BLOOMINGTON • MONROE COUNTY
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POLICY COMMITTEE

February 8, 2019
1:30 – 3:00 p.m.
Council Chambers (#115)*

I. Call to Order

II. Approval of the Minutes*
   a. January 11, 2019

III. Communications from the Chair

IV. Reports from Officers and/or Committees
   a. Citizens Advisory Committee
   b. Technical Advisory Committee

V. Reports from the MPO Staff

VI. Old Business

VII. New Business
   a. FY 2018-2021 Transportation Improvement Program Amendments*
      (1) INDOT DES#1802826 – Statewide On-Call Consultant Services
      (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 – Draft*
      (1) Call for Projects
      (2) Applications Received
      (3) Complete Streets Evaluation Scores & Projects Match with 2040 Metropolitan Transportation Plan Goals
      (4) FHWA Performance Based Planning Program Emphasis
      (5) Policy Committee Recommendations/Input

VIII. Communications from Committee Members *(non-agenda items)*
   a. Topic Suggestions for Future Agendas

IX. Upcoming Meetings
   a. Technical Advisory Committee – February 27, 2019 at 10:00 a.m. (McCloskey Room)
   b. Citizens Advisory Committee – February 27, 2019 at 6:30 p.m. (McCloskey Room)
   c. Policy Committee – March 8, 2019 at 1:30 p.m. (Council Chambers)

Adjournment

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

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

BLOOMINGTON • MONROE COUNTY
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POLICY COMMITTEE MINUTES

January 11, 2019
1:30 – 3:00 p.m.
Council Chambers (#115)*

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

Policy Committee in Attendance: Jason Banach, Margret Clements, Lisa Ridge, Sarah Ryterband, Brad Wisler, Tony McClellan, Kent McDaniel, Julie Thomas, Adam Wason, Andy Ruff,

Staff: Pat Martin, Ryan Clemens

I. Call to Order
Meeting began at 1:37PM.

II. Nominations and Election of Officers for Calendar Year 2019
   a. Chair
   Ryterband nominated Lisa Ridge for chair. Thomas seconded

   b. Vice-Chair
   Ruff nominated Sara Ryterband for vice chair. Thomas seconded

III. Approval of the Minutes*
   a. November 9, 2018

Martin noted a correction in the minutes.

Ryterband moved approval of the November 2018 minutes. McDaniel seconded. One (Thomas) abstained. Motion carries by voice vote

IV. Communications from the Chair

V. Reports from Officers and/or Committees
   a. Citizens Advisory Committee
   b. Technical Advisory Committee
   No report at this time.

VI. Reports from the MPO Staff
   a. I-69 Update – Nothing to report.
   b. CY 2019 Policy Committee Meeting Schedule

VII. Old Business
None at this time.

VIII. New Business
   a. FY 2018 - 2021 Transportation Improvement Program Amendments*
      (1) DES#1801834 – Rural Transit - Operating Assistance
      (2) DES#1801902 – Rural Transit - Operating Assistance

(3) DES#1802041 – Rural Transit - Operating Assistance
(4) DES#1802042 – Rural Transit - Operating Assistance
(5) DES#1801850 – Rural Transit - Surveillance Equipment
(6) DES#1801864 – Rural Transit - Two Large Replacement Transit Vehicles
(7) DES#1801900 – Rural Transit – Two Large Replacement Transit Vehicles

Martin reviewed these TIP amendments. Discussion ensued.

Ryterband moved to approve the amendments to the 2018-2021 TIP. Thomas seconded. Motion passes by voice vote

b. FY 2020 - 2024 Transportation Improvement Program
(1) Call for Projects: Background, Funds Available, Development Schedule
(2) Projects Received
(3) Complete Streets Policy Evaluation – Project Prioritization Criteria Score Sheets
(4) Policy Committee Recommendations & Input
(5) Draft FY 2020 - 2024 Transportation Improvement Program Submission – February 2018

Martin reported on the FY2020-2024 TIP. There were several questions about the process and the timeline for the projects. Martin discussed the Next Level Trails grant.

IX. Communications from Committee Members *(non-agenda items)*
a. Topic Suggestions for Future Agendas
One member urged the members of the committee to be aware of the hazards cars and their drivers face on the street, including bike lanes, narrowing rows, etc.

X. Upcoming Meetings
a. Technical Advisory Committee – January 23, 2019 at 10:00 a.m. (McCloskey Room)
b. Citizens Advisory Committee – January 23, 2019 at 6:30 p.m. (McCloskey Room)
c. Policy Committee – February 8, 2019 at 1:30 p.m. (Council Chambers)

Adjournment at 2:15PM.

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

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To: BMCMPO Policy Committee

From: Pat Martin
Senior Transportation Planner

Date: February 1, 2019

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

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

Statewide On Call Consultant Review (#1802826)
This project will fund statewide on call consultant reviews for various transportation studies from Fiscal year 2020 through Fiscal Year 2023.

Statewide On Call Consultant Review (#*1802826)*					
Project Phase	**Fiscal Year**	**Federal Source**	**Federal Funding**	**State Match**	**Total**
PE	2020	STPB	$1,680,000	$420,000	$2,100,000
PE	2021	STPB	$1,680,000	$420,000	$2,100,000
PE	2022	STPB	$1,680,000	$420,000	$2,100,000
PE	2023	STPB	$1,680,000	$420,000	$2,100,000
Totals			$6,720,000	$1,680,000	**$8,400,000**

Bloomington Transit (BT) requests three amendments to the FY 2018-2021 TIP. The proposed amendments include:

CN funding for upgrading the fixed route camera system equipment to include greater storage capacity for video/audio, wireless download capability, and replacement of various vehicle surveillance equipment (DES# Pending).

