five-year rolling averages are:

Number of fatalities – 889.6
Rate of fatalities per 100 million miles traveled – 1.087
Number of serious injuries – 3,501.9
Rate of serious injuries per 100 million miles traveled – 4.234
Number of non-motorist fatalities and serious injuries – 393.6

<MPO> will support the safety targets by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The approved (*minutes/resolution*) of the <Date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Pavement Condition Target Performance Measures

Dear Mr. Feagans,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide pavement condition targets for the performance measures listed below.

- 1) Percent of Interstate pavements in Good condition
- 2) Percent of Interstate pavements in Poor condition
- 3) Percent of non-Interstate NHS pavements in Good condition
- 4) Percent of non-Interstate NHS pavements in Poor condition

The <MPO> agrees to support the 2019 and 2021 statewide pavement targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide pavement targets based on a certified Transportation Asset Management Plan are:

2019 Percent of Interstate pavements in Good condition – 84.24%
2019 Percent of Interstate pavements in Poor condition – 0.80%
2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%
2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%
2021 Percent of Interstate pavements in Good condition – 84.24%
2021 Percent of Interstate pavements in Poor condition – 0.80%
2021 Percent of non-Interstate NHS pavements in Good condition – 78.71%
2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

<MPO> will support the pavement condition targets by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The approved (*minutes/resolution*) of the <Date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Bridge Condition Target Performance Measures

Dear Mr. Feagans,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide bridge condition targets for the performance measures listed below.

- 1) Percent of NHS bridges by deck area classified as in Good condition
- 2) Percent of NHS bridges by deck area classified as in Poor condition

The <MPO> agrees to support the 2019 and 2021 statewide bridge condition targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide bridge condition targets based on a certified Transportation Asset Management Plan are:

2019 Percent of NHS bridges by deck area classified in Good condition 48.32%
2019 Percent of NHS bridges by deck area classified in Poor condition – 2.63%
2021 Percent of NHS bridges by deck area classified in Good condition – 48.32%
2021 Percent of NHS bridges by deck area classified in Poor condition – 2.63%

<MPO> will support the NHS bridge condition targets by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The approved (*minutes/resolution*) of the <date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: NHS Travel Time Reliability Target Performance Measures

Dear Mr. Feagans,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide NHS travel time reliability targets for the performance measures listed below.

- 1) Level of Travel Time Reliability on Interstate
- 2) Level of Travel Time Reliability on non-Interstate NHS

The <MPO> agrees to support the 2019 and 2021 statewide level of travel time reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide travel time reliability targets based on percent of person miles that are certified as reliable:

- 2019 Percent of person miles reliable on Interstate – 90.5%
- 2021 Percent of person miles reliable on Interstate – 92.8%
- 2021 Percent of person miles reliable on non-Interstate – 89.8%

<MPO> will support the Interstate and non-Interstate travel time reliability targets by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The (*minutes/resolution*) of the <Date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Interstate Freight Reliability Target Performance Measure

Dear Mr. Feagans,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide Interstate freight reliability targets for the performance measure listed below.

1) Truck Travel Time Reliability on Interstate

The <MPO> agrees to support the 2019 and 2021 statewide truck travel time reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide truck travel time reliability targets based on the truck travel time reliability index are:

2019 Truck travel time reliability index – 1.27

2021 Truck travel time reliability index – 1.24

<MPO> will support the Interstate truck travel time reliability target by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The (*minutes/resolution*) of the <Date> meeting (*are/is*) attached.

Sincerely,

<Date>

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: On-Road Mobile Source Emission Target Performance Measures

Dear Mr. Feagans,

The <MPO> has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide on-road mobile source emissions targets for the performance measures listed below.

