



CITIZENS ADVISORY COMMITTEE - **DRAFT**

January 23, 2019

6:30 – 8:00 pm

McCloskey Room (#135)

*Suggested
Time:*

~6:30pm

- I. Call to Order and Introductions
- II. Nominations and Election of Officers for Calendar Year 2019*
 - a. President
 - b. Vice-President
- III. Approval of Minutes:
 - a. October 24, 2018
 - b. November 28, 2018

IV. Communications from the Chair and Vice-Chair

V. Reports from Officers and/or Committees

VI. Reports from Staff

~6:45pm

- a. I-69 Update
- b. CY 2019 CAC Meeting Schedule
- c. FY 2019 - 2nd Quarter Project Tracking Reports

VII. Old Business

VIII. New Business

~8:00pm

- a. FY 2018 – 2021 Transportation Improvement Program Amendments*
 - (1) INDOT DES#1802826 - Statewide Consultant On-Call Review
 - (2) BT - Fixed Route Cameras
 - (3) BT - Grimes Lane Facility HVAC Key Elements Repair
 - (4) BT – Operating Assistance
- b. FY 2020 - 2024 Transportation Improvement Program Call for Projects
 - (1) BMCMPPO Applications Received
 - (2) BMCMPPO Complete Streets Evaluation Scores
- c. Draft FY 2020 – 2024 Transportation Improvement Program*

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

- a. Topic suggestions for future agendas
 - (1) Electric Buses and Micromobility – Suggested Readings
 - (a) <https://www.nytimes.com/2018/12/14/climate/california-electric-buses.html>
 - (b) <https://fas.org/sgp/crs/misc/IF10941.pdf>
 - (c) <https://playbook.t4america.org/>

X. Upcoming Meetings

- a. Policy Committee – February 8, 2019 at 1:30 p.m. (Council Chambers)
- b. Technical Advisory Committee – February 27, 2019 at 10:00 a.m. (McCloskey Room)
- c. Citizens Advisory Committee – February 27, 2019 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.



2019 Meeting Schedule

	POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
January	1/11/2019; 1:30pm	1/23/2019; 10:00am	1/23/2019; 6:30pm
February	2/8/2019; 1:30pm	2/27/2019; 10:00am	2/27/2019; 6:30pm
March	3/8/2019; 1:30pm	3/27/2019; 10:00am	3/27/2019; 6:30pm
April	4/12/2019; 1:30pm	4/24/2019; 10:00am	4/24/2019; 6:30pm
May	5/10/2019; 1:30pm	5/22/2019; 10:00am	5/22/2019; 6:30pm
June	6/14/2019; 1:30pm	6/26/2019; 10:00am	6/26/2019; 6:30pm
July	Summer Recess - No Meetings		
August	8/9/2019; 1:30pm	8/28/2019; 10:00am	8/28/2019; 6:30pm
September	9/13/2019; 1:30pm	9/25/2019; 10:00am	9/25/2019; 6:30pm
October	10/11/2019; 1:30pm	10/23/2019; 6:30pm	10/23/2019; 6:30pm
November	11/08/2019; 1:30pm	11/27/2019; 10:00am	11/27/2019; 6:30pm
December	Winter Recess - No Meetings		

Meetings are held at: City of Bloomington City Hall at the Showers Complex
 Policy Committee - Council Chambers; Suite 115
 Technical & Citizens Advisory Committees - McCloskey Room; Suite 135
 401 N. Morton Street
 Bloomington, IN 47404



FY 2018-2021 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Russell Brittain
Phone: 317-232-5238
Email: rbrittain@indot.in.gov

Section 2: Verification

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

Russell E Brittain 12/19/18
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

A. Project Name: **Statewide On Call Consultant Review**

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): **1802826**

D. Project Location (detailed description of project termini): **Statewide, Various**

E. Please identify the primary project type (select only one): Review various types of Road & Bridge Projects

- 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.): Various

G. Allied Projects: NA

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: NA

Section 4: Financial Plan

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

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

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Outlying Years
PE	FED	\$1,680,000	\$ 1,680,000	\$ 1,680,000	\$ 1,680,000	\$
	STATE	\$ 420,000	\$ 420,000	\$ 420,000	\$ 420,000	\$
		\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$

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 BMCMPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*

Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

Exempt – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

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

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



FY 2018-2021 Transportation Improvement Program Project Request Form

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

12/20/18

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Upgrade the fixed route camera system equipment to include greater storage capacity for video/audio, wireless download capability, and replacement of various vehicle surveillance equipment.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): Pending
- D. Project Location (detailed description of project termini):
City of Bloomington
- E. Please identify the primary project type (select only one):
 Bicycle & Pedestrian

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

Yes No

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

Yes No

I. Anticipated Letting Date: 2019

Section 4: Financial Plan

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

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

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	FTA 5307	-	\$80,000	-	-	
	Local	-	\$20,000	-	-	
RW						
CE						
CN						
Totals:			\$100,000			

Does the financial plan include the required costs for construction engineering in the CN phase?

Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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



FY 2018-2021 Transportation Improvement Program Project Request Form

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC) *Lew May* 12/20/18
Date

Section 3: Project Information

- A. Project Name: Grimes Lane Facility – HVAC Key Element Replacements – Phase II boiler and control systems replacement.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1700696, 1700775, 1700776, 1700777, 1801384, 1801385, 1801386, 1801390
- D. Project Location (detailed description of project termini):
City of Bloomington
- E. Please identify the primary project type (select only one):
 Bicycle & Pedestrian

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2018-2019

Section 4: Financial Plan

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

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	5307		\$173,360			
	Local		\$43,430			
RW						
CE						
CN						
Totals:			\$216,790			

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

- Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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FY 2018-2021 Transportation Improvement Program Project Request Form

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Email: martipa@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812.961.0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC) Date 12/20/19

Section 3: Project Information

- A. Project Name: Operating assistance adjustments to Federal 5307 and 5316, PMTF, Local and fares to reflect final 2019 budget. These funds provide for the operating costs for fixed route and BT Access service.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500497, 1500498, 1700763, 1700764
- D. Project Location (detailed description of project termini):
City of Bloomington
- E. Please identify the primary project type (select only one):
 Bicycle & Pedestrian

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2018-2021

Section 4: Financial Plan

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Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
	FTA 5307		\$2,296,049			
	FTA 5316		\$50,000			
	FTA 5310		-			
	PMTF		\$2,571,684			
	Local		\$2,242,221			
	Fares		\$1,611,732			
RW						
CE						
CN						
	Totals:		\$8,771,686			

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 19, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: martipa@bloomington.in.gov

Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

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

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 BMCMPO Complete Streets Policy.



Employee in Responsible Charge (ERC)

12/19/18

Date

Section 3: Project Information

A. Project Name: Bridge Inspection and Inventory

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1500210 (BR-NBIS)

D. Project Location (detailed description of project termini): various locations in Monroe County

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

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

F. Project Support (local plans, LRTP, TDP, etc.): LRTP, NBIS

G. Allied Projects: None

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:

J.

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE	BR	\$ 98,501	\$ 6,013	\$ 105,395	\$ 6,434	\$ 112,773	\$
	LOCAL	\$ 24,624	\$ 1,503	\$ 26,349	\$ 1,608	\$ 28,193	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$			\$
		\$	\$	\$			\$
Totals:		\$ 123,125	\$ 7,516	\$ 131,744	\$ 8,042	\$ 140,966	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 19, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: martipa@bloomington.in.gov

Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

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

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 BCMPO Complete Streets Policy.


Employee in Responsible Charge (ERC)

12/19/18
Date

Section 3: Project Information

- A. Project Name: Curry Pike/Woodyard Road/Smith Pike Roundabouts
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1700733
- D. Project Location (detailed description of project termini): In Richland Township, a three-leg offset intersection to make into a dog-bone roundabout.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

G. Allied Projects:

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 12/9/2020

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	LOCAL	\$ 200,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
	LOCAL	\$	\$150,000	\$	\$	\$	\$
	L	\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
	STP	\$	\$550,133	\$	\$	\$	\$
	LOCAL	\$	\$1,399,867	\$	\$	\$	\$
Totals:		\$ 200,000	\$ 2,100,000	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
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- Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

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

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
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- 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

Curry Pike/Woodyard Road/Smith Pike Roundabout

5B. Additional Information:

1. Detailed Scope of Work –

A roundabout will be designed to replace the existing traffic signal controlled intersection and the stop controlled “T” intersection that is located 215 ft. west of the traffic signal controlled intersection. The roundabout on Curry Pike will have two travel lanes, a truck apron and turn lanes where warranted. The roundabout will be able to accommodate a WB-67 semi-truck.

A sidewalk exists on the east side of Curry Pike with a crosswalk on the east leg of Woodyard Road. Pedestrians will be accommodated on all legs of the roundabouts and curb ramps will be included at the crosswalks. Crosswalks will be designated with zebra stripe pavement markings and signs. The roundabout and the approaches to the roundabout will have street lighting.

The roundabout will tie into the existing roadways and the storm water drainage will tie into the existing storm sewers.

Bicycle lanes and multi-use paths do not exist in the area. Sidewalks and crosswalks could be modified at a later date once a multi-use path is constructed in the area.

2. Performance Standards –

Performance Standards for this project during construction and once the project is complete include:

- a. Maintain traffic on Curry Pike at all times. Maintain traffic for emergency responders and local traffic on Woodyard Road and Smith Pike. Through traffic on Woodyard Road and Smith Pike will use detour routes.
- b. Minimize property acquisition impacts on adjacent property owners. No total takes will be required for this project.
- c. Provide pedestrian access to all quadrants of the roundabout, all ramps to be ADA compatible. Provide safer pedestrian crossings by reducing the crossing width with the use of roundabout splitter islands. These islands can be used as a refuge area for pedestrians.
- d. Reduce vehicle noise and emissions caused by accelerating from a stop and from standing/idling at the signal controlled intersection.
- e. Reduce crash severity and reduce the number of property damage crashes at the intersections.
- f. Increase the capacity at the intersection and facilitate smooth flowing traffic and semi-trucks on Curry Pike.

3. Measurable Outcomes –

Success of the project will be measured by the reduction in the number of crashes and the reduction in the severity of crashes at the intersections. Level of service is an indication of the ability of the intersection to efficiently handle the traffic.

In terms of safety, the goal of the project is to nearly eliminate injury crashes and to reduce the number of property damage crashes by 50%. In the three (3) year study period, there were two (2) injury crashes and twenty two (22) property damage crashes. To meet the goals for this project, the intersection should have on average less than one injury crash and less than 11 property damage crashes in a three year period.

For capacity, the design goal of the project is to maintain a level of service of at least E during the peak hours for traffic 20 years in the future.

The width of the pedestrian crossing on Curry Pike will be reduced from 48 ft. to 24 ft. due to the addition of the roundabout splitter islands on the approaches.

4. Project Timeline –

A consultant has been selected for design and the project is underway. Survey for the project has been completed. Schedule for the project is as follows:

Task	Anticipated Completion Date
Stage 1 Plan Submission	1/4/2019
Complete CE Document	7/15/2019
Complete ROW Engineering and Acquisition	7/17/2020
Stage 3 Plan Submission	7/17/2020
Tracing Submittal	8/31/2020
INDOT Letting	12/9/2020

5. Key Milestones –

The project is within an urban area served by a storm sewer system. No special permits other than a Rule 5 Storm Water Pollution Prevention Plan (SWPPP) are anticipated. Wetlands and regulated waters will be delineated to see if the project affects these resources. Full Section 106 consultation will be completed for the project including Archaeological Reconnaissance, Historic Property Report and Consulting Party coordination. Other Key Milestones are shown in the Project Timeline section.

6. Project Cost –

The design and right-of-way for this project is being funded with local funding.

7. Public Participation Process –

The project is an intersection improvement project and will require a Categorical Exclusion (CE) environmental document. A total of seven (7) property owners will be affected by the project. No total property acquisitions will be required. Once preliminary plans are available, a Public

Information meeting will be held to present the project and gather input. Plans will be available at the County Public Works office for viewing by the public and staff will be available to explain the project as needed.

The public participation goal would be to get all affected property owners to attend the public meeting. If they are unable to attend the public meeting, the Public Works Department would make staff available to meet with them one on one at their home if desired.

Public Comments will be addressed as part the Categorical Exclusion (CE) environmental document.

8. Stakeholder List –

Stakeholders for this project will include:

- a. Affected property owners (7)
- b. Monroe County Historic Preservation Board of Review
- c. Monroe County Storm Water Department
- d. Utility Companies
- e. Monroe County Surveyors Office
- f. Indiana Department of Transportation
- g. Bloomington/Monroe County Metropolitan Planning Organization
- h. Monroe County Community School Corporation
- i. Richland Bean Blossom Community School Corporation
- j. Monroe County Sheriff's Department
- k. Indiana State Police
- l. Ellettsville Fire Department
- m. Town of Ellettsville
- n. Monroe County Redevelopment Commission



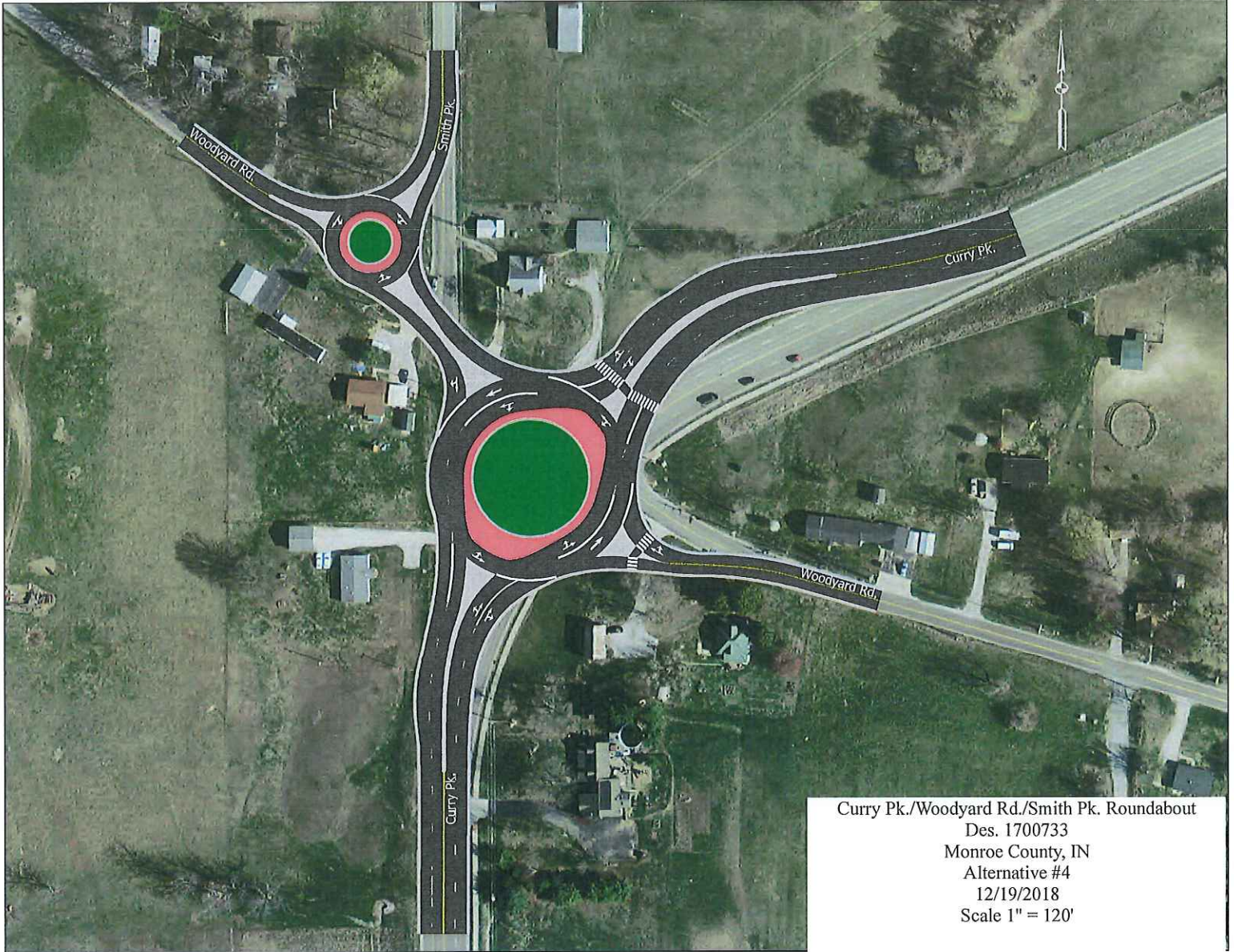
Curry Pk./Woodyard Rd./Smith Pk. Roundabout
Des. 1700733
Monroe County, IN
Alternative #1
12/19/2018
Scale 1" = 120'



Curry Pk./Woodyard Rd./Smith Pk. Roundabout
Des. 1700733
Monroe County, IN
Alternative #2
12/19/2018
Scale 1" = 120'



Curry Pk./Woodward Rd./Smith Pk. Roundabout
Des. 1700733
Monroe County, IN
Alternative #3
12/19/2018
Scale 1" = 120'



Curry Pk./Woodyard Rd./Smith Pk. Roundabout
Des. 1700733
Monroe County, IN
Alternative #4
12/19/2018
Scale 1" = 120'



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 19, 2018)

Mail: Bloomington/Monroe County MPO
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- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- _____

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

Section 2: Verification

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

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Fullerton Pike/Gordon Pike/Rhorer Road, Phase III
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): Des form has been submitted
- 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 SR 37 Corridor Plan, Monroe County Thoroughfare Plan, 2040 Metropolitan Transportation Plan of the BMCMPO

G. Allied Projects: Fullerton Pike, Phase I and Phase II (DES #0801059, 1600419, 1500523)

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: July 13, 2022 (Pending construction funding allocation by fiscal year, the project may be split and a separate bid letting of July 12, 2023 may also be pursued)

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE	LOCAL	\$ 400,000	\$200,000	\$ 377,000	\$ 100,000	\$ 10,000	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
	STP	\$	\$	\$1,000,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
	LOCAL	\$	\$	\$	\$ 500,000	\$ 1,000,000	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
	STP	\$	\$	\$	\$ 1,377,000	\$ 1,377,000	\$
	LOCAL	\$	\$	\$	\$ 2,873,000	\$ 6,923,000	\$
Totals:		\$ 400,000	\$200,000	\$ 1,377,000	\$ 4,850,000	\$ 9,310,000	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

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Public Works Department

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

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

www.co.monroe.in.us

1) Detailed Scope of Work

Phase III of the Fullerton Pike corridor project consists of new road & bridge construction along Fullerton Pike, beginning at the intersection with Rockport Road and extending east along new alignment for 0.80 mile to the intersection of Gordon Pike with Wickens Street. The project also consists of road reconstruction along Gordon Pike, beginning at Wickens Street and extending east for 0.40 mile to a point approximately 465 feet west of the intersection with Rogers Street.

The proposed improvements include the construction of a three-lane roadway section (including either two-way left turn lane or raised median); curbs and gutters at the outside edge of the travel lanes; the installation of a sidewalk along the south side of the corridor; and the installation of a multi-use pathway on the north side of the corridor. The project also includes a roundabout at the intersection with Rockport Road and a new bridge construction over an unnamed tributary to Clear Creek and multi-use pathway Clear Creek Trail.

2) Performance Standards

The roadway design, including pedestrian and multiuse facilities, will be in accordance with the accepted standards for such work and in accordance with the following documents in effect at the time the plans or reports are submitted: American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets and INDOT's standard specifications, Proposed Guidelines for Pederstrian Facilities in the Public Right-of-Way, road memoranda, and design manuals, except as modified by supplemental specifications and special provisions, if any.

The bridge design will be in accordance with the accepted standards for such work and in accordance with the following documents in effect at the time the plans or reports are submitted: AASHTO LRFD Bridge Design Specifications, 6th Edition and subsequent interim specifications.