This project will upgrade the fixed route camera system for Bloomington Transit.

Fixed Route Camera System Equipment Upgrade (DES# Pending)					
Project Phase	**Fiscal Year**	**Federal Source**	**Federal Funding**	**State Match**	**Total**
CN	2019	FTA 5307	$80,000	$20,000	$100,000
Totals			$80,000	$20,000	**$100,000**

CN funding for BT Grimes Lane Facility HVAC Key Element Replacements – Phase II boiler and control systems replacement. (#1700696, 1700775, 1700776, 1700777, 1801384, 1801385, 1801386, 1801390).

This FY2018-2021 TIP amendment funds Grimes Lane Facility HVAC key element replacements.

Grimes Lane HVAC Key Element Replacements - Phase II Boiler and Control Systems (#1700696, 1700775, 1700776, 1700777, 1801384, 1801385, 1801386, 1801390)					
Project Phase	**Fiscal Year**	**Federal Source**	**Federal Funding**	**Local Match**	**Total**
CN	2019	FTA 4307	$173,360	$43,430	$216,790
Totals			$173,360	$43,430	**$216,790**

PE operating assistance adjustments for BT to Federal 5307 and 5316 PMTF, local and fares to reflect final 2019 budget (#1500497, 1500498, 1700763, 1700764).

This FY2018-2021 TIP amendment funds operating assistance adjustments to federal, state and local sources to reflect the 2019 Bloomington Transit (BT) budget.

	Bloomington Transit (BT) Operating Assistance Adjustments (#1700696, 1700775, 1700776, 1700777, 1801384, 1801385, 1801386, 1801390)					
Project Phase	**Fiscal Year**	**Federal Source**	**Federal Funding**	**State Match**	**Local Match & Fares**	**Total**
Operating Assistance	2019	FTA 5307 FTA 5316 FTA 5310	$2,296,049 $50,000 $0	$2,571,684	$2,242,221 $1,611,732	
Totals			$2,346,049	$2,571,684	$3,853,953	**$8,771686**

Requested Action

Approval adoption of the proposed amendments to the BMCMPO FY 2018-2021 TIP.

PPM/pm

FY 2018-2021 Transportation Improvement Program
Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov
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 BMCMPO 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 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).

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.

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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 BMCMPO Complete Streets Policy.

Lew May — 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 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 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 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).
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.

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- ☐ 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.

Lew May — Employee in Responsible Charge (ERC)
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

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 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:

☐ **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).
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.

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FY 2018-2021 Transportation Improvement Program
Project Request Form

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- ☐ City of Bloomington
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- ☐ 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.

Lew May — Employee in Responsible Charge (ERC)

12/20/18 — Date

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

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 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:

☐ **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).
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.

BLOOMINGTON • MONROE COUNTY
mpo

November 20, 2018

Call for Projects
Fiscal Years 2020-2024 Transportation Improvement Program

The Bloomington Monroe County MPO is pleased to announce the Call for Projects for the Fiscal Years 2020 through 2024 Transportation Improvement Program (TIP). Funding from the Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and Transportation Alternatives Program (TAP), will be awarded for all five (5) years of the TIP. Applications for funding from these programs must be submitted to the BMCMPO by **5:00 PM on Friday, December 14, 2018**. Please contact BMCMPO staff if you have any questions about this Call for Projects. Please submit applications electronically to martipa@bloomington.in.gov.

The FY 2020-2024 TIP will be developed according to the schedule below:

Call for Projects Issued:	November 20, 2018
Application Deadline:	December 14, 2018
Policy Committee Project Score Sheet Review	January 11, 2019
TAC/CAC Project Score Sheet Review & Draft TIP	January 23, 2019
Policy Committee Approval of Draft TIP Submission	February 8, 2019
Draft TIP Submission Deadline to INDOT	February 15, 2019
Draft TIP Public Input Meeting (week of)	March 11, 2019
PC Approval of new TIP:	April 12, 2019
Submission of TIP to INDOT:	April 30, 2019

Funding

The chart below details the funding available for the FY 2020 - 2024 TIP. Please note the following restrictions on the programming of funds:

- **No Rollover:** The annual allocation of funds for each fiscal year must be spent within that specific fiscal year and may not roll forward to a future fiscal year. Any funds not spent from the fiscal year allocation will be lost. It is therefore very important to be as accurate and realistic as possible about project costs and schedules.

- **Prior Year Balance (PYB):** PYB represents all unspent Federal funds assigned to the MPO through Fiscal Year 2014. These funds are applicable to only FY 2020.

- **Fiscal Years 2020 - 2021:** These two fiscal years are currently programmed in the adopted FY 2018-2021 TIP. This document is available on the BMCMPO website for reference at https://bloomington.in.gov/mpo/transportation-improvement-program. This Call for Projects is an opportunity to make adjustments to those years if needed.