- 1) CMAQ project reduction volatile organic compounds (VOC)
- 2) CMAQ project reduction carbon monoxide (CO)
- 3) CMAQ project reduction oxides of nitrogen (NOx)
- 4) CMAQ project reduction particulate matter less than 10 microns (PM₁₀)
- 5) CMAQ project reduction particulate matter less than 2.5 microns (PM_{2.5})

The <MPO> agrees to support the 2019 and 2021 statewide on-road mobile source reduction targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide on-road mobile source reduction targets based on kilograms per day are:

- 2019 Volatile organic compounds reduction of 1,600 kilograms per day
- 2019 Carbon Monoxide reduction of 200 kilograms per day
- 2019 Oxides of nitrogen reduction of 1,600 kilograms per day
- 2019 Particulate matter less than 10 microns reduction of 0.30 kilograms per day
- 2019 Particulate matter less than 2.5 microns reduction of 20 kilograms per day
- 2021 Volatile organic compounds reduction of 2,600 kilograms per day
- 2021 Carbon Monoxide reduction of 400 kilograms per day
- 2021 Oxides of nitrogen reduction of 2,200 kilograms per day
- 2021 Particulate matter less than 10 microns reduction of 0.50 kilograms per day
- 2021 Particulate matter less than 2.5 microns reduction of 30 kilograms per day

<MPO> will support the statewide on-road mobile source reduction targets by incorporating planning activities, programs and projects in the Long Range Transportation Plan and Transportation Improvement Program. The <MPO Policy Board> approved this action at their regularly scheduled meeting on <Date>. The (*minutes/resolution*) of the <Date> meeting (*are/is*) attached.

Sincerely,



To: BMCMPPO Technical Advisory Committee & Citizens Advisory Committee
From: Patrick Martin
Date: September 14, 2018
Re: FY 2018 – 2021 Transportation Improvement Amendments

The City of Bloomington and Monroe County have requested amendments to the FY 2018-2021 TIP. The requests are to modify five existing projects and add one new project.

As of February 2018, INDOT has changed its policy regarding the spending deadline for Prior Year Balance (PYB) funds. The current FY 2018 – 2021 TIP was originally programmed and adopted with the understanding that the PYB funds absolutely had to be spent by the end of FY 2021. INDOT has, as of February 2018, changed its policy regarding this deadline. The new deadline for spending down the PYB funds is FY 2020.

Unfortunately, this new deadline affects one project with PYB funds currently programmed in FY 2021; the Jackson Creek Trail project sponsored by the City of Bloomington. This project currently has a total of \$900,199 of PYB funds programmed in FY 2021. Since those funds are no longer eligible to be spent in FY 2021, we as an MPO must find another use for these funds or risk losing the funds altogether.

Fortunately, these funds can be moved up to FY 2020. Additionally, \$79,053 in PYB funds were left un-programmed, a recent discovery.

Please see attached documents for project details and funding amounts.

REQUESTED ACTION

Make a recommendation to the Policy Committee on the above listed amendments. The committee will need to decide on how to program these funds as there is no documented MPO policy for programming federal funds in this unique situation.



City of Bloomington
Planning and Transportation Department

September 07, 2018

RE: Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) Amendments

Mr. Martin:

Bloomington/Monroe County MPO staff recently informed the City of Bloomington that in February 2018 INDOT changed its policy regarding the spending deadline for Prior Year Balance (PYB) funds from FY2021 to FY2020. Unfortunately, this change impacts \$900,199 of programmed federal funding for a City project. The information below summarizes the City's proposal for TIP amendments to remedy this situation. This proposal maintains all existing TIP projects within their currently programmed years and simply reallocates the City's local funds between projects.

The following table illustrates the change in funding levels for five City projects. In summary, the PYB funds currently programmed for the Jackson Creek Trail project are divided among four other projects and the local funds from those other projects are transferred to the Jackson Creek Trail project. These shifts are possible because the four other projects are currently programmed at less than 80% federal funding and they will use their funding in FY2020. These numbers reflect the most recent construction engineering (CE) and construction (CN) estimates for these projects.