As part of preliminary engineering, the project design will include the preparation of the necessary Additional Information (AI) documentation to address modifications to Phase III of the Fullerton Pike project from the previously approved EA document (approved 11/15/2014; FONSI issued 11/19/2014). Coordination with INDOT by Monroe County has determined that an AI document would be sufficient to document to modifications to the Fullerton Pike Project. Included with the AI investigation will be:

- An analysis of Environmental Justice and Community Impacts as required under Executive Order 12898 consistent with the procedures outlined in the most recent versions of the INDOT Categorical Exclusion Manual and Public Involvement Procedures Manual and revisions thereto;
- The preparation of an onsite floodway restoration plan for removal of trees in a regulated floodway/floodplain, as part of the Indiana Department of Natural Resources (IDNR) Construction in a Floodway Permit, including the evaluation of the project area for potential bat habitat trees within the regulated floodway/floodplain of the tributary to Clear Creek;

- Informal consultation with the USFWS regarding the presence of threatened or endangered species in the project area, the potential effect of the proposed project on those species, and appropriate conservation measures; determination if an air quality analysis is required and the detail of the analysis;

- Specialized studies required to complete the environmental document including evaluation of potential historic or cultural resources. This shall include a Historic Properties Report, Archaeological Records Check, and a Phase Ia Archaeological Field Reconnaissance as required. Also the preparation of appropriate Section 106 documentation in accordance with the INDOT Cultural Resources Manual. It is anticipated the project will confirm the previous finding of "Adverse Effect" for impacts to the North Clear Creek Historic Landscape District (NCCHLD). It is assumed that the existing Memorandum of Agreement will not be re-negotiated, and the

mitigation conditions will be developed as part of this study;
 Preparation and updating of Section 4(f) documentation for permanent right-of-way acquired from NCCHLD and the Clear Creek Trail. It is anticipated the project will require a 'de minimis' Section 4(f) evaluation;
 Re-evaluation of the 2013 Noise Study Report performed, consistent with the most recent versions of the INDOT Traffic Noise Analysis Procedures and revisions thereto;
 Preparation of a Wetland Delineation Report to be submitted to INDOT Ecological and Waterway Permitting, including Qualitative Habitat Evaluation Index for streams to determine the presence of wetlands and other aquatic resources that are regulated by the US Army Corps of Engineers (USACE) and/or Indiana Department of Environmental Management (IDEM). The Wetland Delineation Report will include the location of wetlands or waterways and coordination with the design engineers regarding avoidance alternatives for the proposed project. The Wetland Delineation will be prepared in accordance with the USACE Wetland Delineation Manual (1987) and guidance provided by the USACE since 1991, including the appropriate Regional Supplement to the Corps of Engineers Wetland Delineation Manual;
 Evaluation to identify karst features within or adjacent to the project area through a review of public information, field reconnaissance and coordination with the Indiana Department of Natural Resources (IDNR), Indiana Department of Environmental Management (IDEM) and US Fish and Wildlife Service (USFWS). Also the preparation of a report of the findings which includes anticipated impacts to karst resources and coordination with INDOT Environmental Services for concurrence regarding identified features, anticipated impacts and mitigation recommendations. Public involvement meetings in accordance with the most recent version of the INDOT Public Involvement Procedures Manual and revisions thereto. It is anticipated that the Community Advisory Committee (CAC) will be invited to the public information meetings, but no additional CAC meetings are necessary. According to INDOT Public Involvement Procedures and discussions with INDOT Environmental Services, it is not anticipated the proposed project will require a Public Hearing;

3) Measurable Outcomes

The purpose of the Fullerton Pike corridor project is to provide a direct, continuous east-west arterial transportation facility on the south side of the City of Bloomington, to facilitate connectivity to the local business district and Indiana University, and to alleviate congestion on the other primary east-west arteries in downtown and northern Bloomington. The purpose of the project is also to improve motorist and pedestrian safety, reduce travel times, and to provide enhanced access to essential facilities, including hospitals, schools, and access to regional multi-use trails and other major transportation corridors.

4) Project Timeline

See project development schedule included herein for anticipated timeframes of public participation, design, land acquisition, and construction. With the anticipated timeline, it is estimated the project will be completed by the end of calendar year 2024. Monroe County has already completed consultant selection on the project through the INDOT RFP process.

5) Key Milestones

Design Agreement / Notice to Proceed	July 1, 2019
Preliminary Field Check	April 1, 2020
Final Right-of-Way Plans	July 1, 2020
NEPA Approval (AI)	October 31, 2020
Right-of-Way Clear	February 18, 2022
Permit Approvals (Rule 5, 404, 401, CIF)	April 4, 2022
Final Tracing Plans & Documents	April 4, 2022
INDOT Ready for Contracts	May 4, 2022
Bid Letting	July 13, 2022

6) Project Cost

Construction costs for Fullerton Pike, Phase III are estimated to total \$12,550,000, with an additional \$1,500,000 anticipated for construction inspection services. In addition to MPO funds, Monroe County anticipates the use of local funding sources in the completion of the work, including from Major Bridge Fund, Local Road and Street Fund, and the Fullerton Pike TIF Fund. Pending the award of construction funding by fiscal year, the County is prepared to split the proposed work into multiple contracts by fiscal year in order to complete the work.

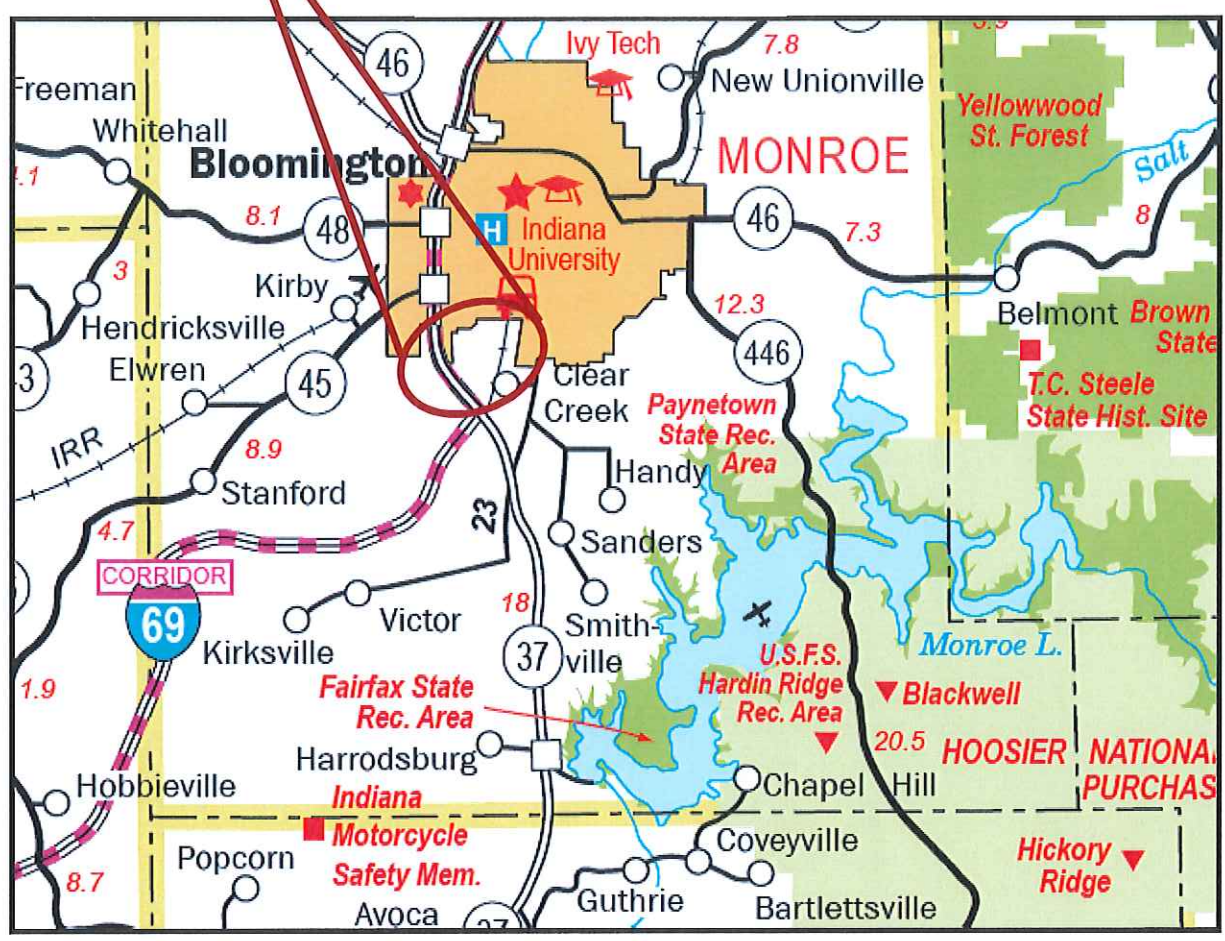
7) Public Participation Process

Supplementing past public participation efforts on the Fullerton Pike corridor, including numerous Community Advisory Committee (CAC), formal Public Hearings, and informal Public Information Meetings, Fullerton Pike Phase III anticipates conducting two Public Information Meetings during the NEPA phase of project development. Notifications of public meetings will be published in the local newspaper; notifications will also be mailed directly to adjacent property owners and to attendees from previous public meetings that provided contact information.

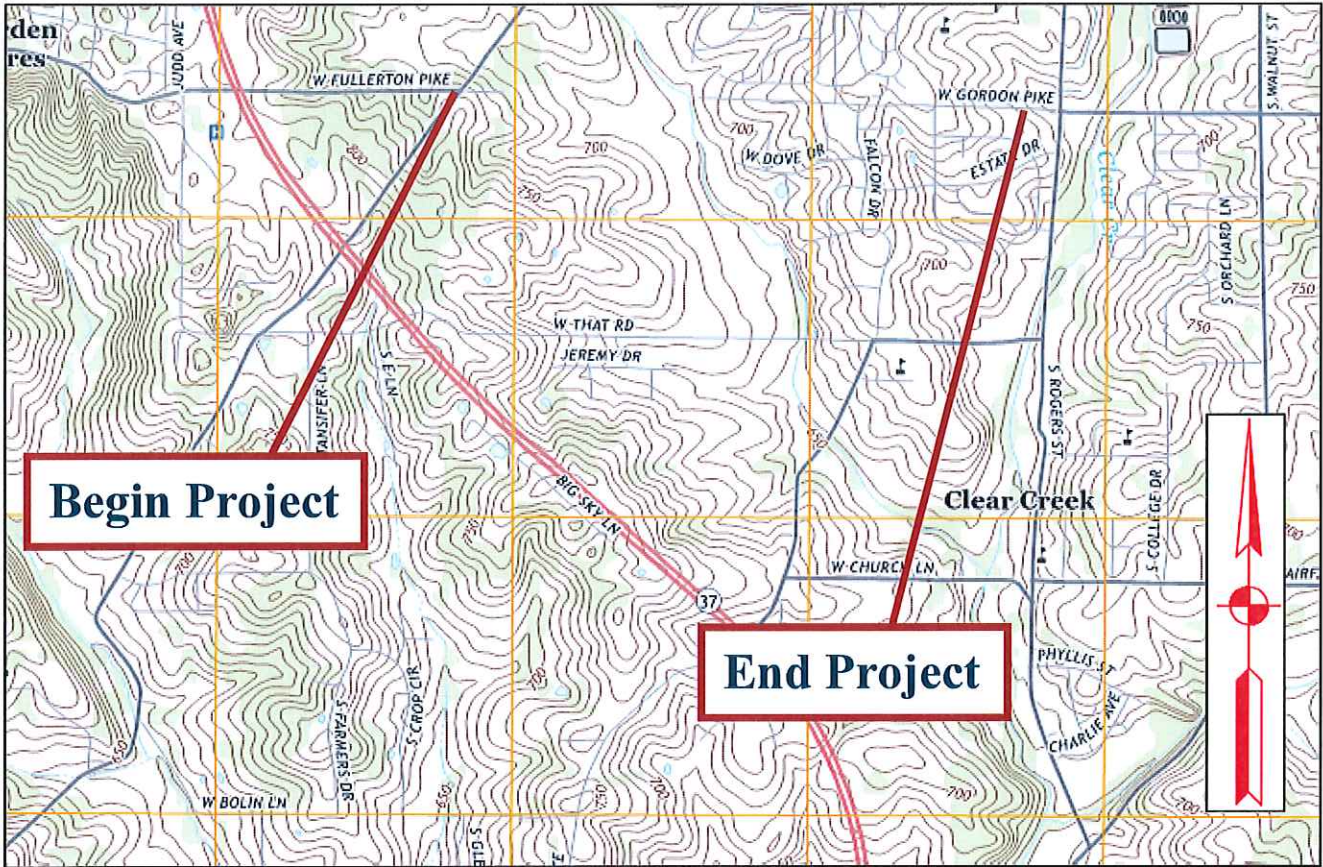
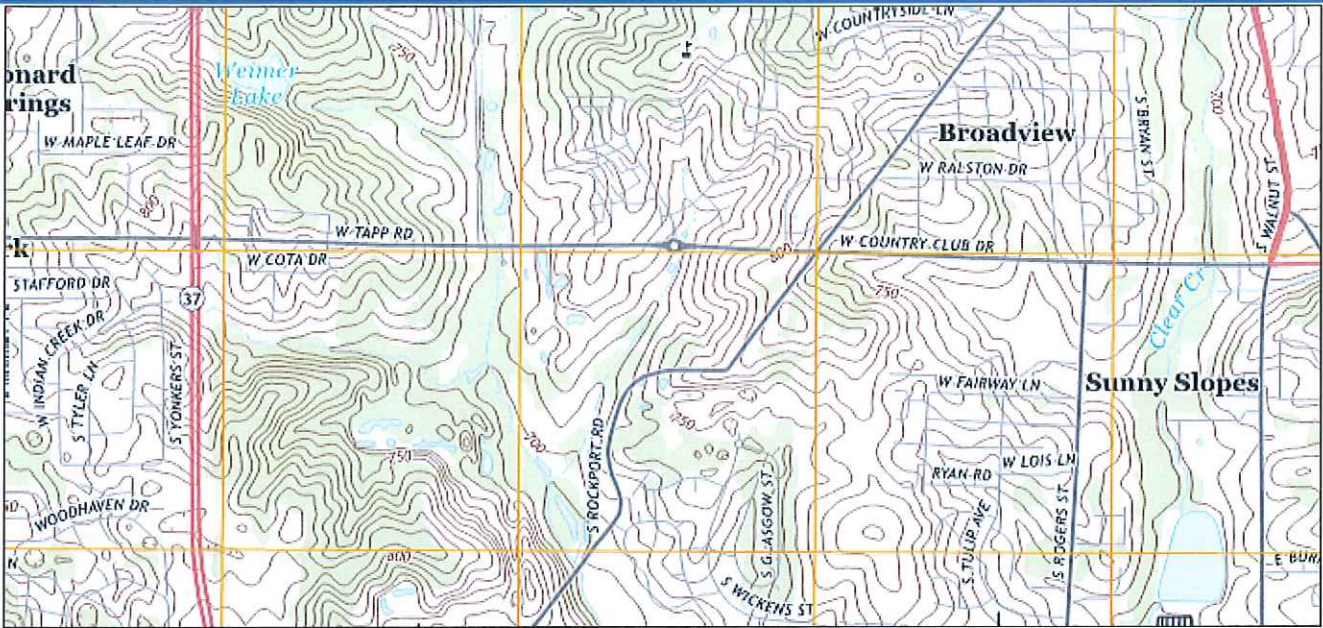
8) Stakeholder List

Monroe County	Project Sponsor
INDOT Seymour District	Project Administrator
Bloomington Monroe County MPO	Project located within MPO Boundary
IDEM	401, Rule 5 Permits
US Army Corps	404 Permit
INDR	CIF Permit
Monroe County MS4	Rule 5 SWPPP
SHPO	Memorandum of Agreement for Historic Properties
Land Owners	Land Acquisition Required

Project Location

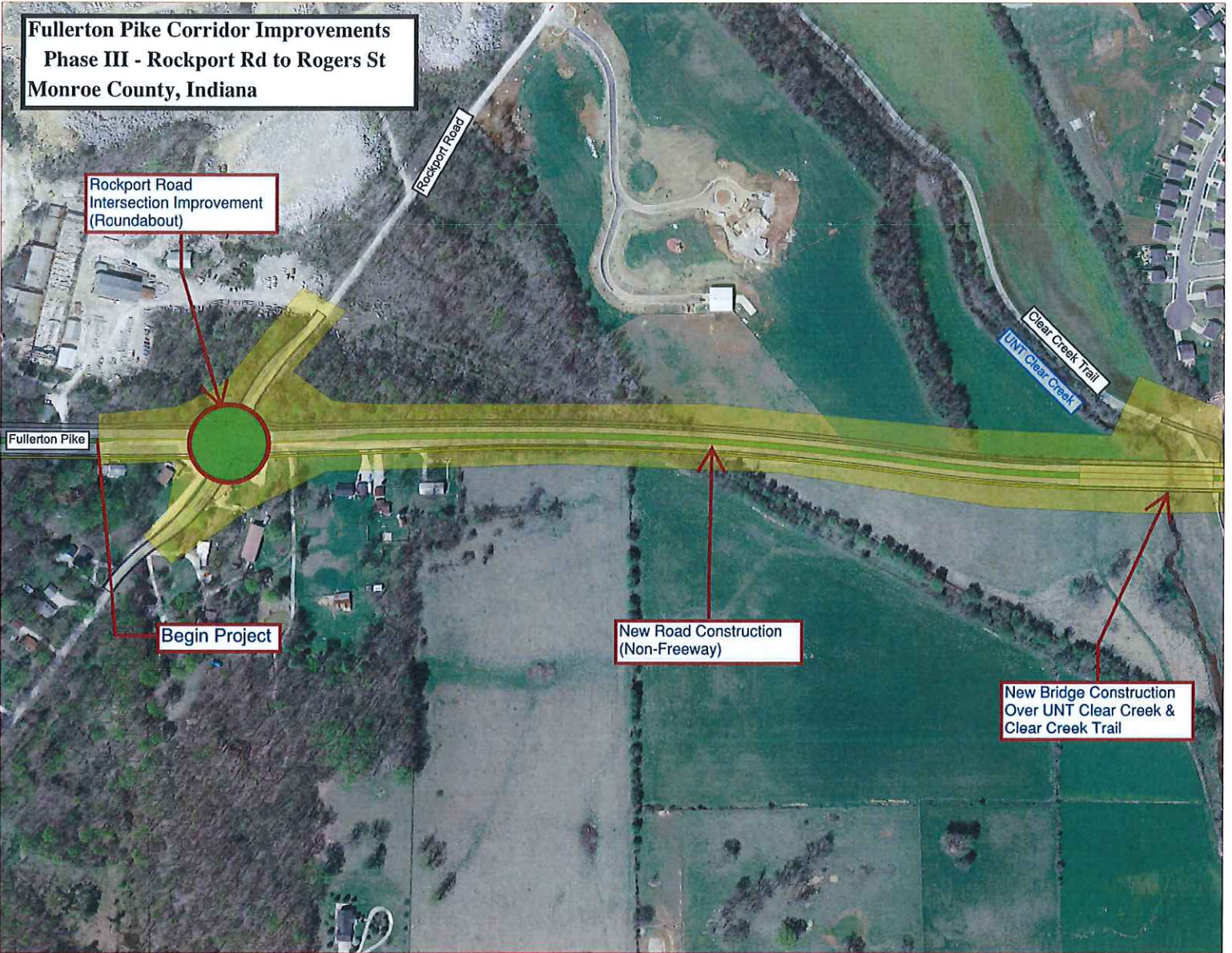


**Fullerton Pike Corridor Improvements
Phase III – Rockport Road to Rogers Street
Monroe County, Indiana**



**Fullerton Pike Corridor Improvements
Phase III – Rockport Road to Rogers Street
Monroe County, Indiana**

**Fullerton Pike Corridor Improvements
Phase III - Rockport Rd to Rogers St
Monroe County, Indiana**



Rockport Road
Intersection Improvement
(Roundabout)

Rockport Road

Fullerton Pike

Begin Project

New Road Construction
(Non-Freeway)

New Bridge Construction
Over UNT Clear Creek &
Clear Creek Trail

Clear Creek Trail
UNT Clear Creek

**Fullerton Pike Corridor Improvements
Phase III - Rockport Rd to Rogers St
Monroe County, Indiana**



Bachelor
Middle School

Fullerton Pike Corridor, Phase II
Des. 1500523, R-38502
2019 Construction

Wickens Street

Gordon Pike

Falcon Drive

Clear View Drive

New Road Construction
(Non-Freeway)

Road Reconstruction
(3R/4R Standard)

End Project
(465 feet west of Rogers St)



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 19, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: martipa@bloomington.in.gov

Fax: (812) 349-3530


Section 1: Local Public Agency Information

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

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

Section 2: Verification

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



Employee in Responsible Charge (ERC)

12/18/18

Date

Section 3: Project Information

A. Project Name: Illinois Central Trail

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1592323

D. Project Location (detailed description of project termini): The new trail will begin at Church Lane and extend south to the INDOT I69 mitigation site at Victor Pike

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

G. Allied Projects: Fullerton Pike, Phase I and Phase II (DES #0801059, 1600419, 1500523)

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: TBD

J.

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE	LOCAL	\$ 0	\$	\$	\$	\$	\$
	Fed/DNR	\$ 34,850	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
	Fed/DNR	\$ 100,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 134,850	\$	\$	\$	\$	\$

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.



December 14, 2018

Transportation Alternatives Committee
Monroe County Planning Department
501 N. Morton Street, Suite 224
Bloomington, IN 47404
(P): 812-349-2560

To the Bloomington / Monroe County Metropolitan Planning Organization:

Please consider this letter in support of the proposed **Karst Farm Greenway Trail Extension and Railroad Crossing Improvement** at Loesch Road in order to continue the extension of connectivity from the City of Bloomington to the Karst Farm Greenway and onward to the Town of Ellettsville. The Karst Farm Greenway is a superb amenity for all County residents and visitors to our region. The Transportation Alternatives Committee unanimously considers this transportation connector plan as an essential project for Monroe County. The route meets goals identified in the Monroe County Transportation Alternatives plan to create networks, enhance connectivity, promote economic development and tourism, and advance public health. In particular, the goal of improving safety for all users of the transportation network is central to our group's concerns.

Ultimately, this proposal supports the County's priority strategies for the development of transportation alternatives, as defined in the Monroe County Transportation Alternatives plan:

- *Connectivity* – the proposed connector provides linkages to key destinations;
- *Contiguity* – the route creates an interconnected network of transportation alternatives, serving residential neighborhoods, schools, and employment centers;
- *Inclusivity* – the new network provides an alternative to automobile travel for many types of users;
- *Opportunity* – the project promotes health and fitness opportunities, increased property values, smart growth, reduced congestion, and quality of life;

We believe this proposed project will help move Monroe County towards developing a comprehensive active transportation system. At this time, we understand that the project is in its preliminary planning stages. We are excited to show our support of the concept and sincerely hope the plan can be realized.