Bloomington-Monroe Couty Metropolitan Planning Organization (BMCMPO)
FY 2020 – 2024 TIP Program Levels

Program	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
STPB	$ 2,750,133	$ 2,750,133	$ 2,750,133	$ 2,750,133	$ 2,750,133
HSIP	$ 470,684	$ 470,684	$ 470,684	$ 470,684	$ 470,684
TAP	$ 155,801	$ 155,801	$ 155,801	$ 155,801	$ 155,801

Additional Guidance

The following information is provided as guidance for the preparation of FY 2020 – 2024 TIP project applications.

- **Letting Date:** ***All projects must have an assigned a Letting Date for inclusion in the TIP***. This allows INDOT to build a project schedule when the project is added to their management database. FHWA also tracks the percentage of projects that go to letting at their original proposed letting date as a measure of MPO performance. No project should have an assigned contract letting date later than March of any fiscal year. LPAs should select letting dates earlier than March if at all possible thereby ensuring enough post-letting time for INDOT to award bids, process financial approvals, and issue purchase orders for project funds before fiscal year closure.

- **DES #:** ***All projects must be assigned a DES # in order to be included in the TIP***. INDOT has a special form for requesting a DES #. If an LPA wishes to include a new project in the TIP, please contact MPO staff for a copy of the DES # application. Staff can assist in filling the form and will then submit it to INDOT on behalf of the LPA. INDOT will not amend any project into the State TIP (STIP) without an assigned DES #. Moreover, any projects that propose to use HSIP and TAP funding must have their eligibility for such funds approved by INDOT before a project DES # issuance.

- **Construction Engineering:** The TIP Project Request Form now lists Construction Engineering (CE) as a separate phase from Construction (CN). This will make funding administration easier for the MPO and INDOT as projects move through the process. Please prepare your project financial plans accordingly.

- **HSIP Project Priorities:** FHWA and INDOT require MPOs to prioritize low-cost, systemic HSIP projects for funding. LPAs should seek to implement these types of projects rather than spot/intersection improvements with MPO HSIP funds. There are currently twenty-five (25) project types listed by INDOT as eligible for HSIP funds under the low-cost, systemic categories. Existing spot/intersection improvement projects in the TIP may proceed forward, but future HSIP applications should focus on low-cost, systemic opportunities.

- **Public Meeting:** The MPO anticipates hosting a public meeting to gather input on the proposed FY 2020-2024 TIP. This meeting shall take place in March 2019. The MPO expects that LPA staff would

be on hand at the meeting to discuss their proposed projects. MPO staff will coordinate with the LPAs to determine the best date, time, and venue for this meeting.

Application Requirements

LPAs must submit the following (as applicable) for projects to be considered for funding in the new TIP. All applications must be signed and dated.

- **TIP Project Request Form:** This form must be submitted for all projects regardless of funding source. This includes any project that is in the current TIP and that needs to be carried forward to the new TIP. This is an opportunity to update schedule and funding information for existing projects as well as to make sure they comply with the Construction Engineering (CE) phase requirements as noted above.

- **TAP Application:** Any project requesting TAP funds must submit a TAP Application in addition to the TIP Project Request Form. Please see the BMCMPO TAP Guidelines for more information about supporting documentation that must accompany the TAP Application.

- **HSIP Low Cost/Systemic Project Application (INDOT):** Any project requesting HSIP funds for a low cost/systemic project must submit and INDOT HSIP Low Cost/Systemic Project Application in addition to the TIP Project Request Form. Eligible HSIP Systemic Projects include the following:

    - Conduct inventory of traffic signs and upgrade warning and regulatory signs to meet MUTCD retroreflectivity requirements
    - Improve the visibility of curves by upgrading curve warning signs and markings
    - Install vehicle activated advanced warning systems at rural, unsignalized intersections
    - Install new pedestrian crosswalk warning signs, flashing beacons or special pavement markings
    - Install or upgrade pedestrian curb ramps and refuge areas at areas of high conflict between pedestrians and vehicular traffic
    - Install pedestrian push button Countdown And Audible (APS) heads on traffic signals
    - Make changes to yellow interval traffic signal timing or signal interconnect to improve safety
    - Upgrade traffic signals to a minimum of one signal head per travel lane
    - Install black backing plates with reflective border on all traffic signal heads
    - Install UPS battery backup (emergency power) systems at traffic signal locations for continuous use during power outages
    - Install emergency vehicle pre-emption systems at traffic signal locations to reduce response times and increase safety as the emergency vehicles pass through intersections
    - Improve sight distance at intersections by installing slotted left turn lanes
    - Install or upgrade passive or new active warning devices at railroad crossings
    - Install railroad pre-emption systems at signalized intersections that are within the influence area of crossing railroad trains
    - Install new centerline or edge line pavement markings on unmarked roadways
    - Install raised medians for access control at intersections and roadway segments
    - Add centerline and/or edge line rumble stripes (pavement markings over the rumble) to rural roads

- Complete road diet projects at locations that can be accomplished through the use of signs and pavement markings (Not Applicable to pavement reconstruction or geometric modifications)
- Add FHWA recommended High Friction Surface Treatments (HFST) to spot locations
- Upgrade guardrail end treatments to current standards
- Install guardrails or median barriers at locations where none existed previously
- Install median cable barrier systems on divided roads with grass medians
- Remove or shield permanent roadside safety obstructions

- **HSIP Intersection Improvement:** Please see the HSIP Guidelines for more information about the supporting documentation required in addition to the TIP Project Request Form.

Last Revised: November 20, 2018

Bloomington/Monroe County MPO
FY 2020 - 2024 TIP Development Schedule

11/20/18 - Open BMCMPO Call for Projects for all sources (STP/TAP/HSIP) from FY 2020 through FY 2024 (no separate TAP/HSIP committee).