Project	Des #	Current TIP			Proposed Update			Change	
		Federal CE+CN	Local CE+CN	Federal CE+CN %	Federal CE+CN	Local CE+CN	Federal CE+CN %	Federal CE+CN	Local CE+CN
Jackson Ck	1500398	\$1,656,000	\$414,000	80%	\$755,801	\$1,314,199	37%	-\$900,199	\$900,199
Roger Rd	1500382	\$373,000	\$418,000	47%	\$618,000	\$173,000	78%	\$245,000	-\$245,000
Winslow Rd	1500383	\$590,000	\$370,500	61%	\$755,000	\$205,500	79%	\$165,000	-\$165,000
Henderson St	1500384	\$826,133	\$360,367	70%	\$946,133	\$240,367	80%	\$120,000	-\$120,000
Sare Rd	1700736	\$1,334,000	\$1,039,000	56%	\$1,704,199	\$668,801	72%	\$370,199	-\$370,199
Total		\$4,779,133	\$2,601,867	65%	\$4,779,133	\$2,601,867	65%	\$0	\$0

The City understands that there is no documented MPO policy for reallocating federal funding in this unique situation. As such, we believe it is most appropriate to implement a reallocation of funds that most closely honors the existing TIP. The existing TIP has already been adopted by the MPO Policy Committee and prioritizes which projects the MPO will fund and in which fiscal years. The proposal summarized in the table above maintains all of the TIP's prioritized projects in all the same fiscal years. This proposal also accommodates the change in INDOT policy to spend all PYB by FY2020 without changing the total amount of funding that any agency receives.

Please also note that these amendments do not attempt to program the \$79,053 in PYB funds that were recently discovered by the MPO as un-programmed. The City is interested and able to utilize those funds, but is awaiting direction from the MPO regarding their use.

Additional details are included within the attached amendment forms. The City of Bloomington believes that this solution is a fair way to accommodate the unexpected PYB deadline and we appreciate the MPO's consideration of these amendments.

Sincerely,
 Neil Kopper, Interim Transportation and Traffic Engineer



Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 01/03/2017)

FY2018-2021 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: martipa@bloomington.in.gov
mipo@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): Neil Kopper Phone: 812-349-3423 Fax: _____

Address: 401 N Morton St, Suite 130 Bloomington IN

Email: koppern@bloomington.in.gov

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

- Project Name: Rogers Road Multiuse Path DES Number: # 1500382
- Is this project already in the BMCMPPO FY2018-2021 TIP? Yes No
- Project Location (detailed description of project termini or attach an illustration): The north side of E Rogers Rd approximately 400 feet east of High Street to and including the intersection of The Stands Drive/Winding Brook Circle.
- Brief Project Description: Project will install an accessible multiuse path on the north side of Rogers Rd to replace the existing narrow sidewalk containing steep slopes, and stairs. The project will also provide an improved pedestrian crossing of Rogers Rd at The Stands.
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP-2008) with a multiuse path along Rogers Road. It is also included within the BMCMPPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor. Currently in TIP. The City routinely receives requests from nearby residents for these improvements.
- Allied Projects (other projects related to this one): Jackson Creek Trail Phase I, Sare Road and Rogers Road Roundabout
- Does the project have an Intelligent Transportation Systems component? No
If so, is the project included in the MPO's ITS architecture? N/A

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	Local	\$				
	STP	\$				
RW	Local	\$	\$ 25,000	\$	\$	\$
CE	Local	\$	\$	\$ 21,000	\$	\$
	STP PYB	\$	\$	\$ 70,000	\$	\$
CN	Local	\$	\$	\$ 152,000	\$	\$
	STP PYB	\$	\$	\$ 548,000	\$	\$
Totals:		\$	\$ 25,000	\$ 791,000	\$	\$

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 two to four percent (2%-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.*

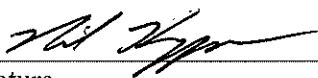
Reason for exemption: _____

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

9/7/2018
Date



Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 01/03/2017)

FY2018-2021 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: martipa@bloomington.in.gov
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**): Neil Kopper Phone: 812-349-3423 Fax: _____

Address: 401 N Morton St, Suite 130 Bloomington IN

Email: koppern@bloomington.in.gov

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

- Project Name: Winslow Road Multiuse Path DES Number: # 1500383
- Is this project already in the BMCMPPO FY2018-2021 TIP? Yes No
- Project Location (detailed description of project termini or attach an illustration): North side of Winslow Road from S Henderson Street to S Highland Avenue
- Brief Project Description: Project will install an accessible multiuse path on the north side of Winslow Road. The project may include minor intersection improvements to facilitate street crossings.
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP-2008) with a multiuse path along Winslow Road. It is also included within the BMCMPPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor. Project is currently in TIP.
- Allied Projects (other projects related to this one): Country Club Sidepath Phase I, II, and III, B-line Trail, and Childs Safe Routes to School
- Does the project have an Intelligent Transportation Systems component? No
If so, is the project included in the **MPO's ITS architecture**? N/A