Sincerely,

Yvette Rollins, Chair
Monroe County Active Transportation Committee

INDOT - Project Programming / New Des Number Request Form

Revised 10/18/18

INDOT use only.
New Assigned Des #:

Local Public Agency: Monroe County

District: Seymour Sub District: Bloomington Congressional District: Ninth

LPA ERC: Lisa Ridge ERC Phone #: (812) 349-2555

ERC Certification Date: _____ ERC E-mail: ljridge@co.monroe.in.us

Project Description: At-grade railroad crossing reconstruction and multi-use trail extension beginning at the Northern Trailhead of Phase I of the Karst Farm Greenway extending North approximately 300' along the west side of North Loesch Road.

Notes / Other Project or Funding Information: Given the limited Transportation Alternative funding available this project fits within the limitations and will support the significant prior investment in the earlier phases of the Karst Farm Greenway. Additionally, it will move the needle closer to help achieve the overall goal of a trail connecting the Town of Ellettsville to the greater Bloomington and Monroe County area.

ADT Year: N/A Current ADT: N/A Number of Lanes: 2

Contract Prefix: R - Road

Planning Area / MPO: Bloomington-Monroe County MPO

Work Category: Local Transportation Alternatives

Work Type: Railroad Crossing

Functional Class: Local

Program Class: Transportation Alternatives

Group Category: _____

Transportation System: _____

Sponsor: _____

FMIS Urban Area: Bloomington

FMIS Area: >50,000

Project Location: 2800 Block of North Loesch Road

Project Coordinates:	Start Latitude	<u>39.191568</u>	Start Longitude	<u>-86.592739</u>
	Mid Latitude	<u>39.1930</u>	Mid Longitude	<u>-86.592628</u>
	End Latitude	<u>39.192293</u>	End Longitude	<u>-86.592518</u>

Project Length: 300 feet +/-

Bridge Projects

Structure Number: _____ NBI Number: _____

Sufficiency Rating: _____ as of Date: _____

Feature crossed by Bridge: _____ Approach Length in Feet: _____

Railroad Projects

DOT Number: 341 563T RR Name: Indiana Railroad

Funding Information

Phase	FY	Funding Program	Local Funds	Federal Funds	Total for Phase
PE	2021		\$30,000.00		\$30,000.00
RW Svs	2022				\$0.00
RW Acq	2022		\$10,000.00		\$10,000.00
RR	2022				\$0.00
CE	2023		\$20,000.00		\$20,000.00
UT	2023				\$0.00
CN	2023			\$155,801.00	\$155,801.00
					\$0.00
					\$0.00
					\$0.00
Total Project Cost			\$60,000.00	\$155,801.00	\$215,801.00

Award Amount: _____
 Initial Letting Date: _____
 RFC Date: #N/A _____

Federal Split: 72%
 Special Funds Category _____

What is the purpose and need of your project? Explain below.

Given the limited Transportation Alternative funding available this project will fit well within the limitations and will support the significant prior investment in the earlier phases of the Karst Farm Greenway. Additionally, the project will help expedite the overall completion of Karst Farm Greenway connection extending from the Town of Ellettsville to the greater Bloomington/Monroe County MPO Area by overcoming a key funding and technical obstacle.

Is this new DES Number Request a Sub-Project to any other project? If yes complete below.

Contract Number: _____ DES Number(s): _____
 Project Manager _____ Pjt Mgr Phone # _____

REMINDER - Submit this form with the following attachments:

- ✓ **Supporting Documentation, such as:**
 - **Minutes from a Policy Meeting**
 - **Call for MPO Project Application**
 - **Signed Award Letter**
- ✓ **Proof of Project Funding Eligibility Approval (as required)**



Bloomington/Monroe County Metropolitan Planning Organization

FY 2020-2024 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at martipa@bloomington.in.gov.

Detailed Project Description (not to exceed 250 words)

Identify the project scope, overview, objective, and any other relevant project details.

Reconstruction of the existing at-grade railroad crossing located at: Federal Crossing ID (USDOT): 341563T and construct a trail segment from the parking lot of Karst Farm Greenway north approximately 300 feet +/- . The design proposal is to include a passive warning package including RR Advance Warning Sign, Pavement Markings, Railroad Cross buck Sign and Stop Sign. This project is critical to the completion of the Karst Farm Greenway extending from Karst Farm Park to the Town of Ellettsville.

Primary Purpose (Select one)

Please select which description best fits your project. All eligible project types are considered equally during evaluation.

- Construction of Bike/Ped Facilities
- Safe Routes to School
- Multi-use trail project

Project Elements (All that apply)

- Sidewalks
- On-street or off-street bicycle infrastructure
- Pedestrian and bicycle signals
- Maintenance or construction of recreational trail or trailhead facilities
- Traffic calming techniques
- Lighting and other infrastructure that improves bicycle and pedestrian safety
- Infrastructure projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Safe Routes to School programming (Education, Encouragement, Enforcement, Evaluation)

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**

Please list each planning document that supports the project and describe how it provides support..

2040 Metropolitan Transportation Plan, 2018 Monroe County Transportation Alternatives Plan, Monroe County Thoroughfare Plan

- b. Has the project received letters of support from community organizations? **(5 points maximum)**

Please include a copy of each letter.

Yes, Attached

- c. Has the project been presented at public meetings? **(5 points maximum)**

Please list the name, date, and location of each meeting.

Yes -

Monroe County Plan Review Committee, 12/13/18, 501 N. Morton, Suite 224, Bloomington
Monroe County Plan Commission, 12/17/18, Monroe County Courthouse, 100 W. Kirkwood Ave, Nat Hill Meeting Room, Bloomington



Bloomington/Monroe County Metropolitan Planning Organization

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO's crash reports from the previous 3 years? **(10 points maximum)**
Please check each list on which the project location appears and indicate which year's crash report the list is in.

- 'Top Locations by Crash Total' (Year(s): _____)
- 'Top Locations by Crash Rate' (Year(s): _____)
- 'Top Locations by Crash Severity' (Year(s): _____)
- 'Eligible HSIP Locations' (Year(s): _____)
- 'Top Bicycle and Pedestrian Crash Locations' (Year(s): _____)

- b. How many total crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

6 accidents have occurred within 1/4 mile of the proposed project between 2015-2017

- c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

1 personal injury accident has occurred within 1/4 mile of the proposed project in 3 yrs

- d. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**

Please check all that apply.

- Pedestrians
- Bicyclists
- Motorists
- Transit users
- Disabled persons

Utility (25 points maximum)

- a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers? **(10 points maximum)**
Please check all that apply.

- Public Park
- School
- Library
- Employment
- Retail



Bloomington/Monroe County Metropolitan Planning Organization

b. Does the proposed project connect to existing bicycling and walking networks? (5 points maximum) Please check all that apply.

- Multi-use Trail (checked)
On-street bikeway
Sidepath
Sidewalk
Signed bike route

c. How many transit routes and transit stops are located within the proposed project, or are located within 1/4 mile of the proposed project? (5 points maximum)

0

d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? (5 points maximum)

This project is a phase of an overall project serving census tract 501 which has a poverty rate greater than 20%.

Project Readiness (30 points maximum)

a. What percentage of design work is currently completed for the project? (10 points maximum)

0%

b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? (10 points maximum)

Approximately 50% of the project right of way is under Monroe County control.

c. Is this project eligible for a categorical exclusion from NEPA reviews? (5 points maximum)

Yes, the corridor previously secured a CE from FHWA/INDOT that will need updated.

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

The requested funds will cover about half of the estimated cost for the project.

PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

- FY 2020-2024 TIP Project Request Form
Cover letter signed by the LPA Applicant
Project Map
NEPA Approval Letter (if applicable)
Letters of support (if applicable)

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

Signature: Lisa Ridge

Date: 12/19/18



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: martipa@bloomington.in.gov

Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

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

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 BMCMPO Complete Streets Policy.

Lisa Ridge
Employee in Responsible Charge (ERC)

12/19/18
Date

Section 3: Project Information

- A. Project Name: Karst Farm Greenway, Phase II - B, Section 1
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): TBD
- D. Project Location (detailed description of project termini): Beginning at the Northern Trailhead of Phase I of the Karst Farm Greenway extending North approximately 300' along the west side of North Loesch Road.

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.): 2040 Metropolitan Transportation Plan, 2018 Monroe County Transportation Alternatives Plan, Monroe County Thoroughfare Plan

G. Allied Projects: N/A

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: March 30, 2023

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE	Local	\$	\$30,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$	\$	\$ 10,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$ 20,000	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	TAP	\$	\$	\$	\$ 155,801	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$ 30,000	\$10,000	\$175,801	\$	\$

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.

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).

- a. Reconstruct existing railroad at-grade railroad crossing to accommodate a pedestrian crossing adjacent to the road crossing located at:

Federal Crossing ID (USDOT): 341563T

- Public crossings are required to have advance warning signs and cross bucks by state law.
- Given the limited frequency and speed of rail traffic, motor vehicle traffic, and crossing collision history at the Loesch Road railroad crossing location signalization is not warranted.
- The design proposal is to include a passive warning package including RR Advance Warning Sign, Pavement Markings, Railroad Cross buck Sign and Stop Sign:



- b. See Attached Maps in Appendix A

- c. Railroad crossings at grade level are subject to the following state code provision:

STATE CODE REFERENCE: Indiana Code 8-23-5-2

....

(c) If a highway or road crosses or intersects the tracks of a railroad at grade level and the highway or road is reconstructed to alter the existing crossing or intersection by a change of grade, widening or changing the type of pavement, or by changing the angle of the intersection, the department, county, city, or town under whose jurisdiction the crossing lies shall pay the cost of the reconstruction of the crossing, the approaches to the crossing, and the cost of the necessary protective or crossing warning signals. After reconstruction, the owner or lessee of the railroad shall maintain the crossing and protective or crossing warning signals and keep them in repair at the owner's or lessee's cost.

....

- 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.**
 - a. The proposed project improve safety for multiple user groups including pedestrians, bicyclists, ADA dependent trail users, vehicular traffic, and rail service providers.
 - b. The project is a phase of the Karst Farm Greenway network project that connects Karst Farm Park, Highland Park Elementary, Grandview Elementary, Ivy Tech, and YMCA to the future phase destination of the Town of Ellettsville and the various parks, schools, library, retail centers, and employment centers.
 - c. Approximately 50% of the project area right-of-way is owned by Monroe County.
 - d. The NEPA review for this area was conducted during a previous environmental review for the overall Karst Farm Greenway corridor and received a Categorical Exclusion under Des. No. 0600370, Project No. STP-9953.

- 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.).**
 - a. Improved Safety via provision of a crossing that will serve multiple users.
 - b. Improved safety via updated passive warning systems meeting most current design standards.
 - c. Pedestrian/Bicyclist/Vehicular separation for improved safety.

- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.**
 - a. Consultant Selection: 90 days
 - b. Public Participation: Throughout the process consistent with MPO and Complete Streets policy requirements.
 - c. ROW Acquisition: 1 year
 - d. Construction Period: 1 year
 - e. Completion Date: 2023

- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).**
 - a. Consultant Selection: FY 2021
 - b. Preliminary Design Complete: FY 2021
 - c. Right of Way Acquisition: FY 2022
 - d. Railroad Agreement on Preliminary Design: FY 2022
 - e. Construction: FY 2023
 - f. Project Completion: FY 2023

g. Project Completion: Start of FY 2024

6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

- a. Additional Funding Sources may include the Westside TIF, Monroe County General Obligation Bond Trail Funding Allocation, and the Cumulative Cap Development Funds.
- b. Additional cost factors could evolve from negotiations with Indiana Railroad.

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.).

- a. Public Participation will follow the MPO and Complete Streets policy recommendations for public engagement.
- b. Given the limited scope and cost of the project large scale public engagement is not warranted.
- c. Key stakeholders will be identified and opportunities for feedback will be provided throughout the public engagement process including but not limited to: one-on-one stakeholder meetings, online project update and feedback opportunities, press releases, and public presentation at various meetings as needed.

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.

- a. Public Agency Stakeholders: Monroe County Parks and Recreation, Monroe County Board of Commissioners, Monroe County Legal, Bloomington / Monroe County MPO, IDNR, IDEM, Town of Ellettsville
- b. Affected Parties: Adjoining Landowners, Indiana Railroad
- c. Local Stakeholders: Bloomington Bicycle Club, YMCA, all others identified throughout the public engagement process.

APPENDIX A – PROJECT MAPS

Location Map

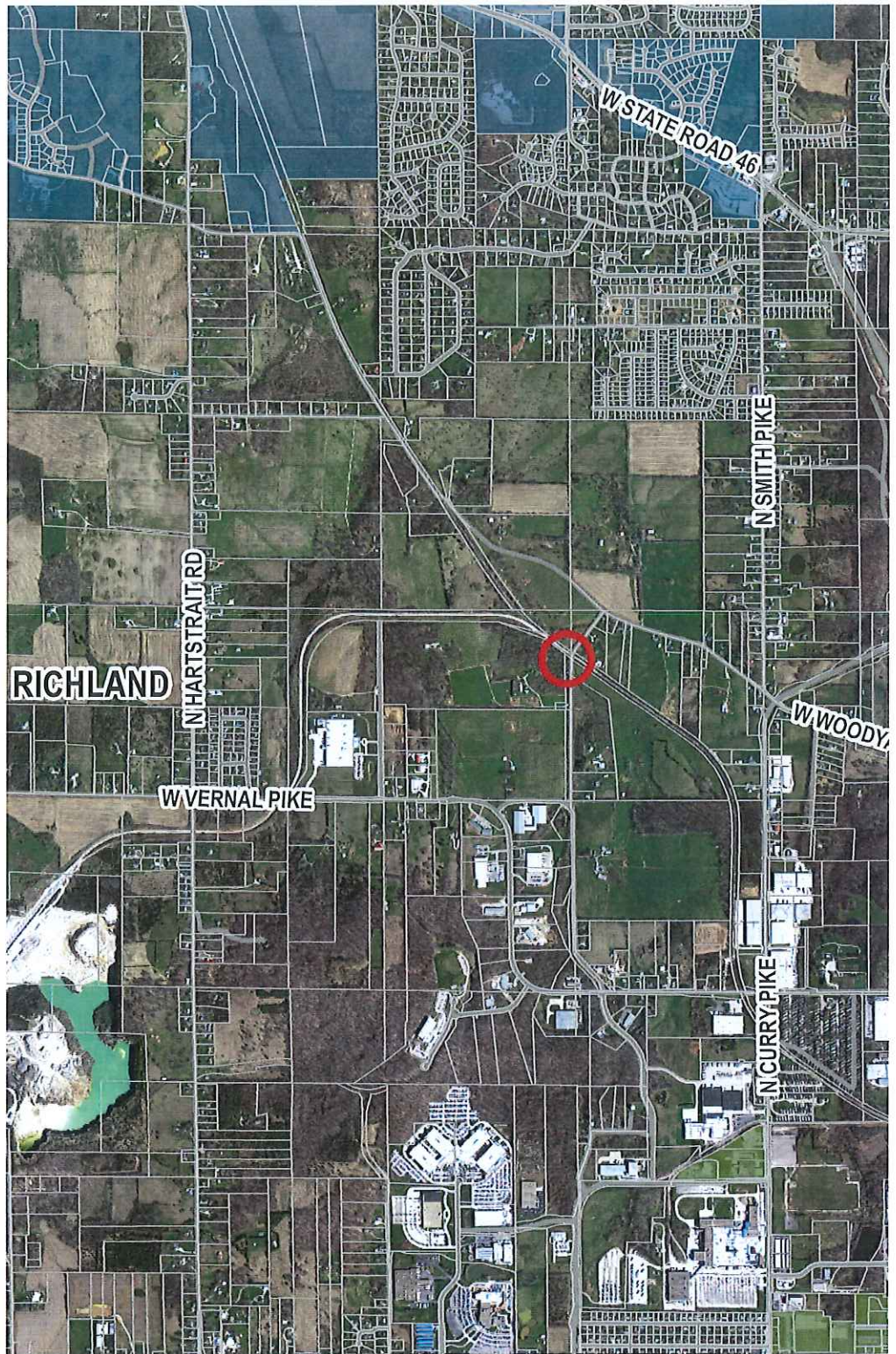
 Townships

 Roads

Incorporated Areas

 Bloomington

 Ellettsville



Monroe County
Planning Department
Source: Monroe County GIS
Date: 12/12/2018

Location Map

 Townships
 Roads

 Project Area

0 0.0175 0.035 0.07 Miles



Monroe County
Planning Department
Source: Monroe County GIS
Date: 12/12/2018



Pictometry North





OFFICE OF
MONROE COUNTY COMMISSIONERS
100 West Kirkwood Avenue
The Courthouse Room 322
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550
Facsimile 812-349-7320

Amanda Barge, President

Patrick Stoffers, Vice President

Julie L. Thomas, Commissioner

December 18, 2018

Patrick Martin, Senior Transportation Planner
Bloomington / Monroe County Metropolitan Planning Organization
401 N. Morton Street, Suite 160, P. O. Box 100
Bloomington, Indiana 47402

RE: Transportation Alternative Program Application;
Karst Farm Greenway, Phase IIB.

Dear Mr Martin;

Thank you for the opportunity to submit this application for funding for Phase 2B of the Karst Farm Greenway Project. We are excited about the development of the next phase of this project for the community and believe this project will provide both safety and alternative transportation improvements to this part of Monroe County. Each phase of this project is a critical path to completion for the overall Karst Farm Greenway project, connecting the Town of Ellettsville to the greater Bloomington and Monroe County area.

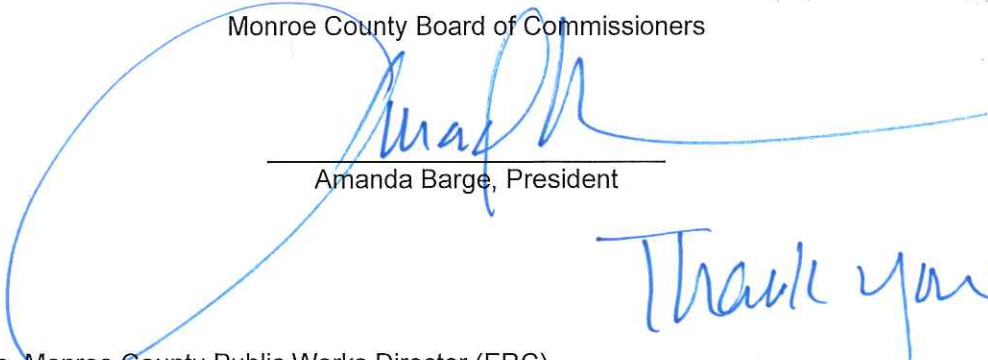
Please accept this letter of commitment for the development of the project. If Transportation Alternative Program funding is approved for this improvement, Monroe County will provide the local match as outlined in the application. Furthermore, our personnel will serve as the Employee in Responsible Charge (ERC) for this project on behalf of the Monroe County.

We are very committed to this project and will see it completed.

Therefore, I provide my steadfast and highest support for this project. Please feel free to contact me at your convenience if you have any questions or comments on this matter.