12/19/18 - Close BMCMPO Call for Projects at 5:00 p.m.

12/28/19 - Complete scoring for projects.

01/11/19 - Report at BMCMPO PC meeting project score sheets and ask for preliminary recommendations/input. Do projects match up with BMCMPO 2040 MTP goals?

01/23/19 - Report at TAC/CAC meeting project score sheets and ask for preliminary recommendations/input. Do projects match up with BMCMPO 2040 MTP goals?

02/08/19 - Draft FY 2020-2024 TIP to BMCMPO Policy Committee for review prior to INDOT submission.

02/15/19 - Draft FY 2020-2024 TIP document submission deadline to INDOT.

02/21/19 - Public comment period notice to Bloomington *Herald Times* for 02/24/19 insertion.

02/24/19 - Public comment period opens; notify BMCMPO list serve.

02/25/19 - Schedule public meeting (location, date, time, and content) for week of 03/11/19.

02/27/19 - Draft document to TAC/CAC for more input (goes in to packet on 02/20/19).

03/04/19 - Public meeting notice published in Bloomington *Herald Times*.

03/04/19 - Press release for public meeting.

03/04/19 - Remind BMCMPO list serve of open public comment period and public meeting.

03/08/19 - Draft FY 2020-2024 TIP document to BMCMPO Policy Committee for additional input.

03/11/19 - (*week of*) hold public meeting.

03/26/19 - Public comment period closes.

03/27/19 - Final Draft FY 2020-2024 TIP to TAC/CAC for discussion and recommendation vote.

04/12/19 - Final Draft FY2020-2024 TIP to BMCMPO Policy Committee for discussion and adoption vote.

05/22/19 - Final Draft with BMCMPO Policy Committee Adoption Resolution to INDOT

Source: BMCMPO Staff – November 19, 2018.

Questions? Contact martipa@bloomington.in/gov

To: BMCMPO Policy Committee

From: Pat Martin
Senior Transportation Planner

Date: February 1, 2019

Re: FY 2020-2024 Transportation Improvement Program (TIP) – New Local Projects

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The BMCMPO staff received a total of ten (10) new local project applications from Monroe County, Rural Transit, Bloomington Transit, and the City of Bloomington. The staff did not receive any applications from the Town of Ellettsville or Indiana University Campus Bus.

The Draft FY 2020-2024 Transportation Improvement Program identifies a total of nine (9) new local projects. The limited availability of projected federal highway revenue for project development precluded the inclusion of a single project submitted by the City of Bloomington during the FY2020-2024 time period given fiscal constraint requirements.

The following text identifies all new local projects, the purpose and need of each project, and a description of project elements.

1st Street Reconstruction

Purpose and Need: This street reconstruction from South Walker Street to South College Street is necessary to improve safety and connectivity for all modes of transportation, and specifically necessary to facilitate dense, infill redevelopment of the current Bloomington Hospital site (https://www.scribd.com/document/385132514/Redevelopment-Strategies-for-the-Bloomington-Hospital-Site#from_embed). This is a very central area of Bloomington where short trip lengths are particularly conducive to walking and bicycling.

Project Elements:

- Reconstruct portions of existing 1st Street to include continuous and accessible sidewalks on both sides of the street
- Install enhanced pedestrian crosswalks
- Improve/replace outdated traffic signal equipment at the 1st Street and College Avenue intersection
- Provide accessible accommodations for existing transit stops serving multiple Bloomington Transit routes, and
- Replace old underground utility infrastructure.

17th Street Reconstruction

Purpose and Need: This project seeks to reduce conflicts between modes and provide high comfort bicycle and pedestrian infrastructure by constructing the dedicated multi-use 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.

Project Elements:
This project will fill in a gap in the existing infrastructure along 17th Street by

- Constructing a 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
- Provide accessible accommodations for existing transit stops
- Improve safety for the traffic signal at the 17th-Madison Street intersection (ranked #33 in most recent BMCMPO 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).

Bicycle Safety Inlet Repair Locations

Purpose and Need: This project will systematically repair/replace roadway stormwater drainage inlets at multiple locations identified by the Bloomington Bicycle Club and reviewed by Monroe County that present hazards for bicyclists.

Project Elements: Repair/replacement of inlets based on engineering assessments.

Downtown Curb Ramps – Phase III

Purpose and Need: This project will systematically address Downtown Bloomington curb ramp needs and requirements for safe and efficient pedestrian mobility.

Project Elements: This project will modify or reconstruct curb ramps in the downtown Bloomington area to meet current accessibility guidelines. Work may include

- Curb bump-outs
- 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.

Fullerton Pike - Phase III

Purpose and Need: The Fullerton - Pike Phase III corridor project shall provide

- A direct, continuous east-west arterial transportation facility on the south side of the City of Bloomington
- Facilitate connectivity to the local business district and Indiana University

- Alleviate congestion on the other primary east-west arteries in downtown and northern Bloomington
- Improved motorist and pedestrian safety
- Reduce travel times, and
- Enhanced access to essential facilities, including hospitals, schools, and access to regional multi-use trails and other major transportation corridors.