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	Local	\$				
	STP	\$				
RW	Local	\$	\$ 150,000	\$	\$	\$
CE	Local	\$	\$	\$ 25,500	\$	\$
	STP	\$	\$	\$ 85,000	\$	\$
CN	Local	\$	\$	\$ 180,000	\$	\$
	STP	\$	\$	\$ 505,000	\$	\$
	STP PYB	\$	\$	\$ 165,000	\$	\$
Totals:		\$	\$ 150,000	\$ 960,500	\$	\$

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 two to four percent (2%-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

9/7/2018

Date



Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 01/03/2017)

FY2018-2021 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: martipa@bloomington.in.gov
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**): Neil Kopper Phone: 812-349-3423 Fax: _____

Address: 401 N Morton St, Suite 130 Bloomington IN

Email: koppern@bloomington.in.gov

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

- Project Name: Henderson Street Multiuse Path DES Number: # 1500384
- Is this project already in the BMCMPPO FY2018-2021 TIP? Yes No
- Project Location (detailed description of project termini or attach an illustration): S Henderson Street from East Hillside Drive to the bus stop approximately 650 feet north of Winslow Road.
- Brief Project Description: Project will install an accessible multiuse path on the east side of Henderson Street. The project may include minor intersection improvements to facilitate street crossings.
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): Pedestrian Transportation and Greenways System Plan (BPTGSP-2008). Policy guidance supports this project based upon the BMCMPPO 2030 Long Range Transportation Plan goals #1 and #2 for Mobility and Accessibility. Currently in TIP.
- Allied Projects (other projects related to this one): Black Lumber Trail, Winslow Road Multiuse Path, Winslow-Henderson Multiuse Path and Intersection Improvements Project
- Does the project have an Intelligent Transportation Systems component? No
If so, is the project included in the **MPO's ITS architecture**? N/A

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	Local	\$				
	STP	\$				
RW	Local	\$	\$ 115,000	\$	\$	\$
CE	Local	\$	\$	\$ 29,500	\$	\$
	STP	\$	\$	\$ 107,000	\$	\$
CN	Local	\$	\$	\$ 210,867	\$	\$
	STP	\$	\$	\$ 719,133	\$	\$
	STP PYB	\$	\$	\$ 120,000	\$	\$
Totals:		\$	\$ 115,000	\$ 1,186,500	\$	\$

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 two to four percent (2%-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

9/7/2018
Date



Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 01/03/2017)

FY2018-2021 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: martipa@bloomington.in.gov
mipo@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): Roy Aten Phone: 812-349-3423 Fax: _____

Address: 401 N Morton St, Suite 130 Bloomington IN

Email: atenro@bloomington.in.gov

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

- Project Name: Jackson Creek Trail DES Number: # 1500398
- Is this project already in the BMCMPPO FY2018-2021 TIP? Yes No
- Project Location (detailed description of project termini or attach an illustration): Northern project terminus is located on Arden Drive at the Southeast Park entrance. Project then heads west to High Street and south to Sherwood Oaks Park/Goat Farm at the High Street and Winslow Road roundabout. Project then follows existing trail south until its terminus and continues heading south to Rhorer Road and then east to Sare Road. A short additional connection may be necessary to link to the Jackson Creek Middle School.
- Brief Project Description: This project will add approximately 2 miles to the Jackson Creek Trail. It will make key neighborhood connections to the north and complete a key connection going south where the trail will one day connect to the Clear Creek Trail. It also will link destinations including schools (Jackson Creek Middle School and Childs Elementary) and parks (Southeast, Sherwood Oaks, and Olcott).
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan. Currently in TIP.
- Allied Projects (other projects related to this one): Rogers Road Multiuse Path, Jackson Creek Trail Phase 1, and Fullerton Pike
- Does the project have an Intelligent Transportation Systems component? No
If so, is the project included in the MPO's ITS architecture? N/A