Sincerely,

Monroe County Board of Commissioners


Amanda Barge, President

Cc: Lisa Ridge, Monroe County Public Works Director (ERC)

*Thank you for
your services to
county!*



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Chris Myers
Phone: 812-876-3383 ext. 503
Email: cmyers@area10agency.org

Section 2: Verification

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

Chris Myers
Employee in Responsible Charge (ERC)

1/16/19
Date

Section 3: Project Information

- A. Project Name: Rural Transit
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): FY2020 #1802041, FY2021, #1802042, FY2022-24 TBD
- D. Project Location (detailed description of project termini): Area 10 Agency on Aging, 631 W. Edgewood Dr., Ellettsville, IN 47429 – serves Monroe County

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

G. Allied Projects:

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: _____

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE (operational)	FTA 5311	\$ 719024	\$747785	777696	808804	841156	3894465
	PMTF - state	\$ 306875	319150	331916	345193	359000	1662134
	Local, fares & in-kind	\$ 451722	469791	488583	508126	528451	2446673
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 1477621	1536726	1598195	1662123	1728608	8003273

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
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Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: (812) 961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Purchase of two (2) 25-foot buses between 2020 and 2024. One (1) to be purchased in 2020, one (1) to be purchased in 2024. These would replace 2015 and 2020 vehicles.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1700695
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2020, 2024

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
	5307	\$64,000	\$	\$	\$	\$ 69,276	\$
	Local	\$ 16,000	\$	\$	\$	\$ 17,319	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 80,000	\$	\$	\$	\$ 86,595	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

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- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
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FY 2020-2024 Transportation Improvement Program Project Request Form

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Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: (812) 961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC) Date 12/19/18

Section 3: Project Information

- A. Project Name: Purchase of 35-foot Electric buses, charging stations, and charging station installation services to serve as replacement buses for diesel and hybrid buses ranging in age from 2006 to 2009.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500505, 1500506, 1700771, 1700772
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2020, 2021, 2023, 2024

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
	FTA 5339	\$ 3,264,000	\$ 2,496,960	\$	\$ 865,946	\$ 883,265	\$
	STP	\$	\$	\$	\$ 865,946	\$ 883,265	\$
	Local	\$ 816,000	\$ 624,240	\$	\$ 432,973	\$ 441,632	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 4,080,000	\$ 3,121,200	\$	\$ 2,164,864	\$ 2,208,162	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

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- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
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FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

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Email: martipa@bloomington.in.gov
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Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: (812) 961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC)

Lew May 12/19/18
Date

Section 3: Project Information

- A. Project Name: Install Automatic Passenger Counter Technology on buses.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): Pending
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2020-2024

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
	FTA 5307	\$ 160,000	\$	\$	\$	\$	\$
	Local	\$ 40,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 200,000	\$	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
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- _____

Employee in Responsible Charge (ERC): Lew May
Phone: (812) 961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC) Date 12/19/18

Section 3: Project Information

- A. Project Name: Purchase replacement BT Access vehicles for vehicles ranging in age 2014 to 2017.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500495, 1500496, 1700768, 1700769
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, GDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2020-2024

Section 4: Financial Plan

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Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
	5310	\$ 128,000	\$ 130,560	\$ 133,171	\$ 135,835	\$ 138,551	\$
	Local	\$ 32,000	\$ 32,640	\$ 33,293	\$ 33,959	\$ 34,638	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 160,000	\$ 163,200	\$ 166,464	\$ 169,794	\$ 173,189	\$

Section 5: Complete Streets Policy

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Justification for Exemption: _____

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FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: (812) 961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC) Date 12/19/18

Section 3: Project Information

- A. Project Name: Capitalize purchase of Engine/Transmission rebuilds, hybrid energy and battery units, and tires
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500493, 1500494, 1700766, 1700767
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2020-2024

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
	FTA 5307	\$ 163,780	\$ 170,331	\$ 177,145	\$ 184,230	\$ 191,600	\$
	Local	\$ 40,945	\$ 42,583	\$ 44,286	\$ 46,057	\$ 47,900	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 204,725	\$ 212,914	\$ 221,431	\$ 230,287	\$ 239,500	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
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Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: (812) 961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC) Date 12/19/18

Section 3: Project Information

- A. Project Name: Replace Fare Collection System on vehicles including electronic fareboxes, data system, and currency/coin vaults and storage systems. Provide electronic pass scanners, swipe cards, currency validators, stored value card printing and reading equipment, transfer issuance equipment, and mobile bus pass issuance and reading equipment.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500507
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2021

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
	FTA 5339	\$	\$ 1,200,000	\$	\$	\$	\$
	Local	\$	\$ 300,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$ 1,500,000	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

B. Additional Information:

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

Employee in Responsible Charge (ERC): Lew May
Phone: (812) 961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Federal, state, and local operating assistance for the operation of BT's fixed route and BT Access service.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500497, 1500498, 1700763, 1700764
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2020-2024

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
	5307	\$ 2,341,970	\$ 2,388,809	\$ 2,436,586	\$ 2,485,317	\$ 2,535,024	\$
	PMTF	\$ 2,623,118	\$ 2,675,580	\$ 2,729,092	\$ 2,783,673	\$ 2,839,347	\$
	Local	\$ 2,287,065	\$ 2,441,192	\$ 2,600,568	\$ 2,765,342	\$ 2,820,649	\$
	Fares	\$ 1,643,967	\$ 1,676,846	\$ 1,710,383	\$ 1,744,591	\$ 1,779,482	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 8,896,120	\$ 9,182,427	\$ 9,476,628	\$ 9,778,923	\$ 9,974,502	\$

Section 5: Complete Streets Policy

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Justification for Exemption: _____

B. Additional Information:

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Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: (812) 961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

1/5/19

Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: Grimes Lane Operations and Maintenance Facility repair and replacement of key elements including roof, HVAC components, overhead doors, in-ground vehicle lifts/hoists, air compressors, pavement, oil/water separators, electric/plumbing/mechanical components, lighting, windows, fencing/gates, structural components, interior/exterior finishes, fire protection, fueling equipment and tanks, and other key equipment and components.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1700696, 1700775, 1700776, 1700777
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2020-2024

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
	FTA 5307	\$ 40,000	\$ 40,800	\$ 41,616	\$ 42,448	\$ 43,297	\$
	Local	10,000	\$ 10,200	\$ 10,404	\$ 10,612	\$ 10,824	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 50,000	\$ 51,000	\$ 52,020	\$ 53,060	\$ 54,122	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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Justification for Exemption: _____

B. Additional Information:

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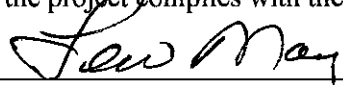
Section 1: Local Public Agency Information

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


Employee in Responsible Charge (ERC): Lew May
Phone: (812) 961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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



Employee in Responsible Charge (ERC)



Date

Section 3: Project Information

- A. Project Name: Support Vehicle Replacement including replacement of support vehicles (SUVs and vans) ranging in age from 2006 and 2008, as well as replacement of a 1998 forklift.
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500502, 1500503, 1700770
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

F. Project Support (local plans, LRTP, TDP, etc.): GPP, MTP, TDP

G. Allied Projects: n/a

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2020-2022

Section 4: Financial Plan

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Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
	FTA 5307	\$ 56,000	\$ 60,800	\$ 64,000	\$	\$	\$
	Local	\$ 14,000	\$ 15,200	\$ 16,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 70,000	\$ 76,000	\$ 80,000	\$	\$	\$

Section 5: Complete Streets Policy

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Justification for Exemption: _____

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

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



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: martipa@bloomington.in.gov

Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Neil Kopper
Phone: 812-349-3423
Email: koppern@bloomington.in.gov

Section 2: Verification

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

12/19/2018

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

A. Project Name: 1st Street Reconstruction

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned):

D. Project Location (detailed description of project termini):

1st Street from Fairview Street to College Avenue (some utility and infrastructure work may extend west as far as Patterson Drive or as far east as Walnut Street depending on detailed design)

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

BMCMPO 2040 Metropolitan Transportation Plan – Goals include “Promote projects that focus on improving safety for all;” “Directly focus on maintaining existing transportation facilities before building new ones;” “Encourage development patterns that are walkable, bikeable, and readily served by public transit;” and “Encourage infill development to most effectively utilize existing utilities and infrastructure.” This project improves multimodal safety and serves to facilitate infill development in a very central area of Bloomington where short trip lengths are particularly conducive to walking and bicycling.

BMCMPO Complete Streets Policy – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl;” “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities;” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – “The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington.” The plan also notes that “All facilities for pedestrians must be designed for safety, accessibility, and comfort.”

Redevelopment Strategies for the Bloomington Hospital Site – This report prepared by the Urban Land Institute details the need and vision for this area including a focus on dense, infill redevelopment that supports multimodal transportation.

G. Allied Projects:

IU Health Hospital Redevelopment, Switchyard Park

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: October 13, 2022

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE	Local	\$	\$ 700,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$	\$	\$ 90,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$ 475,000	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$ 744,066	\$	\$
	STP	\$	\$	\$	\$ 2,750,133	\$	\$
	TAP	\$	\$	\$	\$ 155,801	\$	\$
Totals:		\$	\$ 700,000	\$ 90,000	\$ 4,125,000	\$	\$

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 BMCMPO 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 BMCMPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** - The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

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

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

This project is expected to reconstruct portions of existing 1st Street to include continuous and accessible sidewalks on both sides of the street, install enhanced pedestrian crosswalks, improve/replace the traffic signal equipment at 1st-College, replace old underground utility infrastructure, and provide accessible accommodations for existing transit stops.

The project seeks to reduce conflicts between modes by providing separated and continuous sidewalks on both sides of the street (the existing street does not have continuous sidewalks on both sides and the portions of existing sidewalk do not include tree plot separation as desired). The project will improve access management by removing numerous driveway cuts that were previously used by the hospital. The project will also be designed to discourage high traffic speeds in order to improve safety for all modes of transportation. The City's Transportation Plan designates this street as a neighborhood greenway, meaning that it will need to be designed to have calm motor vehicle traffic so that bicyclists are able to operate safely and comfortably within the street. Improvements at the signalized intersection would include accessible pedestrian equipment, signage updates, optimized traffic signal timings, signal head backplates, and a new traffic signal controller (existing equipment will be ~30 years old). The project is also expected to repave or reconstruct the existing asphalt roadway and perform maintenance/replacement/extension of existing underground utilities such as storm sewer systems.

This street reconstruction is necessary in general to improve safety and connectivity for all modes of transportation and it is necessary specifically to facilitate infill redevelopment of the current hospital site. This is a very central area of Bloomington where the short trip lengths are particularly conducive to walking and bicycling. As the hospital site redevelops the demands on this street are expected to increase substantially.

The primary geographic focus of this project is on 1st Street from Fairview Street to College Avenue. However, detailed design may lead to utility or other infrastructure work that could extend as far west as Patterson Drive or as far east as Walnut Street. All of 1st Street in this area is currently within City right of way. However, it is possible that small amounts of right of way or temporary right of way acquisition will be required.

- 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 optimize 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 priorities include improving safety (as detailed in #1) and expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City's ability to transport people while also working toward goals of equity and sustainability. This street is expected to receive increased pressure as the area redevelops. Furthermore, this project connects to the existing B-Line Trail and is less than half a mile from Bryan Park, Switchyard Park, Building Trades Park, Seminary Park, and Waldron/3rd Street Park. The project is also less than one mile from four elementary schools, one high school, the MCCSC Academy of Science and Entrepreneurship, and Indiana University. The project also connects to multiple lower income residential areas and the area is expected to redevelop with significantly more residential housing.

4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

Timeline is highly dependent on funding. Preliminary engineering is expected in 2021. Public participation is expected in 2022. Right of way acquisition is expected in 2022. Construction is expected in 2024.

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. Timeline is highly dependent on funding. Preliminary engineering is expected in 2021. Public participation is expected in 2022. Right of way acquisition is expected in 2022. Construction is expected in 2024.

6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

This project's timeline is dependent upon federal funding award. Local funding match may be provided by existing Tax Increment Financing district.

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 committees 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. The Hospital Re-Use Steering Committee will also provide input on the project. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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

INDOT, BMCMPPO, various City of Bloomington Departments, City of Bloomington Utilities, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.



FY 2020-2024 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at martipa@bloomington.in.gov.

Detailed Project Description (not to exceed 250 words)

Identify the project scope, overview, objective, and any other relevant project details.

This project will reconstruct portions of existing 1st Street to include continuous and accessible sidewalks on both sides of the street, install enhanced pedestrian crosswalks, improve/replace the traffic signal equipment at 1st-College, replace old underground utility infrastructure, and provide accessible accommodations for existing transit stops. This street reconstruction is necessary in general to improve safety and connectivity for all modes of transportation and it is necessary specifically to facilitate dense, infill redevelopment of the current hospital site. This is a very central area of Bloomington where the short trip lengths are particularly conducive to walking and bicycling. See TIP application for additional details.

Primary Purpose (Select one)

Please select which description best fits your project. All eligible project types are considered equally during evaluation.

- X Construction of Bike/Ped Facilities**
- Safe Routes to School
- Multi-use trail project

Project Elements (All that apply)

- X Sidewalks**
- On-street or off-street bicycle infrastructure
- X Pedestrian and bicycle signals**
- Maintenance or construction of recreational trail or trailhead facilities
- X Traffic calming techniques**
- X Lighting and other infrastructure that improves bicycle and pedestrian safety**
- X Infrastructure projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs**
- Safe Routes to School programming (Education, Encouragement, Enforcement, Evaluation)

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**

Please list each planning document that supports the project and describe how it provides support..

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Promote projects that focus on improving safety for all;” “Directly focus on maintaining existing transportation facilities before building new ones;” “Encourage development patterns that are walkable, bikeable, and readily served by public transit;” and “Encourage infill development to most effectively utilize existing utilities and infrastructure.” This project improves multimodal safety and serves to facilitate infill development in a very central area of Bloomington where short trip lengths are particularly conducive to walking and bicycling.

BMCMPPO Complete Streets Policy – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated....”



Bloomington/Monroe County Metropolitan Planning Organization

Bloomington Comprehensive Plan – Policies include “In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl;” “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities;” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

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Redevelopment Strategies for the Bloomington Hospital Site – This report prepared by the Urban Land Institute details the need and vision for this area including a focus on dense, infill redevelopment that supports multimodal transportation.

- b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.

No. This project supports the efforts of numerous community organizations, but it has not sought endorsement letters.

- c. Has the project been presented at public meetings? **(5 points maximum)**
Please list the name, date, and location of each meeting.

All of the local planning documents supporting this project included extensive public outreach.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO’s crash reports from the previous 3 years? **(10 points maximum)**
Please check each list on which the project location appears and indicate which year’s crash report the list is in.

- ‘Top Locations by Crash Total’ (Year(s): _____)
- ‘Top Locations by Crash Rate’ (Year(s): _____)
- ‘Top Locations by Crash Severity’ (Year(s): _____)
- ‘Eligible HSIP Locations’ (Year(s): _____)
- ‘Top Bicycle and Pedestrian Crash Locations’ (Year(s): _____)

- b. How many total crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

416 total crashes (2016-2018 data)

- c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

37 incapacitating injury crashes (2016-2018 data)

- d. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**
Please check all that apply.

- X Pedestrians**
- X Bicyclists**
- X Motorists**
- X Transit users**
- X Disabled persons**

Utility (25 points maximum)

- a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers? **(10 points maximum)**
Please check all that apply.

- X Public Park**
 X School
 Library
 X Employment
 Retail

- b. Does the proposed project connect to existing bicycling and walking networks? **(5 points maximum)**
Please check all that apply.

- X Multi-use Trail**
 On-street bikeway
 Sidepath
 X Sidewalk
 X Signed bike route

- c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project? **(5 points maximum)**

4 transit lines (1, 2, 4, and 7) and 32 transit stops including routes and stops directly on 1st Street within this project. Technically every single transit line in the City could be listed here because the downtown transit center is within ¼ mile of this project.

- d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? **(5 points maximum)**

This project does not directly occur within one of the census tracts specified in the MPO 2040 Long Range Transportation Plan. However, primary goals of this project include enhancing bicycle/pedestrian access and facilitating dense, infill development which can improve housing affordability in the community.

Project Readiness (30 points maximum)

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**

Only conceptual scope and estimates have been completed for this project. The proposed timeline leaves adequate time to complete all design work.

- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

1st Street is currently entirely within City right of way and additional permanent right of way is not anticipated. However, it is possible that small amounts of right of way or temporary right of way acquisition will be required.

- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**

Yes, it is anticipated that this project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has been initiated and a determination made by INDOT/FHWA.



Bloomington/Monroe County Metropolitan Planning Organization

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

Yes, with the funds requested the project would be fully funded. Local match on the project is likely to exceed the minimum 20% and may be provided by the existing Tax Increment Financing district. Preliminary engineering and potential right of way is assumed to be 100% locally funded.

PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

- **FY 2020-2024 TIP Project Request Form**
- **Cover letter signed by the LPA Applicant**
- **Project Map**
- **NEPA Approval Letter (if applicable)**
- **Letters of support (if applicable)**

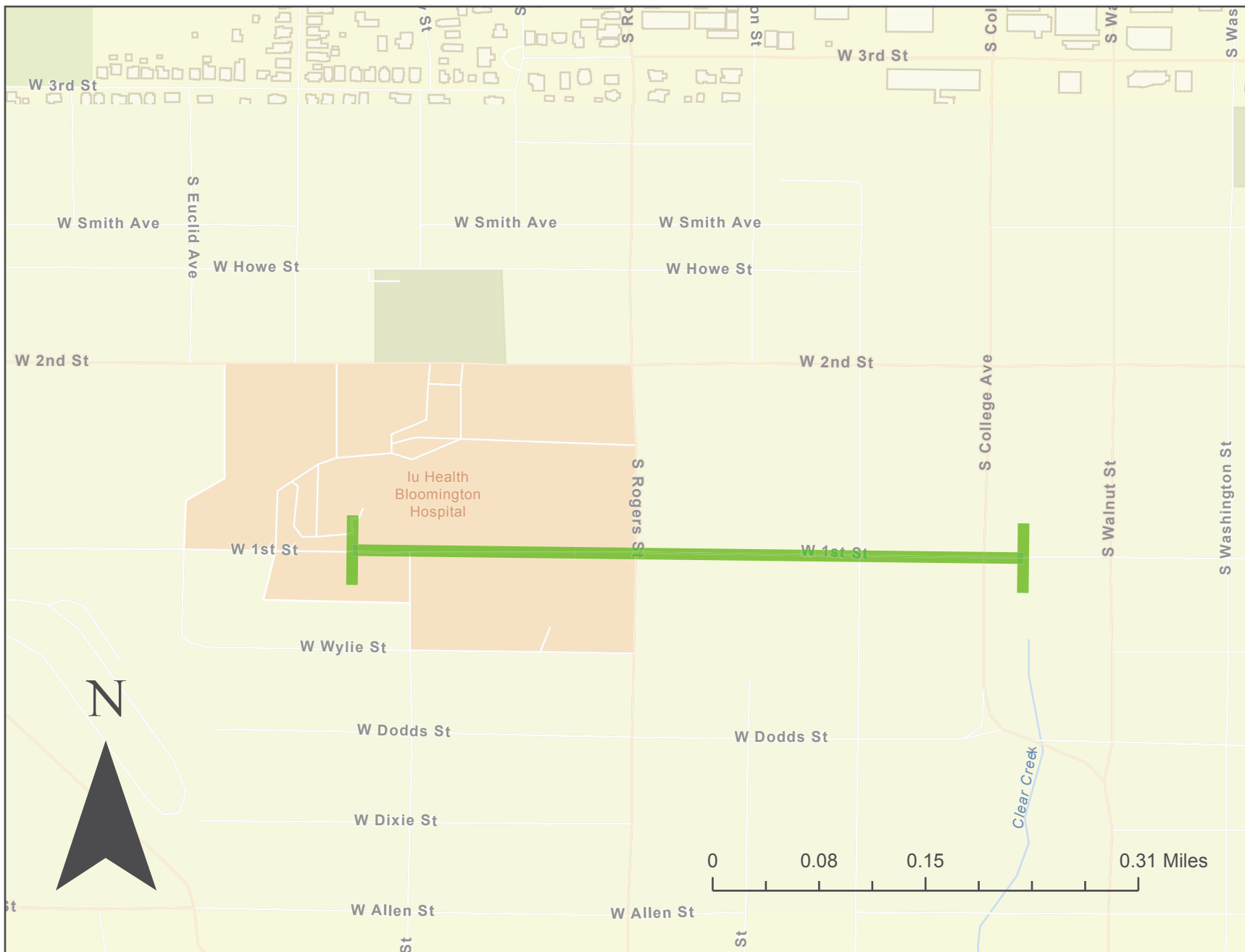
I hereby certify that the information submitted as part of this application is accurate.

Signature

12/19/2018

Date

First Street Reconstruction





FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Neil Kopper
Phone: 812-349-3423
Email: koppern@bloomington.in.gov

Section 2: Verification

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

12/19/2018

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: 17th Street Multimodal Improvements
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini): 17th Street from Monroe Street to Grant Street

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

BMCMPO 2040 Metropolitan Transportation Plan – Goals include “Fund projects that encourage and educate the public about safe driving, biking, walking, and using transit,” “Promote projects that focus on improving safety for all,” and “Pursue possible funding opportunities to increase trail/path use and investment.”

BMCMPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – Project is specifically listed as part of the City’s high priority bicycle network.

G. Allied Projects:

17th Street Reconstruction (Lismore to Monroe); 17th/Vernal I-69 Overpass; Dunnhill/Evolve redevelopment project (multiuse path along 17th from Grant to Dunn); 17th at Dunn intersection improvement project; 17th (Dunn to Fee) multiuse path project.

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: October 14, 2021

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$ 1,590,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$ 71,000	\$	\$	\$
	STP	\$	\$	\$ 284,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$ 550,000	\$	\$	\$
	STP	\$	\$	\$ 2,044,199	\$	\$	\$
	TAP	\$	\$	\$ 155,801	\$	\$	\$
Totals:		\$ 1,590,000	\$	\$ 3,105,000	\$	\$	\$

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).

Project will fill in a gap in the existing infrastructure along 17th Street by constructing multiuse path on the north side of 17th Street from Monroe Street to Grant Street; address sidewalk maintenance needs by updating pedestrian curb ramps on the south side of 17th Street within the project limits; and provide accessible accommodations for existing transit stops. The project is also expected to modernize and improve safety for the traffic signal at the 17th-Madison Street intersection (ranked #33 in most recent BMCMPPO Crash Report for crash total) and improve the 17th-College intersection through geometric modifications to improve motor vehicle safety (improving lane alignments across the intersection).

This project seeks to reduce conflicts between modes and provide high comfort bicycle and pedestrian infrastructure by constructing the dedicated multiuse path. Design of the path will incorporate improved crosswalks, investigate opportunities to minimize driveway interactions using access management, and construct geometric updates to improve multimodal safety. Improvements at signalized intersections are expected to include updated pedestrian signal indications and accessible pushbuttons, improved crosswalks with accessible curb ramps, at least one signal head per travel lane, signage updates, optimized traffic signal timings, signal head backplates, and other geometric modifications to reduce crash risk for all users.

The 17th Street existing and future infrastructure is primarily within existing City right of way. However, some acquisition from adjacent land owners is expected from numerous parcels.

- 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 priorities include improving safety (as detailed in #1) and expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City's ability to transport people while also working toward goals of equity and sustainability. Once this project is constructed, 17th Street/Vernal Pike would have approximately 3.8 miles of continuous multiuse path and would better connect lower income areas of northwest Bloomington with Tri-North middle school, downtown, and IU.

- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

Timeline is highly dependent on federal funding. Preliminary engineering is expected in 2019. Public participation is expected 2019. Right of way acquisition is expected in 2020. Construction is expected in 2022.

- 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 2019. Public participation is expected 2019. Right of way acquisition is expected in 2020. Construction is expected in 2022

- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

In the event that this project does not receive full federal funding, it may need to be phased into separate projects or otherwise reduced in scope in order to be completed.

- 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 committees 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. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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

INDOT, BMCMPPO, various City of Bloomington Departments, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.



FY 2020-2024 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at martipa@bloomington.in.gov.

Detailed Project Description (not to exceed 250 words)

Identify the project scope, overview, objective, and any other relevant project details.

Project will fill in a gap in the existing infrastructure along 17th Street by constructing multiuse path on the north side of 17th Street from Monroe Street to Grant Street; address sidewalk maintenance needs by updating pedestrian curb ramps on the south side of 17th Street within the project limits; and provide accessible accommodations for existing transit stops. This project focuses on improvements for active transportation modes, but it is also expected to modernize and improve safety for the traffic signal at the 17th-Madison Street intersection (ranked #33 in most recent BMCMPPO Crash Report for crash total) and improve the 17th-College intersection through geometric modifications to improve motor vehicle safety (improving lane alignment across the intersection).

Primary Purpose (Select one)

Please select which description best fits your project. All eligible project types are considered equally during evaluation.

- X Construction of Bike/Ped Facilities**
- Safe Routes to School
- Multi-use trail project

Project Elements (All that apply)

- X Sidewalks**
- X On-street or off-street bicycle infrastructure**
- X Pedestrian and bicycle signals**
- Maintenance or construction of recreational trail or trailhead facilities
- Traffic calming techniques
- X Lighting and other infrastructure that improves bicycle and pedestrian safety**
- X Infrastructure projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs**
- Safe Routes to School programming (Education, Encouragement, Enforcement, Evaluation)

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**

Please list each planning document that supports the project and describe how it provides support.

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Fund projects that encourage and educate the public about safe driving, biking, walking, and using transit,” “Promote projects that focus on improving safety for all,” and “Pursue possible funding opportunities to increase trail/path use and investment.”

BMCMPPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – Project is specifically listed as part of the City’s high priority bicycle network.



Bloomington/Monroe County Metropolitan Planning Organization

- b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.

No. This project supports the efforts of numerous community organizations, but it has not sought endorsement letters.

- c. Has the project been presented at public meetings? **(5 points maximum)**
Please list the name, date, and location of each meeting.

All of the local planning documents supporting this project included extensive public outreach. The Bloomington Transportation Plan explicitly lists this project as a part of its high priority network.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO's crash reports from the previous 3 years? **(10 points maximum)**
Please check each list on which the project location appears and indicate which year's crash report the list is in.

- 'Top Locations by Crash Total' (Year(s): 2013-2015)
- 'Top Locations by Crash Rate' (Year(s): _____)
- 'Top Locations by Crash Severity' (Year(s): _____)
- 'Eligible HSIP Locations' (Year(s): _____)
- 'Top Bicycle and Pedestrian Crash Locations' (Year(s): _____)

- b. How many total crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

360 total crashes (2016-2018 data)

- c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

31 incapacitating, 1 fatal (2016-2018 data)

- d. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**
Please check all that apply.

- X Pedestrians**
- X Bicyclists**
- X Motorists**
- X Transit users**
- X Disabled persons**

Utility (25 points maximum)

- a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers? **(10 points maximum)**

Please check all that apply.

- X Public Park**
- X School**
- Library
- X Employment**
- X Retail**

- b. Does the proposed project connect to existing bicycling and walking networks? **(5 points maximum)**
- Please check all that apply.*

- Multi-use Trail
- X On-street bikeway**
- X Sidepath**
- X Sidewalk**
- X Signed bike route**

- c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project? **(5 points maximum)**

3 transit lines and 25 transit stops

- d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? **(5 points maximum)**

Yes, the MPO 2040 Long Range Transportation Plan specifically notes Census Tract 6.02 and Census Tract 16 which this project falls within. The primary focus of this project is to enhance bicycle and pedestrian access.

Project Readiness (30 points maximum)

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**

Some initial design work has been completed at the 17th-Madison intersection. Other areas have only been conceptually investigated. The proposed timeline for this project leaves adequate time to complete all design work.

- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

The majority of the 17th Street corridor is within existing city right of way. However, it is expected that small areas of additional right of way acquisition will be required from numerous adjacent parcels.

- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**

Yes, it is anticipated that this project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has been initiated and a determination made by INDOT/FHWA. It is possible that the project will need to go through some higher level of environmental review due to its proximity to Miller Showers Park.



Bloomington/Monroe County Metropolitan Planning Organization

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

Yes, with the funds requested the project's right of way, construction, and construction inspection would be fully funded. Preliminary engineering is assumed to be funded locally.

PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

- **FY 2020-2024 TIP Project Request Form**
- **Cover letter signed by the LPA Applicant**
- **Project Map**
- **NEPA Approval Letter (if applicable)**
- **Letters of support (if applicable)**

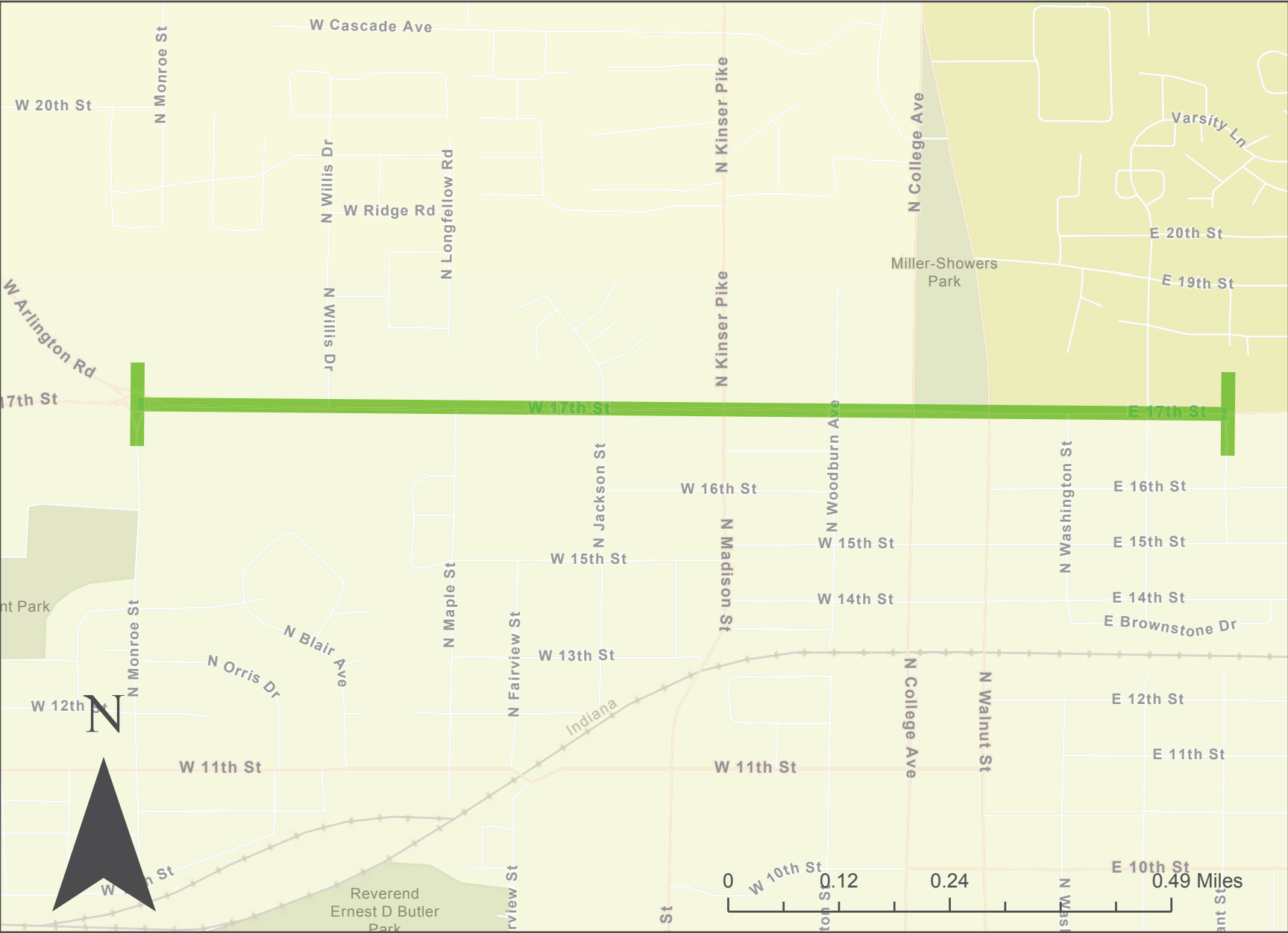
I hereby certify that the information submitted as part of this application is accurate.

Signature

12 / 18 / 2018

Date

17th Street Multimodal Improvements





FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: martipa@bloomington.in.gov

Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Neil Kopper
Phone: 812-349-3423
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC)

12/19/2018

Date

Section 3: Project Information

A. Project Name: Adams Street Connection

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned):

D. Project Location (detailed description of project termini): Adams Street between Countryside Lane and Allen Street.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

BMCMPPO 2040 Metropolitan Transportation Plan – Goals include “Encourage development patterns that are walkable, bikeable, and readily served by public transit” and “Encourage infill development to most effectively utilize existing utilities and infrastructure.” This project is specifically listed in the 2040 and previous plans and it serves to connect existing transportation infrastructure to facilitate infill development in a central area of Bloomington where short trip lengths are particularly conducive to walking and bicycling.

BMCMPPO Complete Streets Policy – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated....”

Bloomington Comprehensive Plan – Policies include “In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl;” “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities;” and “Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools.”

Bloomington Transportation Plan – This plan specifically lists this project as a desired connection to improve north-south connectivity in the area. This plan will also provide high-level design parameters that will ensure accommodation of all modes within the project.

G. Allied Projects:

Allen Street (Adams to Patterson) reconstruction – *proposed*, Landmark (Bloomfield to Allen) street connection – *proposed*, Allen Street/E Covenanter Neighborhood Greenway – *existing with planned enhancements*, new east-west trail between Switchyard Park and Weimer Road – *funded and in early plan development*

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: October 2023

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE	Local	\$	\$	\$ 578,066	\$	\$	\$
	STP	\$	\$	\$ 421,934	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$	\$ 600,000	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$	\$ 2,094,066	\$
	STP	\$	\$	\$	\$	\$ 2,750,133	\$
	TAP	\$	\$	\$	\$	\$ 155,801	\$
	Totals:	\$	\$	\$ 1,000,000	\$	\$ 5,600,000	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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

This project would construct the gap in the existing Adams Street corridor between Countryside Lane and Allen Street. The project would include bicycle facilities (including multiuse path), accessible sidewalks, pedestrian crosswalks, motor vehicles lanes, street lighting, signage, and storm water infrastructure (as well as other utilities as appropriate). If desired by Bloomington Transit, this newly connected route would include accommodations for transit stops. It is also expected that this project will include a new single-lane roundabout to align with a proposed new east-west street within the area. The roundabout would be intended to optimize both safety and mobility for all modes of transportation at the new intersection.

This project would avoid conflicts between modes by providing dedicated bicycle and pedestrian infrastructure. Design of the project would take into account best practices for access management and geometries to reduce crash risk at conflict points.

This street connection is necessary to facilitate infill development in a central area of Bloomington where the shorter trip lengths are particularly conducive to walking and bicycling. The existing stub sections of Adams Street include sidewalk and multiuse path, but without this project the area has no north-south connections between Rogers St and Weimer Rd (a distance of 1.35 miles without a north-south street). The gap in Adams Street is not currently City right of way. However, it is expected that this corridor will be dedicated to the City as the City and a developer partner to improve this area.

- 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 optimize 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 priorities include optimizing safety through design (as detailed in #1) and improving connectivity in the area. This approach will ensure that the City can still make progress toward goals including safety, equity, and sustainability while expanding capacity for both non-motorized and motorized modes of transportation. Currently, north-south travel options are very limited in this area. This project is near the Wapehani Mountain Bike Park, the RCA Community Park, and the Twin Lakes Sports Center. It is directly adjacent to Summit Elementary school and within one mile of the MCCSC Academy of Science and Entrepreneurship.

- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

Timeline is highly dependent on funding. Preliminary engineering is expected in 2022. Public participation is expected 2022. Construction is expected in 2024.

- 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 2022. Public participation is expected 2022. Construction is expected in 2024.

- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

This project’s timeline is highly dependent upon federal funding award. The City anticipates this street connection to be a partnership with the area landowner/developer.

- 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 committees and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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

INDOT, BMCMPPO, various City of Bloomington Departments, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.



FY 2020-2024 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at martipa@bloomington.in.gov.

Detailed Project Description (not to exceed 250 words)

Identify the project scope, overview, objective, and any other relevant project details.

This project would construct the gap in the existing Adams Street corridor between Countryside Lane and Allen Street. The project would include bicycle facilities (including multiuse path), accessible sidewalks, pedestrian crosswalks, motor vehicles lanes, street lighting, signage, and storm water infrastructure (as well as other utilities as appropriate). If desired by Bloomington Transit, this newly connected route would include accommodations for transit stops. It is also expected that this project may include a new single-lane roundabout to align with a proposed new east-west street within the area. The roundabout would be intended to optimize both safety and mobility for all modes of transportation at the new intersection.

This street connection is necessary to facilitate infill development in a central area of Bloomington where the shorter trip lengths are particularly conducive to walking and bicycling. The existing stub sections of Adams Street include sidewalk and multiuse path, but without this project the area has no north-south connections between Rogers St and Weimer Rd (a distance of 1.35 miles without a north-south street).

Primary Purpose (Select one)

Please select which description best fits your project. All eligible project types are considered equally during evaluation.

- X Construction of Bike/Ped Facilities**
- Safe Routes to School
- Multi-use trail project

Project Elements (All that apply)

- X Sidewalks**
- X On-street or off-street bicycle infrastructure**
- Pedestrian and bicycle signals
- Maintenance or construction of recreational trail or trailhead facilities
- Traffic calming techniques
- X Lighting and other infrastructure that improves bicycle and pedestrian safety**
- X Infrastructure projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs**
- Safe Routes to School programming (Education, Encouragement, Enforcement, Evaluation)

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**

Please list each planning document that supports the project and describe how it provides support..

BMCMPO 2040 Metropolitan Transportation Plan – Goals include “Encourage development patterns that are walkable, bikeable, and readily served by public transit” and “Encourage infill development to most effectively utilize existing utilities and infrastructure.” This project is specifically listed in the 2040 and previous plans and it serves to connect existing transportation infrastructure to facilitate infill development in a central area of Bloomington where short trip lengths are particularly conducive to walking and bicycling.



Bloomington/Monroe County Metropolitan Planning Organization

BMCMPO Complete Streets Policy – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated...”

Bloomington Comprehensive Plan – Policies include “In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl;” “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities;” and “Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools.”

Bloomington Transportation Plan – This plan specifically lists this project as a desired connection to improve north-south connectivity in the area. This plan will also provide high-level design parameters that will ensure accommodation of all modes within the project.

- b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.

No. This project has not sought endorsement letters.

- c. Has the project been presented at public meetings? **(5 points maximum)**
Please list the name, date, and location of each meeting.

All of the local planning documents supporting this project included extensive public outreach. The Bloomington Transportation Plan explicitly lists and describes this project.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO’s crash reports from the previous 3 years? **(10 points maximum)**
Please check each list on which the project location appears and indicate which year’s crash report the list is in.

- ‘Top Locations by Crash Total’ (Year(s): _____)
 ‘Top Locations by Crash Rate’ (Year(s): _____)
 ‘Top Locations by Crash Severity’ (Year(s): _____)
 ‘Eligible HSIP Locations’ (Year(s): _____)
 ‘Top Bicycle and Pedestrian Crash Locations’ (Year(s): _____)

- b. How many total crashes occurred within ¼ mile of the proposed project in the previous 3 years?
(5 points maximum)

10 total crashes (2016-2018 data) – Note that this is a new street/path/sidewalk connection and existing nearby crashes are expected to be low.

- c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

0 total injury crashes (2016-2018 data) – Note that this is a new street/path/sidewalk connection and existing nearby crashes are expected to be low.

- d. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**
Please check all that apply.

- X Pedestrians**
- X Bicyclists**
- X Motorists**
- Transit users
- X Disabled persons**

Utility (25 points maximum)

- a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers? **(10 points maximum)**
Please check all that apply.

- X Public Park**
- X School**
- Library
- X Employment**
- Retail

- b. Does the proposed project connect to existing bicycling and walking networks? **(5 points maximum)**
Please check all that apply.

- Multi-use Trail
- On-street bikeway
- X Sidepath**
- X Sidewalk**
- Signed bike route

- c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project? **(5 points maximum)**

Currently the nearest transit line is approximately ½ mile from the project. At this point it is unknown whether this new street connection would provide a desirable new or adjusted transit route.

- d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? **(5 points maximum)**

This project does not directly occur within one of the census tracts specified in the MPO 2040 Long Range Transportation Plan. However, primary goals of this project include enhancing bicycle/pedestrian access and facilitating dense, infill development which can improve housing affordability in the community.



Bloomington/Monroe County Metropolitan Planning Organization

Project Readiness (30 points maximum)

a. What percentage of design work is currently completed for the project? (10 points maximum)
Some initial conceptual design has been completed by the land owner/developer. The proposed timeline for this project leaves adequate time to complete all design work.

b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? (10 points maximum)
The gap in Adams Street is not currently City right of way. However, it is expected that this corridor will be dedicated to the City as the City and a developer partner to improve this area.

c. Is this project eligible for a categorical exclusion from NEPA reviews? (5 points maximum)
This project may be eligible for a categorical exclusion, but that cannot be determined until the preliminary engineering has been initiated and a determination made by INDOT/FHWA. It is possible that the project will need to go through a higher level of environmental review due to new construction within some previously undisturbed areas.

d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? (5 points maximum)
Yes. While these federal funds would not provide a full 80-20 split, the City anticipates partnering with owner/developer and other local sources to provide the remaining funding for all phases.

PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

- FY 2020-2024 TIP Project Request Form
Cover letter signed by the LPA Applicant
Project Map
NEPA Approval Letter (if applicable)
Letters of support (if applicable)

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

Signature

Date 12/19/2018

Adams Street Connection





FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC)

12/19/18

Date

Section 3: Project Information

A. Project Name: B-Line Trail Connection

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1700735

D. Project Location (detailed description of project termini):

Project will connect the existing B-Line Trail terminus at Adams Street with the multiuse path on the 17th Street I-69 overpass. The project is expected to follow the railroad corridor from Adams Street to Fountain Drive, follow Fountain Drive from the railroad corridor to Crescent Road, and then follow Crescent Road from Fountain Drive to 17th Street.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan; current TIP; project is consistent with visions of both MPO and City long range plans; this project has also been the source of discussions between City of Bloomington and Monroe County officials regarding the need to improve connectivity between the trails systems of these two entities.

G. Allied Projects: B-Line Trail, 17th Street (I-69 overpass to Arlington/Monroe roundabout), 17th Street I-69 Overpass, Vernal Pike Multiuse Path, Karst Farm Trail/County Trail System.

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: November, 2020

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$ 630,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$ 225,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STP	\$	\$ 1,150,000	\$	\$	\$	\$
	Local	\$	\$ 650,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 630,000	\$ 2,025,000	\$	\$	\$	\$

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).

Project will connect the existing B-Line Trail terminus at Adams Street with the multiuse path on the 17th Street I-69 overpass. The project is expected to follow the railroad corridor from Adams Street to Fountain Drive (multiuse trail), follow Fountain Drive from the railroad corridor to Crescent Road (multiuse path), and then follow Crescent Road from Fountain Drive to 17th Street (multiuse path). Project is also expected to include intersection modifications along the corridor to improve both safety and mobility.

- 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. 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 using active transportation. 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. Public participation is expected in 2019. Right of way acquisition is expected in 2020. Construction is expected in 2021.

- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

All permits will be applied for at the appropriate time in project development. Preliminary engineering is underway. Public participation is expected 2019. Right of way acquisition is expected in 2020. Construction is expected in 2021.

- 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 amount of available MPO funding. Local match is expected to be significantly larger than 20%. This project would greatly benefit from additional FY21 funding if any becomes available.

- 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 discussed at the MPO and the 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 will be held during early design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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

INDOT, BMCMPPO, various City of Bloomington Departments, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.



City of Bloomington
Planning and Transportation Department

December 19, 2018

Crosswalk Improvements Project

RE: Fiscal Year (FY) 2020-2024 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

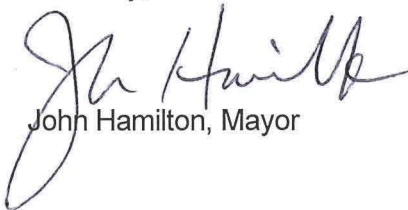
The City of Bloomington is pleased to submit this funding application to utilize Highway Safety Improvement Program (HSIP) funding. This project will install or improve pedestrian crosswalks throughout the City. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including new pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge areas. Other required project application forms are attached with this letter.

This project supports the City's adopted accessibility guidelines (PROWAG) as well as the City's ADA Transition Plan. More specifically, this project will reduce the risk of crashes involving pedestrians crossing a street.