Project Elements:

- New road and 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
- 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
- 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
- Construction of a sidewalk along the south side of the corridor
- Construction of a multi-use pathway on the north side of the corridor. The project also includes a roundabout at the intersection with Rockport Road
- A new bridge construction over an unnamed tributary to Clear Creek, and
- Multi-use pathway from the Clear Creek Trail.

Guard Rail Replacement

Purpose and Need: This 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.

Project Elements: Systematically upgrading guardrail end treatments to meet current standards and replacing/improving/installing guardrail runs found through engineering assessments.

Karst Farm Greenway – Phase II-B

Purpose and Need: Establish a safe crossing of the Karst Farm Greenway Trail over the Indiana Rail Road tracks for pedestrians and cyclists. The design proposal will include a passive warning package including railroad advance warning sign, pavement markings, railroad cross buck sign and stop sign. Public crossings are required to have advance warning signs and cross bucks by state law. Signalization is not warranted at the Loesch Road railroad crossing location given the limited frequency and speed of rail traffic, motor vehicle traffic, and crossing collision history. This project is critical to the completion of the Karst Farm Greenway extending from Karst Farm Park to the Town of Ellettsville.

Project Elements:

- 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.

Signal Timing

Purpose and Need: This project will enable the safe and efficient flow of traffic at multiple signalized intersections. 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.

Project Elements:

- 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.

Requested Action

Consideration of all local projects within a fiscally constrained Draft FY 2020-2024 Transportation Improvement Program.

PPM/pm

Bloomington-Monroe County
Metropolitan Planning Organization

Complete Streets Policy

November 2018

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

Bloomington-Monroe County Metropolitan Planning Organization
Complete Streets Policy

(BMCMPO Policy Committee Adoption - November 2018)

Table of Contents

I. DEFINITION

Complete streets are roadways designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through complete streets, the safety and mobility for vulnerable road users is as much of a priority as all other modes.

II. APPLICABILITY

This policy shall apply to each of the following:

1. All new construction and reconstruction/retrofit of local roadways that will use federal funds through the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) for any phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering. This includes all maintenance and ongoing operations projects such as resurfacing, repaving, restriping, rehabilitation or other types of changes to the transportation system or;
2. Local roadway projects that are included in the Transportation Improvement program (TIP) *and* are not past the Preliminary Field Check Phase or more than thirty percent (30%) complete with design at the time this policy is adopted or;
3. Local roadway projects where the BMCMPO has the programming authority to allocate federal funding.
4. Projects which are beyond thirty percent (30%) complete with design are still bound to comply with the 2009 Complete Streets Policy.

III. VISION AND PURPOSE

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

The Complete Streets concept is an initiative to design and build roads that adequately accommodate all users of a corridor, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. This concept dictates that appropriate accommodations be made so that all modes of transportation can function safely, comfortably and independently in current and future conditions. A Complete Streets policy can be adapted to fit local

community needs and used to direct future transportation planning. Such a policy should incorporate community values and qualities including environment, scenic, aesthetic, historic and natural resources, as well as safety and mobility. This approach demands careful multimodal evaluation for all transportation corridors integrated with best management strategies for land use and transportation.

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

The goals of this Complete Streets Policy are:

1. To ensure that the safety and mobility of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;

2. To incorporate the principles in this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures;

3. To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development;

4. To ensure the use of the latest and best design standards, policies and guidelines;

5. To recognize the need for flexibility to accommodate different types of streets and users;

6. To ensure that the complete streets design solutions fit within the context(s) of the community.

7. To ensure equity for all people who use the transportation network, regardless of race, income or physical ability.

IV. POLICY

1. Roadway projects shall appropriately accommodate the safety and comfort of all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities,

the elderly, motorists, freight providers, emergency responders, and adjacent land users. It is important to remember that vulnerable road users have less crash protection than people contained inside vehicles and therefore have a higher risk of being injured or killed in the event of a collision due to the lack external crash protection provided by a car.

2. The BMCMPO will promote the complete streets concept throughout the region and, therefore, encourages and recommends that all local MPO partner agencies adopt their own comprehensive complete streets policy that applies to projects not funded through the MPO.

3. Complete streets solutions shall be developed to fit within the context(s) of the community and those solutions shall be flexible so that the vision and goals of the BMCMPO Metropolitan Transportation Plan (MTP) can be met.

4. The Local Planning Agency (LPA) shall identify anticipated phases and key milestones of project development.

5. The LPA shall create a project specific community engagement plan

6. The LPA shall maintain open lines of communication with key party/agency/interest groups and shall identify and maintain a key stakeholder list.

7. Every project shall ensure that the provision of accommodations for one (1) mode does not prevent safe and comfortable use by another mode.

8. Every project shall provide and maintain accommodations for all modes of transportation to continue to use the roadway safely and efficiently during any construction or repair work that encroaches on the right of way, sidewalk, and multiuse path. For instances where the full closure of a roadway is necessary to complete construction work, detour routes for all modes shall be established and signed using appropriate traffic control signage.

9. All projects shall make use of the latest and best design standards, policies, and guidelines.

10. Projects sponsored by the Indiana Department of Transportation (INDOT) that are located within the BMCMPO urbanizing area are

strongly encouraged to comply with INDOT's self-adopted complete streets policy.