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	Local	\$ 44,199	\$ 44,199	\$	\$	\$
	TAP	\$ 155,801	\$155,801	\$	\$	\$
RW	Local	\$	\$	\$ 94,199	\$	\$
	TAP	\$	\$	\$ 155,801	\$	\$
CE	Local	\$	\$	\$	\$ 270,000	\$
CN	Local	\$	\$	\$	\$ 1,044,199	\$
	TAP	\$	\$	\$	\$ 155,801	\$
	STP	\$	\$	\$	\$ 600,000	\$
Totals:		\$ 200,000	\$ 200,000	\$ 250,000	\$ 2,070,000	\$

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 two to four percent (2%-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


Date



Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 01/03/2017)

FY2018-2021 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: martipa@bloomington.in.gov
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**): Neil Kopper Phone: 812-349-3423 Fax: _____

Address: 401 N Morton St, Suite 130 Bloomington IN

Email: koppern@bloomington.in.gov

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

- Project Name: Sare Road Multiuse Path and Intersection Improvements DES Number: # 1700736
- Is this project already in the BMCMPPO FY2018-2021 TIP? Yes No
- Project Location (detailed description of project termini or attach an illustration): Sare Road from East Buttonwood Lane to and including the intersection of East Moores Pike.
- Brief Project Description: Multiuse path on South Sare Road from East Buttonwood Lane to East Moores Pike. Intersections improvements at the Sare Road-Moores Pike traffic signal and other minor intersections as necessary to facilitate street crossings for pedestrians and bicyclists using the multiuse path.
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan; College Mall Pedestrian Accessibility Study; BMCMPPO TIP
- Allied Projects (other projects related to this one): Moores Pike Sidewalk (College Mall to Woodruff)
- Does the project have an Intelligent Transportation Systems component? No
If so, is the project included in the **MPO's ITS architecture**? N/A

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	Local	\$ 68,831	\$	\$	\$	\$
	STP	\$ 270,491	\$	\$	\$	\$
RW	Local	\$	\$ 144,000	\$	\$	\$
CE	Local	\$	\$	\$ 73,000	\$	\$
	STP	\$	\$	\$ 200,000	\$	\$
CN	Local	\$	\$	\$ 595,801	\$	\$
	STP	\$	\$	\$ 1,134,000	\$	\$
	STP PYB	\$	\$	\$ 370,199	\$	\$
Totals:		\$ 339,322	\$ 144,000	\$ 2,373,000	\$	\$

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 two to four percent (2%-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.*

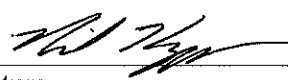
Reason for exemption: _____

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). *This project will construct multiuse path along the west side of Sare Road between Buttonwood Lane and Moores Pike. It will also improve the signalized intersection of Sare Road at Moores Pike to include updated pedestrian signal indications and buttons, improved crosswalks and accessible curb ramps, at least one signal head per travel lane, signal head backplates, and other geometric modifications to reduce crash risk.*
- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion. *Project will be constructed to improve safety and comfort for users of all ages and abilities and all modes of transportation. Project will comply with PROWAG, the City’s adopted accessibility standards. Project will comply with all required environmental and historical regulations per the federal process. Project will have an appropriate maintenance of traffic plan to accommodate all users during construction.*
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.) *Project seeks to improve safety, comfort, and accessibility for people walking, on bicycle, using transit, or driving. Project will improve overall street capacity by providing transportation options.*
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. *Preliminary engineering is underway in 2018. Public participation is expected late-2018. Right of way acquisition is expected in 2019. Construction is planned for 2020.*
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.) *All permits will be applied for at the appropriate time in project development. Preliminary engineering is expected in 2018. Public participation is expected late-2018. Right of way acquisition is expected in 2019. Construction is planned for 2020.*
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above. *Project is limited by available MPO funding. Local match is expected from the City’s General Obligation Bonds.*
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.). *Project will be presented to the MPO TAC, MPO CAC, and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. A public information meeting may be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.*
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list. *INDOT, BMCMPPO, various City of Bloomington Departments, Monroe County, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.*