The total construction and construction engineering project costs are estimated at \$570,000 and we are requesting HSIP funding in the amount of \$470,684 in FY 2021. Preliminary engineering and any right of way acquisition will be completed using local funding. Additional funding details are included within the attached application forms.

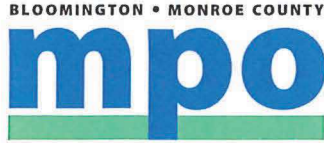
We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2021. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,


John Hamilton, Mayor



Jeff Underwood, Controller



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Neil Kopper
Phone: 812-349-3423
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC)

12/17/2018

Date

Section 3: Project Information

A. Project Name: Crosswalk Improvements Project

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1700976

D. Project Location (detailed description of project termini):

This project is expected to include improvements at roughly 25 crosswalks located on streets maintained and operated by the City of Bloomington.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan; currently in TIP; project is consistent with the visions of both the MPO and City long range plans

G. Allied Projects: Downtown Curb Ramps Project, Pedestrian Safety and Accessibility at Signalized Intersections, School Zone Enhancements Project

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: December 9, 2020

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE	Local	\$ 100,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$ 9,316	\$	\$	\$	\$
	HSIP	\$	\$ 60,684	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$ 90,000	\$	\$	\$	\$
	HSIP	\$	\$ 410,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 100,000	\$ 570,000	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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

This project will install or enhance pedestrian crosswalks. Improvements may include marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuge islands, curb bulbouts, raised crosswalks, and other traffic calming features.

- 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 designed and constructed to meet current accessibility requirements.

- 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 reduce crash risk for pedestrians by improving safety and accessibility of crosswalks.

- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

Consultant selection, public participation, and design expected to begin in 2019. Work is expected to take place within existing right of way. Construction and completion are expected in 2021.

- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

All applicable permits and approvals will be secured at appropriate times. Key milestones will include Stage 3 and Final Tracings submissions.

6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

None.

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.).

Public involvement is currently expected to involve one meeting to discuss location and type of crosswalk improvements. This discussion may be scheduled to be a part of another public meeting for a relevant group such as the Bicycle and Pedestrian Safety Commission (BPSC).

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.

Project may receive input from city staff, MPO TAC, MPO CAC, BPSC, and the general public.

Highway Safety Improvement Program

Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	<input type="text" value="Jan 11, 2017"/>	Submitted by	<input type="text" value="BMCMPPO"/>
Local Public Agency	<input type="text" value="City of Bloomington"/>		
Official Signatory	<input type="text" value="Neil Kopper"/>		
Office Title	<input type="text" value="Project Engineer"/>		
Project Contact	<input type="text" value="Neil Kopper"/>		
Telephone	<input type="text" value="812-349-3423"/>	Email	<input type="text" value="koppenn@bloomington.in.gov"/>

PROJECT

Request	<input type="text" value="New Project"/>	Des No. of existing project	<input type="text"/>
Road Name	<input type="text" value="Various City Maintained Streets"/>		
Improvement Type	<input type="text" value="6 Install new pedestrian crosswalk warning signs, flashing beacons, special paveme"/>		

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:
 County
 Township
 City/Town

The project is expected to include improvements at 25 crosswalks on streets maintained and operated by the City of Bloomington.
 County = Monroe County
 Townships = Bloomington and Perry
 City = City of Bloomington

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

This project will install or enhance pedestrian crosswalks. Improvements may include marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuge islands, curb bulbouts, raised crosswalks, and other traffic calming features. All work will comply with PROWAG, the City's adopted accessibility guidelines.

New crosswalks are frequently requested throughout the City. During evaluation of these potential new crosswalks, staff frequently determines that a location warrants additional improvements beyond simple pavement markings. This project will evaluate existing and desired crosswalks and construct improvements at the highest priority locations. Priority for improvements will be determined based on an evaluation of existing conditions as well as requests from Bloomingtonians. The primary objective of this project is to reduce the risk of crashes involving pedestrians crossing a street.



Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

Crashes involving pedestrians are more likely to result in a fatality or incapacitating injury than crashes involving only motor vehicles. Pedestrian crashes are also much more likely to occur at locations where pedestrians cross the street and interact with vehicular traffic.

Documented crash reduction factors indicate numerous tools that can be used to decrease crash risk for pedestrians crossing a street. As an example, installation of pedestrian refuge islands has been shown to result in a 56% reduction in crashes involving pedestrians. There is also widespread documentation on the effect of motor vehicle speeds on crash severities. Research indicates that the likelihood of a pedestrian surviving a crash with a motor vehicle traveling at 40mph is only 10%, while the likelihood of surviving a crash with a motor vehicle traveling at 20mph is 90%. These improvements would aim to increase visibility of pedestrians, reduce high-risk motor vehicle speeding, and reduce the risk of crashes involving pedestrians that could result in fatalities or incapacitating injuries.



Neil Kopper <koppern@bloomington.in.gov>

Re: Bloomington MPO - HSIP Eligibility Funding

1 message

Patrick Martin <martipa@bloomington.in.gov>

Thu, May 11, 2017 at 11:39 AM

To: "Nsonwu, Emmanuel" <ENSONWU@indot.in.gov>

Cc: "Holowaty, Michael" <MHLOWATY@indot.in.gov>, "Mitchell, Jay" <JAYMITCHELL@indot.in.gov>, "Nunnally, Roy" <RNUNNALLY@indot.in.gov>, Josh Desmond <desmondj@bloomington.in.gov>, Scott Robinson <robinos@bloomington.in.gov>, Andrew Cibor <cibora@bloomington.in.gov>, Neil Kopper <koppern@bloomington.in.gov>, "Metcalf, Karlei A" <kmetcalf1@indot.in.gov>

Good Morning Emmanuel,

Thank you so much!

We shall remain on standby for FY2018-2021 TIP DES# assignments for both HSIP-eligible projects.

Please let me know if you have any additional questions.

Thanks,

Pat Martin

On Thu, May 11, 2017 at 10:37 AM, Nsonwu, Emmanuel <ENSONWU@indot.in.gov> wrote:

Pat,

This is to inform you that INDOT Office of Traffic Safety has concluded the review of Bloomington MPO HSIP funding request and to convey that the attached two applications have been determined Eligible for HSIP funding.

Thanks,

*Emmanuel Nsonwu**Economic Analyst/Transportation Planner**Technical Planning & Programming Division**Indiana Department of Transportation**PH: 317-232-5485 FAX: 317-232-1499**ensonwu@indot.in.gov*

From: Patrick Martin [<mailto:martipa@bloomington.in.gov>]
Sent: Tuesday, May 02, 2017 4:50 PM
To: Holowaty, Michael <MHLOWATY@indot.IN.gov>
Subject: BMMPO FY2018 - 2021 TIP - NEW DES# Requests - HSIP Funding

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Good Afternoon Mike,

Enclosed with this message are two (2) INDOT Project programming/NEW DES# Request Forms for the following Bloomington-Monroe County MPO projects:

- . Bloomington School Zone Enhancements using HSIP funding, and
- . Bloomington Crosswalks Safety Improvements using HSIP funding,

The Draft FY 2018 - 2021 TIP is scheduled for adoption by the BMCMPPO Policy Committee on May 12, 2017. Upon adoption, the document shall be submitted to INDOT for final approval.

Please let me know if you have any questions.

Thanks,

Pat Martin

—
Patrick P. Martin | Senior Transportation Planner

City of Bloomington IN | Planning and Transportation Department

p 812.349.3530 | e martipa@bloomington.in.gov

—
Patrick P. Martin | Senior Transportation Planner
City of Bloomington IN | Planning and Transportation Department
p 812.349.3530 | e martipa@bloomington.in.gov



City of Bloomington
Planning and Transportation Department

December 19, 2018

Downtown Curb Ramps Phase III

RE: Fiscal Year (FY) 2020-2024 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

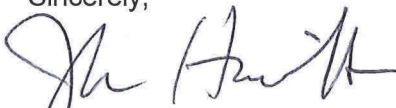
The City of Bloomington is pleased to submit this funding application to utilize Highway Safety Improvement Program (HSIP) funding. This project will install or improve pedestrian curb ramps throughout the City. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including new pedestrian curb ramps and refuge areas at areas of high conflict between pedestrians and vehicular traffic. Other required project application forms are attached with this letter.

This project supports the City's adopted accessibility guidelines (PROWAG) as well as the City's ADA Transition Plan. More specifically, this project will reduce the risk of crashes involving pedestrians crossing a street.

Preliminary engineering costs are estimated at \$90,954 and we are requesting HSIP funding in the amount of \$81,858 in FY 2022. The total construction and construction engineering project costs are estimated at \$522,983 and we are requesting HSIP funding in the amount of \$470,684 in FY 2023. Any right of way acquisition would be completed using local funding. Additional funding details are included within the attached application forms.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2023. Roy Aten will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,


John Hamilton, Mayor



Jeff Underwood, Controller



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC)

12/19/18

Date

Section 3: Project Information

- A. Project Name: Downtown Curb Ramps Phase 3
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini): Numerous locations in and near downtown Bloomington that require accessible curb ramps.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

BMCMPO 2040 Metropolitan Transportation Plan – Goals include “Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure and promote integration of ADA components into the transportation system.”

BMCMPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated. ...”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

G. Allied Projects: Downtown Curb Ramps Phase 1, Downtown Curb Ramps Phase 2

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: October 13, 2022

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE	HSIP	\$	\$	\$ 81,858	\$	\$	\$
	Local	\$	\$	\$ 9,096	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	HSIP	\$	\$	\$	\$ 61,393	\$	\$
	Local	\$	\$	\$	\$ 6,822	\$	\$
CN	HSIP	\$	\$	\$	\$ 409,291	\$	\$
	Local	\$	\$	\$	\$ 45,477	\$	\$
Totals:		\$	\$	\$ 90,954	\$ 522,983	\$	\$

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).

Project will modify or reconstruct curb ramps in the downtown Bloomington area to meet current accessibility guidelines. Work may include curb bumpouts, accessible connections to transit stops, or other modifications based on site specific context. Work will take place in and around the downtown area and locations will be prioritized to focus on locations with low accessibility compliance and high levels of interaction between pedestrians and motor vehicles.

- 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 designed and constructed to meet current accessibility requirements.

- 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 reduce crash risk for pedestrians by ensuring accessible transitions between the sidewalk and the street at crosswalk locations.

- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

Consultant selection, public participation, and design expected to begin in 2021. Work is expected to take place within existing right of way. Construction and completion are expected in 2023.

- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.). Minimal permits and approvals are anticipated for this project. Key milestones will include Stage 3 and Final Tracings submissions.
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
None.
- 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.).
This project is primarily a maintenance effort to bring existing guardrails into compliance with current regulations. Staff does not expect public input to be beneficial for this project. However, unless granted approval by the MPO to waive this requirement, the City anticipates hosting one public meeting to discuss the project and stay in compliance with the complete streets policy. This project is primarily a maintenance effort to bring curb ramps into compliance with accessibility requirements. Public involvement is currently expected to involve one meeting and focus on prioritization of curb ramp locations. This discussion may be scheduled to be a part of another public meeting for a relevant group such as the Council for Community Accessibility (CCA) or the Bicycle and Pedestrian Safety Commission (BPSC).
- 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.
Project may receive input from city staff, MPO TAC, MPO CAC, CCA, BPSC, and the general public.

Highway Safety Improvement Program

Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	Dec 17, 2018	Submitted by	BMCMPPO
Local Public Agency	City of Bloomington		
Official Signatory	Neil Kopper		
Office Title	Interim Transportation and Traffic Engineer		
Project Contact	Neil Kopper		
Telephone	812-349-3423	Email	koppem@bloomington.in.gov

PROJECT

Request	New Project	Des No. of existing project	
Road Name	Various City Maintained Streets		
Improvement Type	06 Install or upgrade pedestrian curb ramps and refuge areas at areas of high conflict		

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:
 County
 Township
 City/Town

Numerous locations in and near downtown Bloomington that require accessible curb ramps.
 County = Monroe County
 Townships = Bloomington and Perry
 City = City of Bloomington

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount 61,395

Existing project funding type No existing project

P/E	90,954	Est. Start Date	Sep 1, 2021
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Land Acquisition		Est. Start Date	Oct 13, 2022
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Construction	454,768	Est. Start Date	Oct 13, 2022
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Construction Eng.	68,215
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Total	613,937
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PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

Project will modify or reconstruct curb ramps in the downtown Bloomington area to meet current accessibility guidelines. Work may include curb bumpouts, accessible connections to transit stops, or other modifications based on site specific context. Work will take place in and around the downtown area and locations will be prioritized to focus on locations with low accessibility compliance and high levels of interaction between pedestrians and motor vehicles. These improvements will reduce the exposure of vulnerable road users and target the Indiana Strategic Highway Safety Program emphasis area #6 - Pedestrian Involved Crashes.

Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

Crashes involving pedestrians are more likely to result in a fatality or incapacitating injury than crashes involving only motor vehicles. Pedestrian crashes are also much more likely to occur at locations where pedestrians cross the street and interact with vehicular traffic. Furthermore, the area in and around downtown Bloomington experiences by far the highest levels of activity by pedestrians in general and specifically pedestrians with disabilities.

Curb ramps which are compliant with current standards greatly enhance the safety of disabled users of the roadway including those with mobility disabilities and those with limited vision. Effective curb ramps minimize pedestrian exposure by reducing the time spent transitioning between the crosswalk and the sidewalk. In addition, detectable warning elements provide strong visual distinction for both motorists and pedestrians of all ability levels and assist in maintaining separation between these modes.



**City of Bloomington
Planning and Transportation Department**

December 19, 2018

Guardrail Improvement Project

RE: Fiscal Year (FY) 2020-2024 Transportation Improvement Program (TIP) Call for Projects

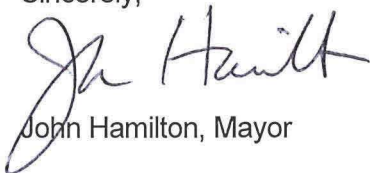
Dear Mr. Martin:

The City of Bloomington is pleased to submit this funding application to utilize Highway Safety Improvement Program (HSIP) funding. This project will install or improve guardrail throughout the City. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including upgrading guardrail end treatments to current standards. Other required project application forms are attached with this letter.

The total construction and construction engineering project costs are estimated at \$432,030 and we are requesting HSIP funding in the amount of \$388,826 in FY 2022. Preliminary engineering and any right of way acquisition would be completed using local funding. Additional funding details are included within the attached application forms.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2022. Roy Aten will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,


John Hamilton, Mayor


Jeff Underwood, Controller



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: martipa@bloomington.in.gov

Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC):

Roy Aten

Phone:

812-349-3423

Email:

atenro@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC)

12/19/18

Date

Section 3: Project Information

A. Project Name: Guardrail Improvement Project

B. Is project already in the TIP?

Yes No

C. DES # (if assigned):

D. Project Location (detailed description of project termini): Numerous locations throughout the City of Bloomington that require new or improved guardrail.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

BMCMPO 2040 Metropolitan Transportation Plan – Goals include “Improve the safety of the transportation system for all modes and all users” and “Directly focus on maintaining existing transportation facilities before building new ones.” Action items include “low-cost capital improvements for the preservation of safety and roadway capacity through intersection signalization, improved signage, pavement markings, and guardrail improvements...”

BMCMPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated...”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

G. Allied Projects: 2019 Guardrail Assessment Project (Locally funded)

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: October 14, 2021

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE	Local	\$	\$ 38,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	HSIP	\$	\$	\$ 50,716	\$	\$	\$
	Local	\$	\$	\$ 5,636	\$	\$	\$
CN	HSIP	\$	\$	\$ 338,110	\$	\$	\$
	Local	\$	\$	\$ 37,568	\$	\$	\$
Totals:		\$	\$ 38,000	\$ 432,030	\$	\$	\$

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).

Project will utilize a guardrail assessment scheduled for completion in 2019 to prioritize areas for improvement. Work will focus on upgrading guardrail end treatments to meet current standards. It is expected that replacing/improving/installing guardrail runs will also be necessary. In most instances, this project will be primarily focused on motor vehicle, freight, and transit vehicle safety. However, the project will ensure compliance with the complete streets policy by not adding guardrail in any location or manner that would prevent safe and comfortable use of the right of way by any mode of transportation. The project will also ensure that accommodations are maintained for all modes of transportation during construction operations.

- 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 designed and constructed to meet current requirements for guardrails.

- 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 reduce crash severity by improving/installing guardrails.

4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

Consultant selection, public participation, and design expected to begin in 2020. Work is expected to take place within existing right of way. Construction and completion are expected in 2022.

5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

Minimal permits and approvals are anticipated for this project. Key milestones will include Stage 3 and Final Tracings submissions.

6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

None.

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.).

This project is primarily a maintenance effort to bring existing guardrails into compliance with current regulations. Public input may not be particularly influential for this project. However, unless granted approval by the MPO to waive this requirement, the City anticipates hosting one public meeting to discuss the project and stay in compliance with the complete streets policy. The public meeting for this project may be combined with another public meeting to improve efficiency.

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.

Project is expected to receive input from city staff, MPO TAC, MPO CAC, neighborhood associations, and the general public.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	<input type="text" value="Dec 17, 2018"/>	Submitted by	<input type="text" value="BMCMPPO"/>
Local Public Agency	<input type="text" value="City of Bloomington"/>		
Official Signatory	<input type="text" value="Neil Kopper"/>		
Office Title	<input type="text" value="Interim Transportation and Traffic Engineer"/>		
Project Contact	<input type="text" value="Neil Kopper"/>		
Telephone	<input type="text" value="812-349-3423"/>	Email	<input type="text" value="koppern@bloomington.in.gov"/>

PROJECT

Request	<input type="text" value="New Project"/>	Des No. of existing project	<input type="text"/>
Road Name	<input type="text" value="Various City Maintained Streets"/>		
Improvement Type	<input type="text" value="22 Upgrade guardrail end treatments to current standards"/>		

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:
 County
 Township
 City/Town

Numerous locations throughout the City of Bloomington that require new or improved guardrail.
 County = Monroe County
 Townships = Bloomington and Perry
 City = City of Bloomington

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

Project will utilize a guardrail assessment scheduled for completion in 2019 to prioritize areas for improvement. Work will focus on upgrading guardrail end treatments to meet current standards. It is expected that replacing/improving/installing guardrail runs will also be necessary.

Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

According to the Indiana Strategic Highway Safety Program (SHSP), roadway departure crashes contribute approximately 50% of the total annual severe crashes. For that reason, Roadway Departure Crashes are listed as emphasis area #2 in the SHSP with a specific recommendation to install guardrail end-treatments. The probability of a severe crash increases if the crash involves a guardrail that is damaged or does not have recommended end-treatments. This project will reduce the probability of these severe crashes by repairing/improving guardrails and installing guardrail end-treatments.



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: martipa@bloomington.in.gov

Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC):

Neil Kopper

Phone:

812-349-3423

Email:

koppern@bloomington.in.gov

Section 2: Verification

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

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

Employee in Responsible Charge (ERC)

12/17/2018

Date

Section 3: Project Information

A. Project Name: Henderson Street Multiuse Path

B. Is project already in the TIP?

Yes No

C. DES # (if assigned): 1500384

D. Project Location (detailed description of project termini):

S Henderson Street from East Hillside Drive to the bus stop approximately 650 feet north of Winslow Road. Path will be on the east side of S Henderson Street. Minor intersection improvements are also anticipated within the project.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

Pedestrian Transportation and Greenways System Plan (BPTGSP-2008). Policy guidance supports this project based upon the BMCMPPO 2030 Long Range Transportation Plan goals #1 and #2 for Mobility and Accessibility. Currently in TIP. Project is consistent with the visions of both City and MPO long range planning documents.

G. Allied Projects: Black Lumber Trail, Winslow Road Multiuse Path, Winslow-Henderson Multiuse Path and Intersection Improvements Project

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: November 2019

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$ 136,500	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STP	\$ 826,133	\$	\$	\$	\$	\$
	STP PYB	\$ 13,000	\$	\$	\$	\$	\$
	Local	\$ 210,867	\$	\$	\$	\$	\$
Totals:		\$ 1,186,500	\$	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

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

[Signature] _____ 12/19/18
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: Jackson Creek Trail
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500398

D. Project Location (detailed description of project termini):
Northern project terminus is located on Arden Drive at the Southeast Park entrance. Project then heads west to High Street and south to Sherwood Oaks Park/Goat Farm at the High Street and Winslow Road roundabout. Project then follows existing trail south until its terminus and continues heading south to Rhorer Road and then east to Sare Road. A short additional connection may be necessary to link to the Jackson Creek Middle School.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan. Currently in TIP. Project is consistent with the visions of both MPO and City long range plans.

G. Allied Projects: Rogers Road Multiuse Path, Jackson Creek Trail Phase 1, and Fullerton Pike

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: November, 2020

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$ 143,199	\$	\$	\$	\$	\$
	TAP	\$ 155,801	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$ 270,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$ 594,199	\$	\$	\$	\$
	TAP	\$	\$ 155,801	\$	\$	\$	\$
	STP	\$	\$ 1,050,000	\$	\$	\$	\$
Totals:		\$ 299,000	\$ 2,070,000	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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

Northern project terminus is located on Arden Drive at the Southeast Park entrance. Project then heads west to High Street (facility type to be determined during design and public input process) and south to Sherwood Oaks Park/Goat Farm at the High Street and Winslow Road roundabout (multiuse path). Project then follows existing trail south until its terminus and continues heading south to Rhorer Road (multiuse trail) and then east to Sare Road (multiuse path). Project also includes accessible curb ramps and other minor intersection/curb modifications.