V. PROCESS

Transportation Improvement Program (TIP) Development

In response to a BMCMPO issued Call for Projects for any roadway project that seeks to use federal funding and be programmed in the TIP, the Local Public Agency (LPA) shall submit a completed TIP application form. The LPA shall submit the following information to the BMCMPO staff:

a. A detailed project location map and project description (e.g. project scope, reconstruction/new construction, specify facilities for each mode);

b. A detailed purpose and need;

c. Clearly relate the purpose of a project to the MTP and any other existing plans and policies (e.g. MPO Crash Report);

d. The intent for the project to be Complete Streets Compliant or to seek a Complete Streets Exception;

e. The amount of federal funding requested by phase (e.g. preliminary engineering, rights of way, construction, construction inspection);

f. The anticipated dates for project design initiation and construction contract letting;

g. The project stakeholder list or key party/agency/interest group identification list including any underrepresented groups or communities;

h. The public participation process with goals to attain (e.g. public meeting dates and what will be accomplished). It is best not to come to the public to simply present pre-established goals but rather to encourage participation and dialogue that leads to useful information. LPA's should be prepared to discuss constructively what the public cares about and ask for ideas;

i. Contact information for the project manager.

Project Selection Process and Criteria

BMCMPO staff shall evaluate project applications based on the Project Prioritization Criteria found in *Section X. Project Prioritization Criteria*.

The BMCMPO staff will forward the prioritized list and corresponding score sheets for each project to the committees of the MPO as a recommendation for final decision. This list of prioritized projects is not intended to serve as a definitive decision-making tool but rather as guidance for programming projects into the TIP.

Community engagement for project programming shall occur in accordance with the BMCMPO Public Participation Plan.

Post – Transportation Improvement Program (TIP) Adoption

1. Community Engagement

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

a. The LPA shall update the purpose and need of the project, if necessary, following initial public outreach as established in the original TIP application.

b. The LPA shall utilize a participatory design approach and engage the community and the MPO Citizen's Advisory Committee (CAC) early in the project design process.

c. At least one (1) public meeting is required, with the expectation that more may be necessary depending on factors such as project cost, size, or scope.

d. The LPA shall engage underrepresented communities and stakeholders identified in the original TIP application.

e. Outreach strategies should occur at convenient times for the general public and at locations making use of easy and natural gathering spaces such as neighborhood association meetings, community centers, public libraries, or farmers' markets.

2. Complete Streets Design Guidance

Final design plans for all projects will be context-sensitive with the adjacent land use while incorporating Americans with Disabilities Act (ADA) compliant design standards. Each project must be considered both separately and as part of a connected network to determine the level and type of project necessary for the street to be complete. LPA's are strongly encouraged to utilize a participatory design approach to project development.

LPA's shall use the latest and best design standards available with the understanding that some design standards are required such as those

set by the Indiana Department of Transportation (INDOT). Other design guides include, but are not limited to:

a. U.S. Access Board Public Right-of-Way Accessibility Guidelines (PROWAG),

b. National Association of City Transportation Officials (NACTO) Urban Street Design Guide,

c. NACTO Urban Bikeway Design Guide,

d. Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

e. American Association of State Highway Transportation Officials (AASHTO) Guide for the Planning, Designing and Operating Pedestrian Facilities

f. AASHTO Guide for the Development of Bicycle Facilities

g. AASHTO Green Book

h. Manual on Uniform Traffic Control Devices (MUTCD) – federal and Indiana Supplement.

VI. EXCEPTIONS

1. Approval Process

a. LPA's requesting a Complete Streets policy exception shall submit clear and supportive documentation for justifying the exception.

b. A fourteen (14) day public comment period shall precede any final decisions made by the Policy Committee. The public shall be notified via legal notices in the newspaper, on the MPO website and via the MPO contact list.

c. Exceptions to this policy shall be approved by resolution of the MPO Policy Committee with guidance from the Technical and Citizen's Advisory Committees and the public at large.

d. The BMCMPO Policy Committee shall make a decision to certify or not certify an exception under certain circumstances, including the following:

e. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should be made to accommodate bicyclists and pedestrians elsewhere;

   i. There are extreme topographic or natural resource constraints;

   ii. The Metropolitan Transportation Plan's twenty (20) year or greater Average Daily Traffic (ADT) projection is less than 1000 vehicles per day;

   iii. When other available means or factors indicate an absence of need presently and in the twenty (20) year or greater forecast horizon;

   iv. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project;

   v. The project is not a roadway improvement project and/or the BMCMPO has no programming authority (e.g. State, Bloomington Transit, Rural Transit, and other projects).

f. No project shall be granted an exception to any criteria that opposes any item in Section II. Applicability.

2. Appeals Process

Project sponsors may request a re-review of their projects by the Technical Advisory Committee (TAC) subject to the following:

a. All appeals will be heard and decided upon by a quorum of the TAC on an as needed basis.

b. The project sponsor shall submit adequate information to explain and substantiate the need for an exception.

c. BMCMPO staff will review the request initially and provide a report with recommendations to the TAC in advance of the regular meeting.

d. Members with conflicts of interest on a particular project must recuse themselves from deliberation on that project.

e. A sponsor may appeal only once to the TAC per special case before the decision rests. A sponsor may not appeal to any other committee of the MPO thereafter.

VII. EVALUATION

1. **Complete Streets Policy.** The BMCMPO shall, at a minimum, evaluate this policy prior to the adoption of every new TIP. This evaluation shall include recommendations for amendments to the Complete Streets Policy and subsequently be considered by the BMCMPO Citizens Advisory Committee, Technical Advisory Committee and Policy Committee. Recommendations for amendments shall be distributed to the Local Public Agencies for review prior to consideration by the BMCMPO Committees.