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

9/7/2018

Date



Public Works Department

501 N. Morton St., Suite 216, Bloomington, IN 47404

(812) 349-2555 Fax (812) 349-2959

www.co.monroe.in.us

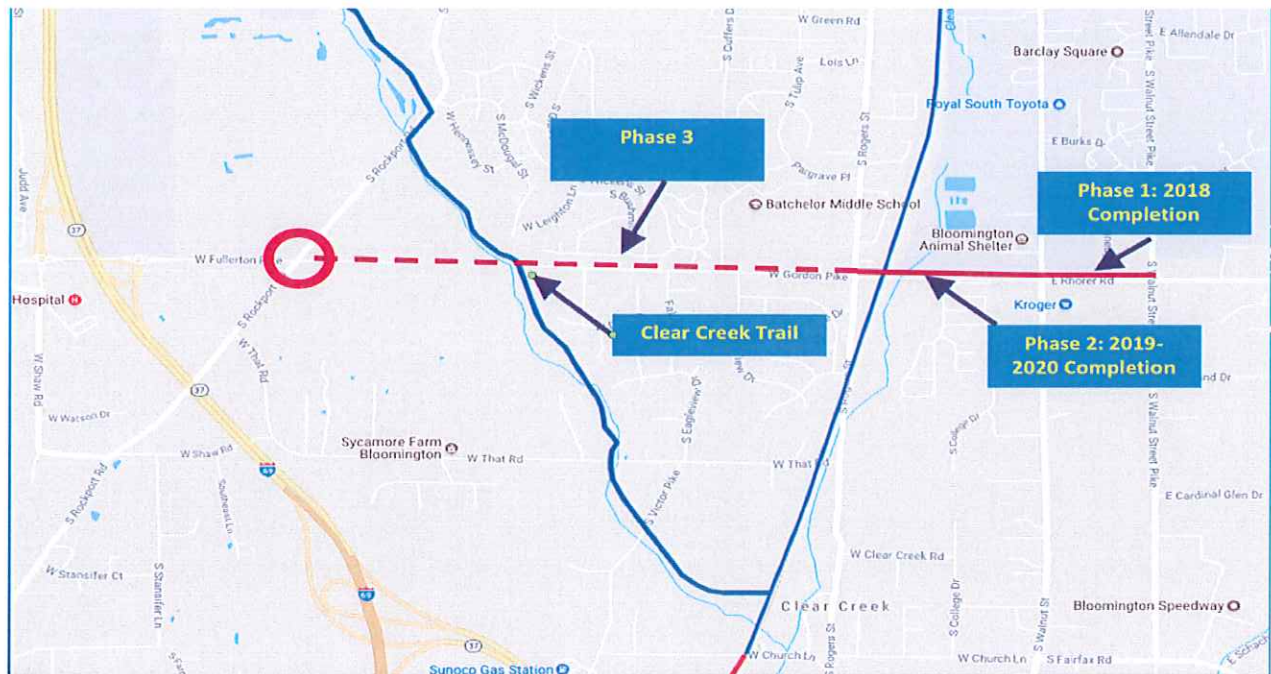
September 12, 2018

To: MPO Policy Committee
MPO Technical Advisory Committee
MPO Citizens Advisory Committee

Re: TIP Amendment for 2018-2021 Submittal

Monroe County is requesting that some of the Prior Year Balance (PYB) funding expiring in FY2020 be reallocated to the design of Fullerton Pike Phase III, connecting the current Phase II project to the I69 interchange.

The following map shows the extent of the phase;



While we recognize that it is common practice to keep reallocated funds within an LPA's projects, in this case we also need to recognize that over time community priorities change. The completion of I-69 has created even greater pressures on our local transportation network, particularly on the southwest side of the urbanizing area, and it is essential that we complete the connection between the new interchange and roundabout and the east-west corridor that is already under construction.

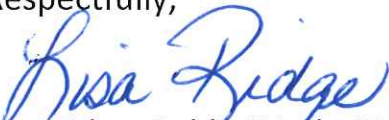
Monroe County has continuously showed progress on the Fullerton Pike Project. The project was provided a DES number with INDOT in 2008 and we are not under construction with Phase I. Phase II has been awarded for construction and the preconstruction meeting is scheduled for October 1st. Monroe County Government has also demonstrated its commitment to the project through devoting substantial local resources, including Local Road and Street funds, the Fullerton Pike TIF and the newly created Major Bridge fund. The project enjoys wide public support, and demonstrates significant benefits.