- 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. 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 using active transportation. 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. Public participation is expected in 2019. Right of way acquisition is expected in 2020. Construction is expected in 2021.

5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

All permits will be applied for at the appropriate time in project development. Preliminary engineering is underway. Public participation is expected 2019. Right of way acquisition is expected in 2020. Construction is expected in 2021.

6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

Additional funding/local match provided through 2016 general obligation bond.

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 discussed at the MPO and the 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 is anticipated during design, particularly in relation to facility type options along Arden Drive. Additional meetings or hearings may be necessary. Staff has already met and discussed the project with MCCSC. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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

INDOT, BMCMPPO, various City of Bloomington Departments, Bicycle and Pedestrian Safety Commission, MCCSC, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.



FY 2020-2024 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at martipa@bloomington.in.gov.

Detailed Project Description (not to exceed 250 words)

Identify the project scope, overview, objective, and any other relevant project details.

This project would complete approximately two miles of uninterrupted multiuse trail of the Jackson Creek Trail system. Phase one has been partially completed within the Goat Farm and Southeast Park properties, but more phases of this trail system remain to be completed both within Bloomington and Monroe County. Completion of these sections (phases one and four) will provide key linkages to area schools (Childs Elementary and Jackson Creek Middle School) and community parks (Sherwood Oaks, Olcott, Southeast, and Winslow Sports Parks and the YMCA). It will also enhance access to transit service along High Street (Route #5) and improve pedestrian crossings at intersections.

Preliminary Engineering will determine final crossing treatments, project alignment, and other details. Intersection enhancements may include warning signs, crosswalk pavement markings and other countermeasures to decrease crash risk. It is expected that an existing sidewalk will be upgraded to a multiuse trail along High Street and Arden Drive to accommodate a more diverse range of users. A new multiuse trail going south from Sherwood Oaks Park to Rhorer Road will offer a more natural and park-like context as the trail transitions from urban to rural context heading south. Multiuse trails continue to be highly popular and have been ranked the number one amenity desired from recent Bloomington Parks and Recreation Department citizen surveys.

Primary Purpose (Select one)

Please select which description best fits your project. All eligible project types are considered equally during evaluation.

- Construction of Bike/Ped Facilities
- Safe Routes to School
- Multi-use trail project**

Project Elements (All that apply)

- Sidewalks
- On-street or off-street bicycle infrastructure**
- Pedestrian and bicycle signals
- Maintenance or construction of recreational trail or trailhead facilities**
- Traffic calming techniques**
- Lighting and other infrastructure that improves bicycle and pedestrian safety**
- Infrastructure projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs**
- Safe Routes to School programming (Education, Encouragement, Enforcement, Evaluation)



Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**

Please list each planning document that supports the project and describe how it provides support..

Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), draft Bloomington Transportation Plan, and the 2040 Long Range Transportation Plan. All identify the trail's location with some policy guidance on design, costs, and phasing. Project is part of the current TIP.

- b. Has the project received letters of support from community organizations? **(5 points maximum)**

Please include a copy of each letter.

- c. Has the project been presented at public meetings? **(5 points maximum)**

Please list the name, date, and location of each meeting.

Jackson Creek Trail Master Plan (2003) and other supporting plans referenced above all went through public planning processes and offered several opportunities for public comments. This project will also include an upcoming public meeting to discuss design options/details.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO's crash reports from the previous 3 years? **(10 points maximum)**

Please check each list on which the project location appears and indicate which year's crash report the list is in.

- 'Top Locations by Crash Total' (Year(s): _____)
- 'Top Locations by Crash Rate' (Year(s): _____)
- 'Top Locations by Crash Severity' (Year(s): _____)
- 'Eligible HSIP Locations' (Year(s): _____)
- 'Top Bicycle and Pedestrian Crash Locations' (Year(s): _____)

- b. How many total crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

33 crashes based on 2012-2015 data

- c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

1 crash (in 2015)

- d. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**

Please check all that apply.

- X Pedestrians**
- X Bicyclists**
- Motorists
- X Transit users**
- X Disabled persons**

Utility (25 points maximum)

- a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers? **(10 points maximum)**

Please check all that apply.

- X Public Park**
- X School**
- Library
- Employment
- Retail

- b. Does the proposed project connect to existing bicycling and walking networks? **(5 points maximum)**

Please check all that apply.

- X Multi-use Trail**
- On-street bikeway
- X Sidepath**
- X Sidewalk**
- X Signed bike route**

- c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project? **(5 points maximum)**

Bloomington Transit Route #5 runs along High Street and multiple stops are within the project's corridor.

- d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? **(5 points maximum)**

The project area is not within the locations identified in the LRTP for traditionally underserved populations.

Project Readiness (30 points maximum)

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**

Design for this project is funded and underway at approximately a 30% completion stage.

- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

The majority of the project is expected to be within the City's right of way. There are a few parcels currently identified on the southern section that will need to have some right of way acquired by the City.

- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**

Yes, it is anticipated that the northern section of the project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has been initiated and a determination made by INDOT/FHWA. However, it is anticipated that the southern section will need to go through some higher level of environmental review due to its proximity to Jackson Creek and location within a park.



Bloomington/Monroe County Metropolitan Planning Organization

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

Yes, the current and previous TIPs provides funding for preliminary engineering, right of way, construction, and construction inspection. Based on conceptual estimates, the City expects to pay more than 20% match for construction and potentially other phases. The City has identified specific funding for this match through a 2016 general obligation bond.

PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

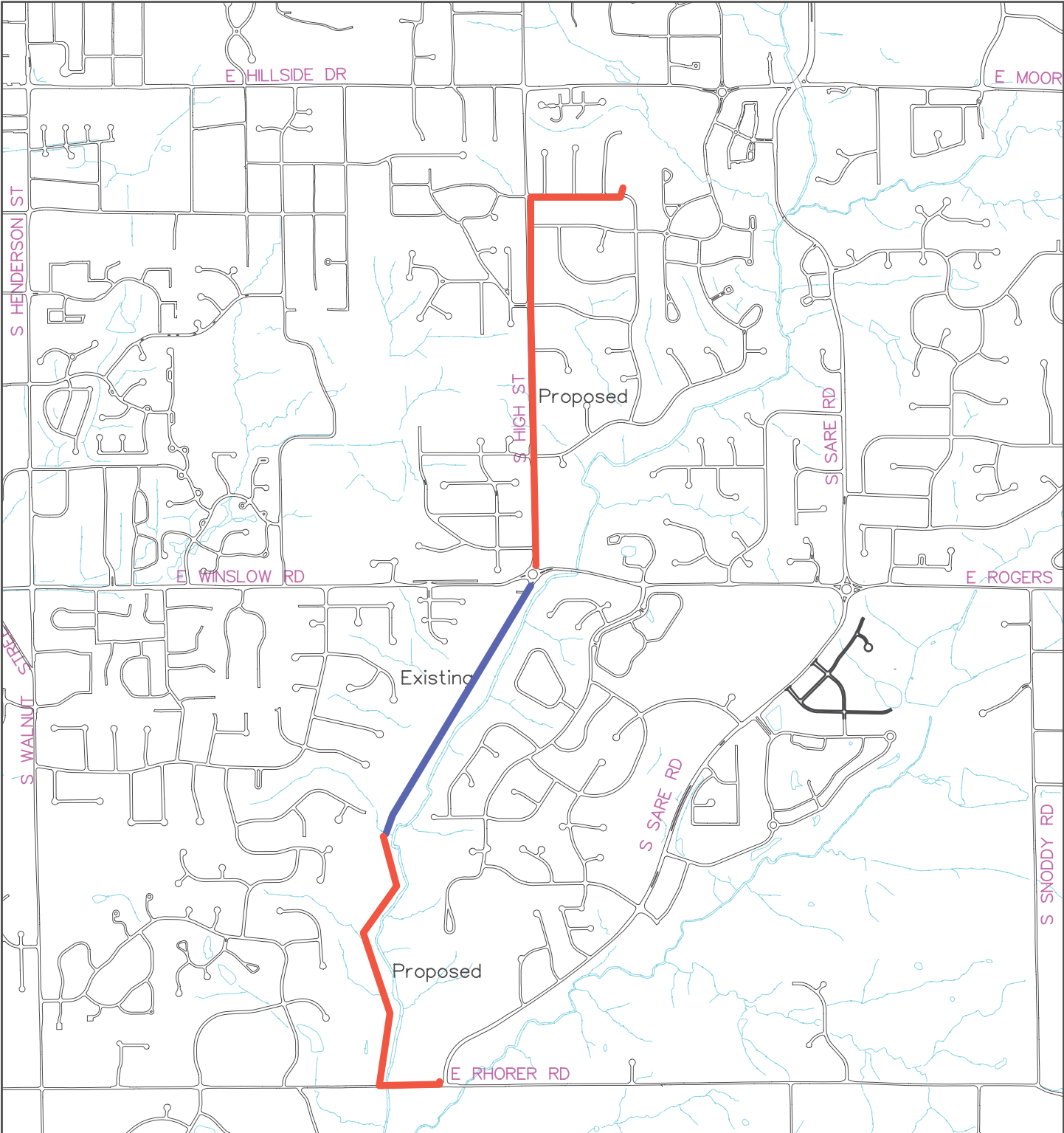
- **FY 2020-2024 TIP Project Request Form**
- **Cover letter signed by the LPA Applicant**
- **Project Map**
- **NEPA Approval Letter (if applicable)**
- **Letters of support (if applicable)**

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

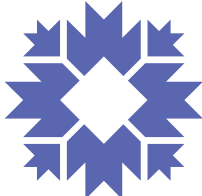
Signature

12/17/2018

Date



City of Bloomington
 Planning & Transportation



Scale: 1" = 1500'



By: koppern
 9 Jan 17



For reference only; map information NOT warranted.



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC):
Phone:
Email:

Neil Kopper

812-349-3423

koppern@bloomington.in.gov

Section 2: Verification

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

12/17/2018

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

A. Project Name: Rogers Road Multiuse Path

B. Is project already in the TIP?

Yes No

C. DES # (if assigned): 1500382

D. Project Location (detailed description of project termini):

The north side of E Rogers Rd approximately 400 feet east of High Street to and including the intersection of The Stands Drive/Winding Brook Circle and private driveway to the east.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP-2008) with a multiuse path along Rogers Road. It is also included within the BMCMPPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor. Currently in TIP. Project is consistent with the vision set forth by both MPO and City long range plans.

G. Allied Projects: Jackson Creek Trail Phase I, Sare Road and Rogers Road Roundabout

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: November 2019

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$ 91,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STP PYB	\$ 548,000	\$	\$	\$	\$	\$
	Local	\$ 152,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 791,000	\$	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Neil Kopper
Phone: 812-349-3423
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Neil Kopper
Employee in Responsible Charge (ERC)

12/17/2018
Date

Section 3: Project Information

A. Project Name: Sare Road Multiuse Path and Intersection Improvements

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1700736

D. Project Location (detailed description of project termini):
Multiuse path on South Sare Road from East Buttonwood Lane to East Moores Pike. Intersections improvements at the Sare Road-Moores Pike traffic signal and other minor intersections as necessary to facilitate street crossings for pedestrians and bicyclists using the multiuse path.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan; College Mall Pedestrian Accessibility Study. Project is currently in TIP. Project is consistent with visions of both City and MPO long range plans.

G. Allied Projects: Moores Pike Sidewalk (College Mall to Woodruff)

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: January 2020

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$ 273,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STP	\$ 1,334,000	\$	\$	\$	\$	\$
	STP PYB	\$ 182,199	\$	\$	\$	\$	\$
	Local	\$ 583,801	\$	\$	\$	\$	\$
Totals:		\$ 2,373,000	\$	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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

This project 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. Public participation is expected in 2019. Right of way acquisition is expected in 2019. Construction is expected in 2020.

- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

All permits will be applied for at the appropriate time in project development. Preliminary engineering is underway. Public participation is expected 2019. Right of way acquisition is expected in 2019. Construction is expected in 2020.

- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

Project is limited by available MPO funding. Local match is expected from the City's General Obligation Bonds.

- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

Project will be discussed at the MPO and the 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 is anticipated during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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

INDOT, BMCMPPO, various City of Bloomington Departments, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.



**City of Bloomington
Planning and Transportation Department**

December 19, 2018

School Zone Enhancements Project

RE: Fiscal Year (FY) 2020-2024 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

The City of Bloomington is pleased to submit this funding application to utilize Highway Safety Improvement Program (HSIP) funding. This project will install or improve school zones and school-related pedestrian crossings throughout the City.

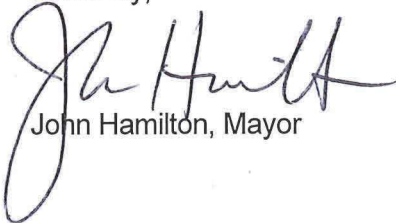
This project supports the City's adopted accessibility guidelines (PROWAG) as well as the City's ADA Transition Plan. More specifically, this project will reduce crash risk for children walking and bicycling to and from school.

This project qualifies for HSIP funding through its use of low-cost, systematic improvements including new pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge areas. Other required project application forms are attached with this letter.

We are requesting \$470,684 of HSIP funding in FY 2020 for construction and construction engineering. Preliminary engineering and any right of way acquisition will be completed using local funding. Additional funding details are included within the attached application forms.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2020. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,


John Hamilton, Mayor



Jeff Underwood, Controller



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Neil Kopper
Phone: 812-349-3423
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC)

12 / 17 / 2018

Date

Section 3: Project Information

A. Project Name: School Zone Enhancements

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 1700974

D. Project Location (detailed description of project termini):

This project is expected to include improvements at numerous school zones located on streets maintained and operated by the City of Bloomington.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

Bicycle and Pedestrian Transportation & Greenways System Plan; ADA Transition Plan; currently in TIP; project is consistent with vision of both MPO and City long range plans

G. Allied Projects: Downtown Curb Ramps Project, Pedestrian Safety and Accessibility at Signalized Intersections

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: December 11, 2019

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
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RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$ 9,316	\$	\$	\$	\$	\$
	HSIP	\$ 60,684	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$ 90,000	\$	\$	\$	\$	\$
	HSIP	\$ 410,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 570,000	\$	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply. (Project is beyond 30% design and thus falls under 2009 Complete Streets Policy for which it was previously approved as Not Applicable.)*
- 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.).
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- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

Highway Safety Improvement Program

Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	Jan 11, 2017	Submitted by	BMCMPPO
Local Public Agency	City of Bloomington		
Official Signatory	Neil Kopper		
Office Title	Project Engineer		
Project Contact	Neil Kopper		
Telephone	812-349-3423	Email	koppenn@bloomington.in.gov

PROJECT

Request	New Project	Des No. of existing project	
Road Name	Various City Maintained Streets		
Improvement Type	6 Install new pedestrian crosswalk warning signs, flashing beacons, special paveme		

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:
 County
 Township
 City/Town

The project is expected to include improvements at 25 school zones on streets maintained and operated by the City of Bloomington.
 County = Monroe County
 Townships = Bloomington and Perry
 City = City of Bloomington

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

This project will install or improve school zones and school-related pedestrian crossings. Improvements may include crosswalks, accessible curb ramps, warning signs, flashing beacons, reduced speed limit zones, and other traffic calming features. All work will comply with PROWAG, the City's adopted accessibility guidelines.

Existing school zones are not consistent throughout the City and do not comply with current best practices. This project will evaluate existing and desired school zones and pedestrian crossings and construct improvements at the highest priority locations. Priority for improvements will be determined based on an evaluation of existing conditions as well as input from schools and area residents. The primary objective of this project is to reduce the risk of crashes involving children walking or bicycling to and from school.

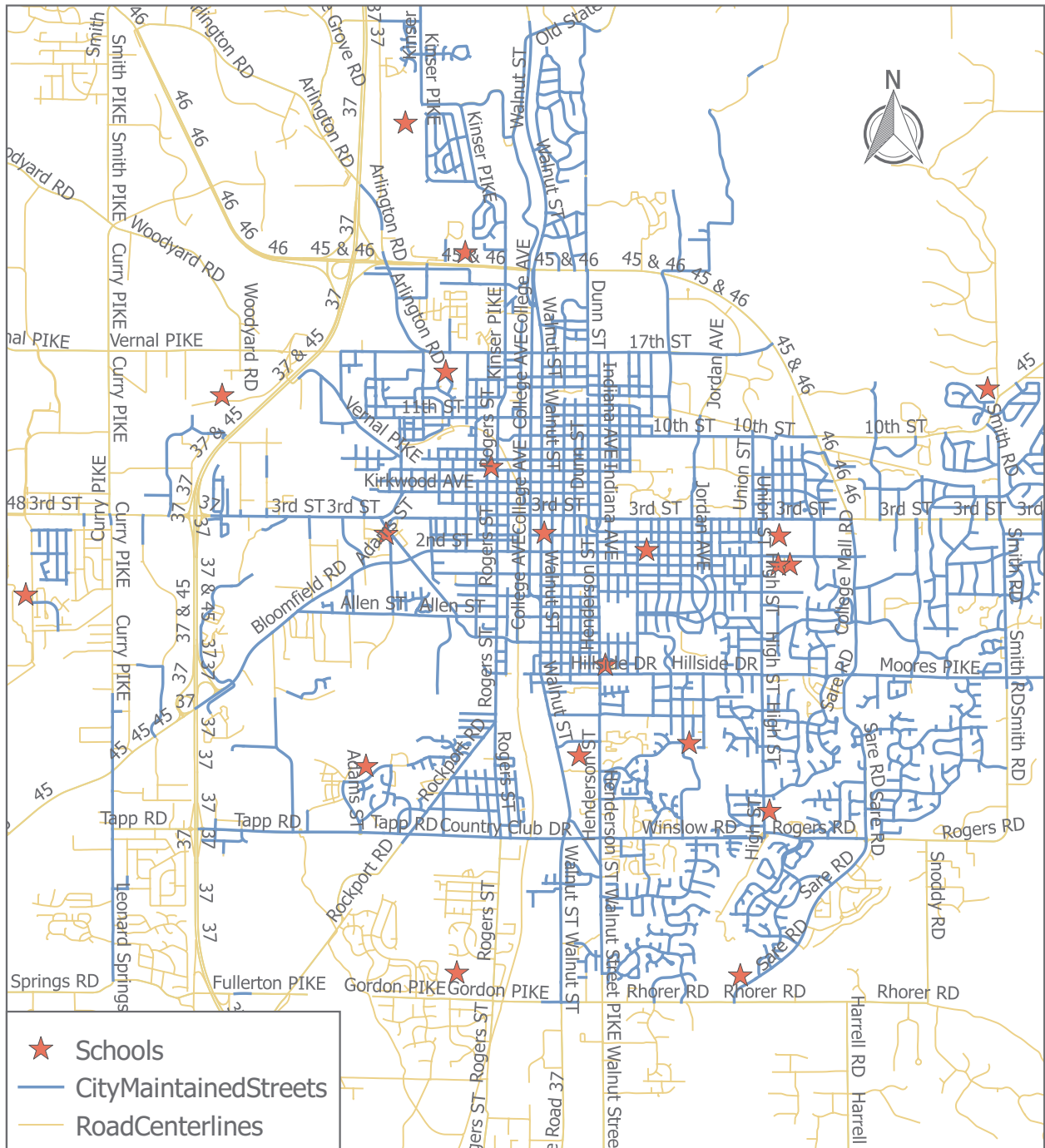
Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

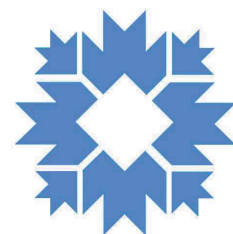
Crashes involving pedestrians are more likely to result in a fatality or incapacitating injury than crashes involving only motor vehicles, especially when the pedestrian is a child. Pedestrian crashes are also much more likely to occur at locations where pedestrians cross the street and interact with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

School zone improvements have been widely reported to improve safety for school children who have to cross a street while walking or bicycling to and from school. Documented crash reduction factors indicate that implementation of school zone warning signs could result in a 20% reduction of overall crashes. There is also widespread documentation on the effect of motor vehicle speeds on crash severities. Research indicates that the likelihood of a pedestrian surviving a crash with a motor vehicle travelling at 40mph is only 10%, while the likelihood of surviving a crash with a motor vehicle travelling at 20mph is 90%. School zones that are focused on areas where children are exposed to motor vehicles, have clear signage, and utilize appropriate traffic calming techniques will result in improved awareness of pedestrians and improved compliance with school zone speed limits (typically 20mph). These improvements would result in substantial reductions in the risk of crashes involving school children that could result in fatalities or incapacitating injuries.

School Zone Enhancement Project, Potential Improvement Areas City of Bloomington, IN



City of Bloomington, Indiana
Planning and Transportation Department
December 29, 2017





Neil Kopper <koppern@bloomington.in.gov>

Re: Bloomington MPO - HSIP Eligibility Funding

1 message

Patrick Martin <martipa@bloomington.in.gov>

Thu, May 11, 2017 at 11:39 AM

To: "Nsonwu, Emmanuel" <ENSONWU@indot.in.gov>

Cc: "Holowaty, Michael" <MHLOWATY@indot.in.gov>, "Mitchell, Jay" <JAYMITCHELL@indot.in.gov>, "Nunnally, Roy" <RNUNNALLY@indot.in.gov>, Josh Desmond <desmondj@bloomington.in.gov>, Scott Robinson <robinos@bloomington.in.gov>, Andrew Cibor <cibora@bloomington.in.gov>, Neil Kopper <koppern@bloomington.in.gov>, "Metcalf, Karlei A" <kmetcalf1@indot.in.gov>

Good Morning Emmanuel,

Thank you so much!