2. ***Post-Construction Evaluation of Projects.*** The BMCMPO may evaluate projects using the performance measures in Section IX to understand the outputs and outcomes of transportation design, scope, and ultimately programming decisions.

VIII. PERFORMANCE MEASURES

The intent of this policy is the creation of a transportation system that accommodates all users and modes. The performance of complete streets planning and this Complete Streets Policy will be measured via the metrics below and made available publicly. Data will be presented using trend patterns with the intent to inform the public and decision makers about transportation project funding and design. The adage "what gets measured gets done" is important to remember when measuring the outcomes and outputs of transportation project decisions.

Table 1, *Recommended Place Measures and Metrics*, is inspired, adapted by and adopted from Evaluating Complete Streets Projects: A guide for practitioners, a resource created by American Association of Retired Persons (AARP) and Smart Growth America (SGA) for measuring the results of alternative transportation projects. Place measures fall under the macro-level headings of "Place", "Crash Risk", and "Equity." Application scales consider project and network levels. Detailed applicable project and network "metrics" represent the foundation of each Place Measure and relevant application scale.

Table 1. Recommended Place Measures and Metrics*

PLACE MEASURE	APPLICATION SCALE	METRIC
PLACE Being aware of community context, including existing and plane land use and buildings can result in streets that are vital public spaces. Place-based focused measurements ensure a product that is compatible and enhances the community.		
Quality of bicycling environment	Project	• Width of bicycle facilities • Pavement condition of bicycling facility • Bicyclist level of comfort. Comfort is in accord with separation of traffic, volume and speed of cars • Right turn on red restrictions
Quality of pedestrian environment	Project	• Crossing distance and time • Presence of enhanced crosswalks • Wait time at intersection • Width of walking facility • Right turn on red restrictions • Planting of new or maintaining existing trees
Quality of transit environment	Project	• Transit Level of Service/Multimodal Level of Service (MMLOS) at segment and/or intersection • Quality of accommodations for passengers at stops • Presence of wayfinding and system information • Real-time arrival information • Off-board payment option
Resident participation	Project	• Number of responses gathered • Number of people at meetings
Quality of automobile trips	Project	• Travel lane pavement condition
CRASH RISK Safe travel is a fundamental transportation goal. Safety measures should watch for elements associated with injurious crashes and those associated with perceptions of safety.		
Compliance with posted speed limit	Project	• Percentage of drivers exceeding the posted speed limit • Match between target speed, design speed, and 85th percentile
Crashes	Project	• Number of crashes by mode on project (before and after) • Crash severity by mode and location
Crashes	Network	• Total Number • Rate and location by mode
Fatalities	Project	• Number of fatalities by mode on project (before and after)
Fatalities	Network	• Number of fatalities suffered by all modes

Table 1. Recommended Place Measures and Metrics (continued)

PLACE MEASURE	APPLICATION SCALE	METRIC
EQUITY Transportation services impact some populations and neighborhoods more than others. In project selection and evaluation, the distribution of impacts and benefits should be looked at for traditional disadvantage populations.		
Auto trips	Project	• Driving trips as portion of total trips along project
Auto trips	Network	• Driving trips to primary and secondary schools • Vehicle Miles Traveled (VMT) per capita • Driving commutes to work as portion of total commutes to work
Bicycle trips	Project	• Bicycling trips as portion of total trips along project
Bicycle trips	Network	• Bicycling trips as portion of total trips • Bicycling commutes to work as portion of total commutes to work
Transit trips	Network	• Transit trips as portion of total trips • Transit commutes to work as portion of total commutes to work
Walk trips	Project	• Walk trips as portion of total trips along project
Walk trips	Network	• Walk trips as portion of total trips in community • Walk commutes to work as portion of total commutes to work

Source: BMCMPO, November 2018.[AD1]

IX. Project Prioritization Criteria

The following project prioritization criteria serves the BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and the Policy Committee as a guiding prioritization framework for the placement of projects into the Transportation Improvement Program (TIP). The BMCMPO is not bound by any outcomes of this process.

Table 2. BMCMPO Transportation Improvement Program – Project Prioritization Criteria

BMCMPO 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%	
Project addresses a maintenance need (e.g. repaving, bridge repair)		
Project is located within existing right of way		
	Total	0
Safety		
Project addresses a known high crash risk location	20%	
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		
Geometrical Improvement for non-motorized safety		
Signalization Improvement		
Signage/Wayfinding		
Project improves safe travel to nearby schools (within 1 mile)		
Other improvements with rationale as to how the project reduces crash risk		
	Total	0
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		
Project located along existing pedestrian/bicycle facility		
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		
Project includes sidewalk improvements		
Project includes bicycle facility improvements		
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		
Project makes a connection to an existing active mode facility		
	Total	0
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		
Improvements to access management		
Signalization improvement		
Improves parallel facility or contributes to alternative routing		
Provides capacity for non-motorized modes		
Adds transit capacity		
Other strategies		
	Total	0
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	
Project corrects ADA non-compliance		
Project promotes physical activity		
Project reduces vehicle emissions		
Project will not have a negative impact for a natural resource		
Project will not have a negative impact for a socio-cultural resources		
	Total	0
Consistency with Adopted Plans		
Project located along planned transit service	10%	
Project located along planned pedestrian/bicycle facility		
Local Master Thoroughfare Plan Priority		
Transit Plan Priority		
Bicycle/Pedestrian Plan Priority		
Project supports goals and principles of MPO Metropolitan Transportation Plan		
Project supports goals and principles of local land use plans		
Other applicable planning documents		
	Total	0
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use	15%	
Project balances the need to move people with other desirable outcomes		
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		
Project is seen as adding lasting value to the community		
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		
Project location supports infill/redevelopment		
Project contributes to transportation network grid development/roadway network connectivity		
	Total	0
	Overall Total	**0**

Source: BMCMPO, November 2018.[AD2]

X. DEFINITIONS

Participatory Design – an approach to project design that actively involves all stakeholders to ensure the final design meets their needs and is usable.