Having Fullerton Pike Phase III under design can strengthen support from INDOT for when a NOFA (Notice of Funding Availability) is announced. Submitting an application for this project for construction funding will have a better opportunity for award if it is already under design, showing that the LPA has financial commitment in the project.

It is not our goal to overshadow or derail the many worthy projects affected by this new deadline for expenditure of PYB. We are, however, asking the MPO committees to reconsider the relative priorities of all of the projects currently on the table, and help move this critical infrastructure project forward.

Please contact me with any questions or concerns and I would be happy to discuss.

Respectfully,



Lisa Ridge, Public Works Director
Monroe County Government



FY 2018-2021 Transportation Improvement Program Project Request Form

Please return form fully completed by January 13, 2017

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lisa Ridge
Phone: 812-349-2555
Email: ljridge@co.monroe.in.us

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPPO Complete Streets Policy.

Lisa Ridge
Employee in Responsible Charge (ERC)

9-11-18
Date

Section 3: Project Information

- A. Project Name: Fullerton Pike/Gordon Pike/Rhorer Road, Phase III
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini): Approximately 500' West of Rogers Street to Rockport Road Intersection

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

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.): Monroe County Comprehensive Plan, Monroe County Urbanizing Area Plan, Monroe County State Road 37 Corridor Plan, Monroe County Thoroughfare Plan, 2040 Metropolitan Transportation Plan of the BMCMPPO

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

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: _____

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

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

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	STP PYB	\$	\$	\$ 450,000	\$	\$
	LOCAL	\$	\$	\$ 635,000	\$	\$
		\$	\$		\$	\$
RW		\$	\$	\$		\$ 496,000
	LOCAL	\$	\$	\$		\$ 124,000
		\$	\$	\$	\$	\$
CE		\$	\$	\$		\$ 1,232,000
	LOCAL	\$	\$	\$		\$ 308,000
		\$	\$	\$		\$
CN		\$	\$	\$		\$ 9,840,000
	LOCAL	\$	\$	\$		\$ 2,460,000
		\$	\$	\$	\$	\$
	Totals:	\$	\$	\$ 1,085,000		\$14,460,000

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.



Public Works Department

501 N. Morton St., Suite 216, Bloomington, IN 47404

(812) 349-2555 Fax (812) 349-2959

www.co.monroe.in.us

Section 5B: Additional Information

- 1, 2, 3) The scope of work, performance standards and measurable outcomes have all been discussed in the engineering report completed for the entire corridor. This can be provided if need be.
- 4) Project Timeline – Consultant Selection for the corridor was completed in 2008. An amendment for design services on this section of the corridor is pending available funding. Project design is anticipated to be completed within 30 months upon issuance of NTP. Funding for Land acquisition, Construction and Construction Inspection phases will be submitted as opportunities become available through Local Sources, MPO and INDOT.
- 5) Key Milestones- Critical path will be land acquisition. Permit approvals can be secured within the anticipated project development timeframe.
- 6) Project Cost – See attached anticipated construction costs, including CE services. The anticipated PE costs are anticipated to be \$1,085,000. Land Acquisition costs have been estimated at \$620,000 including ROW acquisition services on an estimated 24 parcels.
- 7) Public Participation Process – Public participation along the full corridor has occurred throughout the project development and completion of an Environmental Assessment (FONSI). This has included a public CAC meeting process, multiple public hearings, and additional public information meetings prior to previous phased construction on the corridor. The County and consultant have also attended additional standing CAC meetings to provide project updates to the Community. Two additional public information meetings are anticipated through the development of an Additional Information document as part of the Phase III project, occurring in the first 6 months of PE services.

8) Stakeholder List – The following parties are anticipated to be included in forthcoming project coordination during the development of Phase III.