We shall remain on standby for FY2018-2021 TIP DES# assignments for both HSIP-eligible projects.

Please let me know if you have any additional questions.

Thanks,

Pat Martin

On Thu, May 11, 2017 at 10:37 AM, Nsonwu, Emmanuel <ENSONWU@indot.in.gov> wrote:

Pat,

This is to inform you that INDOT Office of Traffic Safety has concluded the review of Bloomington MPO HSIP funding request and to convey that the attached two applications have been determined Eligible for HSIP funding.

Thanks,

*Emmanuel Nsonwu**Economic Analyst/Transportation Planner**Technical Planning & Programming Division**Indiana Department of Transportation**PH: 317-232-5485 FAX: 317-232-1499**ensonwu@indot.in.gov*

From: Patrick Martin [<mailto:martipa@bloomington.in.gov>]
Sent: Tuesday, May 02, 2017 4:50 PM
To: Holowaty, Michael <MHLOWATY@indot.IN.gov>
Subject: BMMPO FY2018 - 2021 TIP - NEW DES# Requests - HSIP Funding

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Good Afternoon Mike,

Enclosed with this message are two (2) INDOT Project programming/NEW DES# Request Forms for the following Bloomington-Monroe County MPO projects:

- . Bloomington School Zone Enhancements using HSIP funding, and
- . Bloomington Crosswalks Safety Improvements using HSIP funding,

The Draft FY 2018 - 2021 TIP is scheduled for adoption by the BMCMPPO Policy Committee on May 12, 2017. Upon adoption, the document shall be submitted to INDOT for final approval.

Please let me know if you have any questions.

Thanks,

Pat Martin

—
Patrick P. Martin | Senior Transportation Planner

City of Bloomington IN | Planning and Transportation Department

p 812.349.3530 | e martipa@bloomington.in.gov

—
Patrick P. Martin | Senior Transportation Planner
City of Bloomington IN | Planning and Transportation Department
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City of Bloomington
Planning and Transportation Department

December 19, 2018

Signal Timing Project

RE: Fiscal Year (FY) 2020-2024 Transportation Improvement Program (TIP) Call for Projects

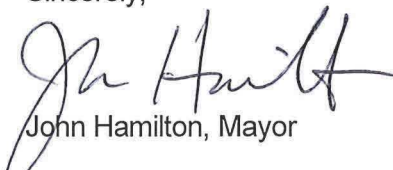
Dear Mr. Martin:

The City of Bloomington is pleased to submit this funding application to utilize Highway Safety Improvement Program (HSIP) funding. This project will update the signal timing of all of the City's traffic signals and pedestrian hybrid beacons. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including making changes to yellow interval traffic signal timing or signal interconnect to improve safety. Other required project application forms are attached with this letter.

The implementation of these improvements does not require construction and the project will only require a preliminary engineering phase. Preliminary engineering costs are estimated at \$425,000 and we are requesting HSIP funding in the amount of \$382,500 in FY 2024. Additional funding details are included within the attached application forms.

We are committed to initiating the preliminary engineering for this project in FY 2024 and pursuing project completion in a timely manner. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,


John Hamilton, Mayor



Jeff Underwood, Controller



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Neil Kopper
Phone: 812-349-3423
Email: koppern@bloomington.in.gov

Section 2: Verification

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

Employee in Responsible Charge (ERC)

12/17/2018

Date

Section 3: Project Information

- A. Project Name: Signal Timing Project
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini): Signalized intersections, including pedestrian hybrid beacons, located throughout the City of Bloomington.

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

BMCMPO 2040 Metropolitan Transportation Plan – Goals include “Enhance the safe, efficient, and effective movement of people and goods through maintenance, operational and capital investment decisions.” “Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities.” and “Support projects that maximize the use of existing infrastructure through systematic, systemic, and operational best practices.”

BMCMPO Complete Streets Policy – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated...” and “To ensure the use of the latest and best design standards, policies and guidelines.”

Bloomington Comprehensive Plan – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.” Programs include “Continually monitor traffic patterns and evaluate changes (e.g., signal timing adjustments) to enhance efficient flow of traffic.”

G. Allied Projects: FY2016 Signal Retiming Project

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: N/A. Project is PE only and has no letting.

Section 4: Financial Plan

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

Note: Fiscal Year 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE	HSIP	\$	\$	\$	\$	\$ 382,500	\$
	Local	\$	\$	\$	\$	\$ 42,500	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$ 425,000	\$

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).

Project will collect traffic data, model traffic patterns, determine timings that optimize safety and mobility for all modes of transportation, implement new timings, and verify optimal system performance for all of the City’s traffic signals and pedestrian hybrid beacons. The project will focus on updating yellow and all-red clearance intervals with current best practices. Additional improvements may include optimized progression along corridors, leading pedestrian intervals, and other signal phasing changes.

- 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 is intended to comply with best practice signal timing guidance and also ensure that signal timing prioritizes pedestrian, bicycle, and transit safety and mobility.

- 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 will evaluate delay and level of service before and after implementation.

4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

Consultant selection, public participation, and design expected to begin in 2024. No right of way acquisition or construction is anticipated.

5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).

Minimal permits and approvals are anticipated for this project. Key milestones will include consultant selection and final project completion.

6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

None.

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.).

Public involvement is currently expected to involve one public meeting before timing implementation begins. This meeting may be scheduled to be a part of another public meeting for a relevant group such as the Traffic Commission (TC) or the Bicycle and Pedestrian Safety Commission (BPSC).

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.

Project is expected to receive input from city staff, MPO TAC, MPO CAC, TC, BPSC, and the general public.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone Email

PROJECT

Request Des No. of existing project

Road Name

Improvement Type

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:
 County
 Township
 City/Town

Signalized intersections, including pedestrian hybrid beacons, located throughout the City of Bloomington.
 County = Monroe County
 Townships = Bloomington and Perry
 City = City of Bloomington

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

Project will collect traffic data, model traffic patterns, determine timings that optimize safety and mobility for all modes of transportation, implement new timings, and verify optimal system performance for all of the City's traffic signals and pedestrian hybrid beacons. The project will update the signal timing parameters to reflect recommended yellow change intervals and required ADA walk/flashing don't walk phase lengths. Additionally, a key project metric will be to minimize vehicle stops while also attempting to manage the vehicle progression speed. Updating the change intervals and minimizing vehicle stops are expected to mitigate rear end and angle crash types. Providing sufficient time for pedestrians to cross the intersections is anticipated to improve pedestrian safety. Managing progression speeds is anticipated to enhance bicyclist safety and reduce crash severity. The project will also evaluate locations for possible use of leading pedestrian intervals, left-turn signal phasing changes, and identify additional beneficial traffic signal investments (e.g., interconnect, signal heads, flashing yellow arrow left-turn signals, etc.) to further enhance safety in the City of Bloomington.

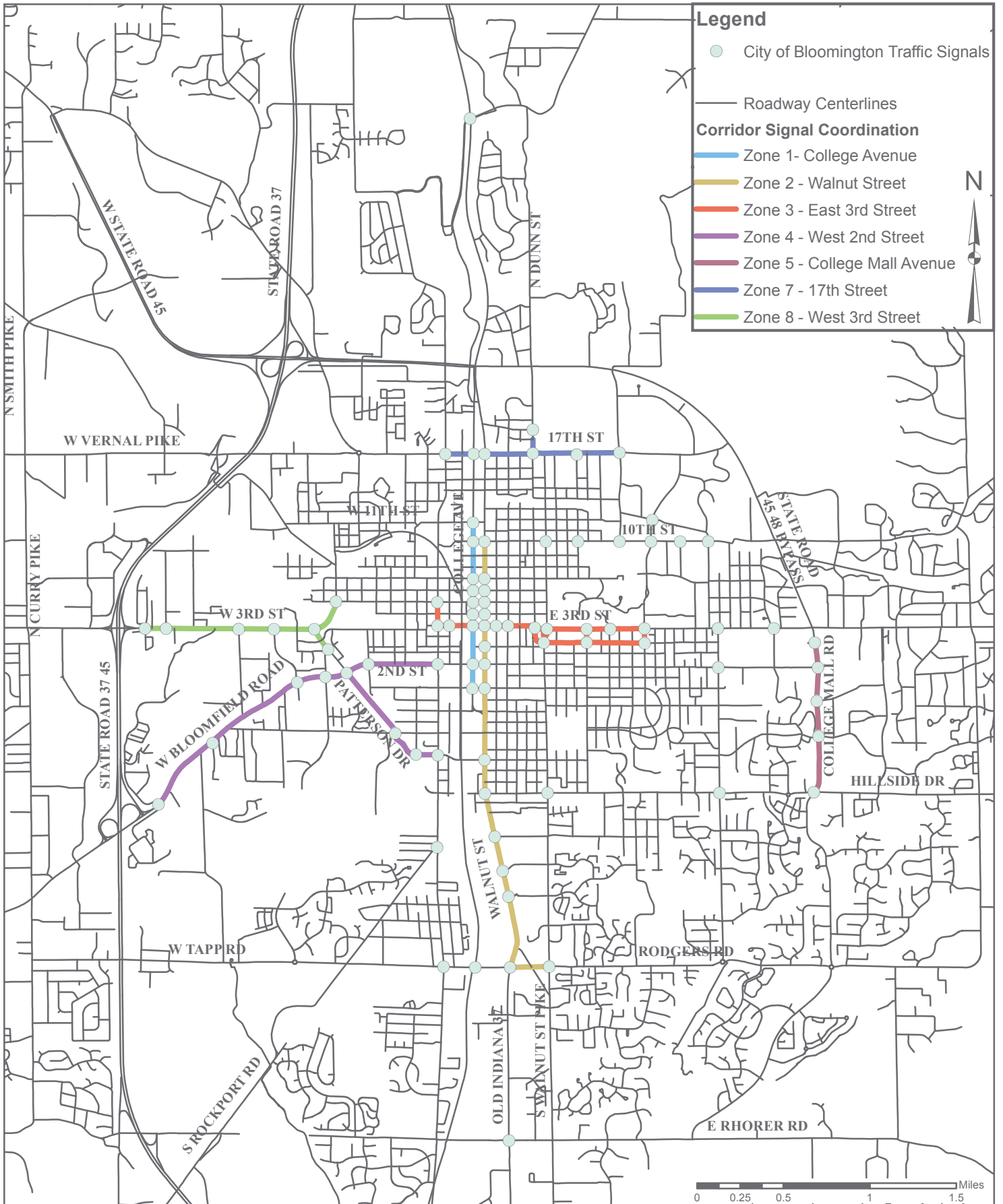


Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

Most locations with high crash numbers and rates in the City of Bloomington are at signalized intersections per the Bloomington/Monroe County Metropolitan Planning Organization Crash Report. Risk tends to be greatest at signalized intersections due to their high traffic volumes and conflict points. Additionally, signalized intersections are multimodal nodes that process conflicting traffic ranging from large trucks and buses to pedestrians and bicyclists. The City of Bloomington has a significant amount of pedestrian and bicycle traffic and the City's signalized intersections are preferred crossing locations for many of these vulnerable users.

The proposed signal timing project will reduce severe crashes by using recommended yellow change intervals, minimizing vehicle stops, providing sufficient pedestrian crossing times, and managing vehicle speed. These changes are anticipated to reduce the frequency and severity of angle, rear end, pedestrian, and bicycle crashes. Additionally, potential changes to left-turn signal phasing could also result in a reduced number of turning crashes. The City of Bloomington does not have a signal timing specialist on staff and has not initiated a full signal retiming project since 2016 (this application is for a 2024 project). This combination leads the City to believe this project will have significant and noticeable safety improvements.



Traffic Signals and Corridor Map
City of Bloomington



FY 2020-2024 Transportation Improvement Program Project Request Form

(Please return form fully completed by December 14, 2018)

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Neil Kopper
Phone: 812-349-3423
Email: koppern@bloomington.in.gov

Section 2: Verification

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



Employee in Responsible Charge (ERC)

12/17/2018

Date

Section 3: Project Information

- A. Project Name: Winslow Road Multiuse Path
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1500383
- D. Project Location (detailed description of project termini):
North side of Winslow Road from S Henderson Street to S Highland Avenue

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

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

F. Project Support (local plans, LRTP, TDP, etc.):

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP-2008) with a multiuse path along Winslow Road. It is also included within the BMCMPPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor. Project is currently in TIP. Project is consistent with the visions of the MPO and City long range planning documents.

G. Allied Projects: Country Club Sidepath Phase I, II, and III, B-line Trail, and Childs Safe Routes to School

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: November 2019

Section 4: Financial Plan

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 2020 begins on July 1, 2019 and ends on June 30, 2020.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$ 110,500	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STP	\$ 590,000	\$	\$	\$	\$	\$
	STP PYB	\$ 80,000	\$	\$	\$	\$	\$
	Local	\$ 180,000	\$	\$	\$	\$	\$
Totals:		\$ 960,500	\$	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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

Project Name: Fullerton Pike/Gordon Pike/Rhorer Road - Phase III

BMCMPPO TIP - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps) (??)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		0
Project is located within existing right of way		0
	Total	0.15
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement (Roundabouts ??)		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile) (??)		1
Other improvements with rationale as to how the project reduces crash risk		0
		Total
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	0
Project located along existing pedestrian/bicycle facility (??)		0
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes) (Roundabouts ??)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)	1	
Project makes a connection to an existing active mode facility	1	
	Total	1.2
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization Improvement (Roundabouts ??)		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	Total	0.6
Health and Equity		
Project provides increased accessibility for people with a low income & minorities (??)	10%	0
Project corrects ADA non-compliance (??)		0
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources (??)		1
	Total	0.4
Consistency with Adopted Plans		
Project located along planned transit service	10%	0
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents	1	
	Total	0.6
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes (??)	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation) (??)		0
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	0.75
Overall Total		4.7

Source: BMCMPPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.

Project Name: Karst farm Greenway Ext & Railroad Grade Crossing

BMCMPPO TIP - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		0
Project is located within existing right of way (???)		1
	Total	0.3
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
		Total
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	0
Project located along existing pedestrian/bicycle facility		0
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		0
Project includes bicycle facility improvements (& Equestrian ???)		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	Total	1.0
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
		Total
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	0.6
Consistency with Adopted Plans		
Project located along planned transit service	10%	0
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	0.6
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	0.9
Overall Total		5.1

Source: BMCMPPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.

COB - 1st Street Reconstruction

BMCMPPO TIP - Project Prioritization Criteria

Weighting Yes = 1, No = 0

System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		0
Project is located within existing right of way		1
Total		0.30
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety		0
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
Total		
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)	0	
Project makes a connection to an existing active mode facility	1	
Total		1.20
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
Total		0.50
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance (???)		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
Total		0.60
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority (???)		0
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority (???)		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents	1	
Total		0.60
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
Total		0.90
Overall Total		4.90

Source: BMCMPPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.

COB - 17th Street Multimodal Improvements

BMCMPPO TIP - Project Prioritization Criteria		
		Weighting Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		0
Project is located within existing right of way		0
		Total 0.15
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	1
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations (???)		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
		Total 1.40
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)	1	
Project makes a connection to an existing active mode facility (When B-Line Extion is completed, yes)	1	
		Total 1.60
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
		Total 0.60
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		0
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
		Total 0.50
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
		Total 0.70
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		0
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
		Total 0.75
Overall Total		5.7

Source: BMCMPPO Complete Streets Policy, November 2018.

COB - Adams Street Connection

BMCMPPO TIP - Project Prioritization Criteria		
		Weighting Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	0
Project addresses a maintenance need (e.g. repaving, bridge repair)		0
Project is located within existing right of way		0
		Total 0.00
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety (Roundabouts???)	20%	1
Geometrical Improvement for non-motorized safety		0
Signalization Improvement (Roundabouts???)		0
Signage/Wayfinding		0
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
		Total 0.60
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	0
Project located along existing pedestrian/bicycle facility		0
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1
Project includes sidewalk improvements		0
Project includes bicycle facility improvements (Currently a forest, but will connect to a multimodal path ???)		0
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
		Total 1.00
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization Improvement (Roundabouts???)		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		1
Other strategies		1
		Total 0.70
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		0
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		0
Project will not have a negative impact for a socio-cultural resources		1
		Total 0.40
Consistency with Adopted Plans		
Project located along planned transit service	10%	0
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority (???)		1
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans (???)		1
Other applicable planning documents		1
		Total 0.70
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		0
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
		Total 0.75
Overall Total		4.15

Source: BMCMPPO Complete Streets Policy, November 2018.
 Preliminary Scoring, January 2019.

COB -Downtown Curb Ramps

BMCMPPO TIP - Project Prioritization Criteria			
		Weighting Yes = 1, No = 0	
System Preservation and Maintenance			
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1	
Project addresses a maintenance need (e.g. repaving, bridge repair)		1	
Project is located within existing right of way		1	
		Total 0.45	
Safety			
Project addresses a known high crash risk location			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	1	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		1	
Project incorporates strategies that reduce crash risk			
Geometrical improvement for motorized safety		0	
Geometrical Improvement for non-motorized safety		0	
Signalization Improvement		0	
Signage/Wayfinding		0	
Project improves safe travel to nearby schools (within 1 mile)	1		
Other improvements with rationale as to how the project reduces crash risk	1		
		Total 0.80	
Multi-Modal Options			
Project incorporates Multi-Modal solutions			
Project located along existing transit service	20%	1	
Project located along existing pedestrian/bicycle facility		1	
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0	
Project includes sidewalk improvements		1	
Project includes bicycle facility improvements		0	
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0	
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1	
Project makes a connection to an existing active mode facility		0	
		Total 1.00	
Congestion Management			
Project incorporates congestion management strategies			
Grade separation or dedicated travel space for individual modes	10%	0	
Improvements to access management		0	
Signalization improvement		0	
Improves parallel facility or contributes to alternative routing		0	
Provides capacity for non-motorized modes		1	
Adds transit capacity		0	
Other strategies		0	
		Total 0.10	
Health and Equity			
Project provides increased accessibility for people with a low income & minorities	10%	0	
Project corrects ADA non-compliance		1	
Project promotes physical activity		1	
Project reduces vehicle emissions		0	
Project will not have a negative impact for a natural resource		1	
Project will not have a negative impact for a socio-cultural resources		1	
		Total 0.40	
Consistency with Adopted Plans			
Project located along planned transit service	10%	1	
Project located along planned pedestrian/bicycle facility		1	
Local Master Thoroughfare Plan Priority (Accessibility)		1	
Transit Plan Priority		1	
Bicycle/Pedestrian Plan Priority		1	
Project supports goals and principles of MPO Metropolitan Transportation Plan		1	
Project supports goals and principles of local land use plans (???)		1	
Other applicable planning documents		1	
		Total 0.80	
Context Sensitivity and Land Use			
Project contributes to the sense of place and matches the surrounding land use			
Project balances the need to move people with other desirable outcomes	15%	1	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1	
Project is seen as adding lasting value to the community		1	
Project supports high quality growth and land use principles			
Project improves accessibility and/or connectivity to existing land use development		1	
Project location supports infill/redevelopment		0	
Project contributes to transportation network grid development/roadway network connectivity	1		
		Total 0.75	
Overall Total		4.3	

Source: BMCMPPO Complete Streets Policy, November 2018.
 Preliminary Scoring, January 2019.

BMCMPPO TIP - Project Prioritization Criteria		
		Weighting Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
		Total 0.45
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations (???)		1
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations (???)		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		0
Signage/Wayfinding		0
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
		Total 1.00
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility (???)		0
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes) (???)		0
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		0
Project includes bicycle facility improvements (???)		0
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		0
Project makes a connection to an existing active mode facility		0
		Total 0.20
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	0
Improvements to access management		0
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		0
Adds transit capacity		0
Other strategies		0
		Total 0.00
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	0
Project corrects ADA non-compliance		0
Project promotes physical activity		0
Project reduces vehicle emissions		0
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
		Total 0.20
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility (???)		0
Local Master Thoroughfare Plan Priority (Safety)		1
Transit Plan Priority (Safety)		1
Bicycle/Pedestrian Plan Priority (Safety)		1
Project supports goals and principles of MPO Metropolitan Transportation Plan (Safety)		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents (Indiana HSIP)		1
		Total 0.70
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	0
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community (Safety)		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	0
Project location supports infill/redevelopment		0
Project contributes to transportation network grid development/roadway network connectivity (Safety)		1
		Total 0.45
Overall Total		3.00

Source: BMCMPPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.

City of Bloomington -Signal Timing

BMCMPPO TIP - Project Prioritization Criteria		
		Weighting Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
		Total 0.45
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		1
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		1
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety		0
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
		Total 1.20
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		0
Project includes bicycle facility improvements		0
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)	0	
Project makes a connection to an existing active mode facility	0	
		Total 0.60
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	0
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes (???)		0
Adds transit capacity		0
Other strategies		1
		Total 0.40
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	0
Project corrects ADA non-compliance		0
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
		Total 0.40
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		1
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
		Total 0.80
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	0
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
		Total 0.75
Overall Total		4.6

Source: BMCMPPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.