- BANA (Bachelor Area Neighborhood Assoc.), public involvement & coordination of public meetings (past interest in the project)
- Bloomington Historic Preservation Commission/INDOT/IDNR/SHPO, for the development of interpretive signs along the multi-use path near the North Clear Creek Historic Landscape District (quarry site)
- Property owners, for land acquisition
- Environmental coordination and permits, including IDNR, IDEM, USFWS, INDOT, FHWA, USACE, and local SWCD
- Utility companies, coordination to minimize utility impacts &/or provide relocation design

Fullerton Phase 3
(Rockport to Phase 2)

Description	Quantity	Unit	Unit Price	Total Price	Assumptions
CONSTRUCTION ENGINEERING	1.00	LS	\$256,600.00	\$256,600.00	3%
MOBILIZATION AND DEMOBILIZATION	1.00	LS	\$427,700.00	\$427,700.00	5%
CLEARING RIGHT OF WAY	1.00	LS	\$256,600.00	\$256,600.00	3%
EXCAVATION, COMMON BORROW	20,400.00	CYS	\$12.00	\$244,800.00	
SUBGRADE TREATMENT, TYPE IB	9,700.00	CYS	\$10.00	\$97,000.00	
STRUCTURAL BACKFILL, TYPE 1	26,245.60	SYS	\$6.50	\$170,596.40	
COMPACTED AGGREGATE, NO. 53, BASE	6,224.00	CYS	\$22.00	\$136,928.00	
QC/QA-HMA, 3, 70, SURFACE, 9.5 mm	6,128.10	TON	\$23.00	\$140,946.30	
QC/QA-HMA, 3, 70, INTERMEDIATE, 19.0 mm	1,795.10	TON	\$75.00	\$134,632.50	
QC/QA-HMA, 3, 70, BASE, 25.0 mm	3,033.10	TON	\$67.00	\$203,217.70	
QC/QA-HMA, 5, 76, INTERMEDIATE, OG, 19.0 mm	9,161.20	TON	\$60.00	\$549,672.00	
HMA SURFACE, TYPE A	3,961.50	TON	\$60.00	\$237,696.00	
HMA INTERMEDIATE, TYPE A	1,114.20	TON	\$75.00	\$83,565.00	
SIDEWALK, CONCRETE, 4 IN	1,918.90	TON	\$55.00	\$105,539.50	
CURB, CONCRETE	6,870.90	SYS	\$50.00	\$343,545.00	
CURB AND GUTTER, CONCRETE	12,380.00	LFT	\$26.00	\$321,880.00	
HMA FOR APPROACHES, TYPE B	12,380.00	LFT	\$31.00	\$383,780.00	
SEED MIXTURE, U	250.00	TON	\$100.00	\$25,000.00	
SODDING	10,894.40	LBS	\$6.00	\$65,366.40	
PIPE, TYPE 4 CIRCULAR 6 IN	17,889.10	SYS	\$5.00	\$89,445.50	
ROUNDBOUT CONTIGENCIES	12,380.00	LFT	\$5.50	\$68,090.00	
LIGHTING	1.00	LSUM	\$250,000.00	\$250,000.00	
BRIDGE - TRIBUTARY TO CLEAR CREEK	1.00	LSUM	\$175,000.00	\$175,000.00	
BEST MANAGEMENT PRACTICES	1.00	LSUM	\$3,725,000.00	\$3,725,000.00	
ADDITIONAL CHANNEL WORK	1.00	EACH	\$175,000.00	\$175,000.00	
PIPE, TYPE 2, CIRCULAR, 12 IN	1.00	EACH	\$100,000.00	\$100,000.00	
PIPE, TYPE 2, CIRCULAR, 24 IN	2,070.00	LFT	\$40.00	\$82,800.00	
AGGREGATE FOR UNDERDRAINS	5,680.00	LFT	\$50.00	\$284,000.00	
GEOTEXTILES FOR UNDERDRAIN	1,052.30	CYS	\$43.00	\$45,248.90	
MANHOLE, C4	9,842.10	SYS	\$1.50	\$14,763.15	
INLET, C15	37.00	EACH	\$2,800.00	\$103,600.00	
MAINTAINING TRAFFIC	73.00	EACH	\$2,700.00	\$197,100.00	
	1.00	LS	\$342,200.00	\$342,200.00	4%
				SUB-TOTAL	\$9,837,312.35
<u>2015 INDOT prices used to gather unit prices</u>				CONTINGENCY	25%
CONSTRUCTION				TOTAL	\$12,297,000
				CI SERVICES	\$1,537,000 12.5%
				GRAND TOTAL	\$13,834,000