Underrepresented Area – a geographic area that largely consist of marginalized or minority residents.

Vulnerable Road User or Vulnerable User – a person utilizing the right-of-way for transportation purposes whereby the individual is disadvantaged or limited by either the amount of protection in traffic (e.g. pedestrians and cyclists) or by the amount of task capability to smoothly integrate with other types of traffic (e.g. older or younger individuals). Vulnerable Users do not typically have a protective shell and/or move at slower speeds and are thus more susceptible to physical harm in the event of a collision, especially with vehicles with a larger mass.

NEXT STEPS

1. **Update MPO Plans and Documents.** The MPO should update the *Public Participation Plan* to coincide with this Complete Streets Policy within nine (9) months of the adoption of this policy.

   The MPO should update the *Metropolitan Transportation Plan* (MTP) to coincide with this policy and reevaluate the MTP projects utilizing the project selection process and criteria in this policy. The recommended Update should occur within one (1) year of the adoption of this policy.

2. **Education and Training.** Education about complete streets roadway design best practices for community members and decision makers is essential. The BMCMPO encourages professional development and training on complete streets and active transportation issues for any MPO representative and staff including, but not limited to LPA project managers, members of the Policy Committee, the Technical Advisory Committee, the Citizens Advisory Committee, and MPO staff. These individuals are encouraged to attend at least one (1) of the following opportunities per year: the annual Indiana MPO Conference, the Indiana Walk & Bike Summit, the annual Purdue Road School as well as any other complete streets related conferences, webinars, workshops and seminars that sponsored by America Walks, Smart Growth America, the Institute of Transportation Engineers, the American Planning Association, and the Congress for the New Urbanism.

3. **Integrate Transportation and Land Use.** The BMCMPO along with the LPA's should create place-based street typologies to ensure sound transportation project decisions are made in conjunction with sound land use decisions. Place-based street typologies should be adopted/updated along with every MTP.

1st Street Reconstruction

BMCMPO 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	**20%**	
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		**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	**0.80**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	**20%**	
Project located along existing transit service		**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	**10%**	
Grade separation or dedicated travel space for individual modes		**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	**15%**	
Project balances the need to move people with other desirable outcomes		**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		**1**
Project contributes to transportation network grid development/roadway network connectivity		**1**
	Total	**0.90**
	Overall Total	**4.90**

Source: BMCMPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.

17th Street Multimodal Improvements

BMCMPO 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	**20%**	
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		**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	**20%**	
Project located along existing transit service		**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	**10%**	
Grade separation or dedicated travel space for individual modes		**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	**15%**	
Project balances the need to move people with other desirable outcomes		**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		**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: BMCMPO Complete Streets Policy, November2018.
Preliminary Scoring, January 2019.

Bicycle Safety Inlet Repairs

BMCMPO 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	**20%**	
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		**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	**0.40**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	**20%**	
Project located along existing transit service		**0**
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		**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		**0**
	Total	**0.60**
Congestion Management		
Project incorporates congestion management strategies	**10%**	
Grade separation or dedicated travel space for individual modes		**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%**	**0**
Project located along planned pedestrian/bicycle facility		**0**
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		**0**
Other applicable planning documents		**0**
	Total	**0.20**
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use	**15%**	
Project balances the need to move people with other desirable outcomes		**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		**1**
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		**0**
Project location supports infill/redevelopment		**0**
Project contributes to transportation network grid development/roadway network connectivity		**0**
	Total	**0.30**
	Overall Total	**2.15**

Source: BMCMPO Complete Streets Policy, November2018.
Preliminary Scoring, January 2019.

Downtown Curb Ramps

BMCMPO 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)		1
Project addresses a maintenance need (e.g. repaving, bridge repair)	15%	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		0
Geometrical Improvement for non-motorized safety		0
Signalization Improvement	20%	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		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	20%	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		0
Improvements to access management		0
Signalization improvement		0
Improves parallel facility or contributes to alternative routing	10%	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		0
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions	10%	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		1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority (Accessability)		1
Transit Plan Priority		1
Bicycle/Pedestrian Plan Priority	10%	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		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	15%	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: BMCMPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.

Fullerton Pike/Gordon Pike/Rhorer Road - Phase III

BMCMPO 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	**20%**	
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		**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	**1.0**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	**20%**	
Project located along existing transit service		**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	**10%**	
Grade separation or dedicated travel space for individual modes		**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 accessability 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	**15%**	
Project balances the need to move people with other desirable outcomes (??)		**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		**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: BMCMPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.

Guardrail Replacements

BMCMPO 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	**20%**	
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		**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	**20%**	
Project located along existing transit service		**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	**10%**	
Grade separation or dedicated travel space for individual modes		**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	**15%**	
Project balances the need to move people with other desirable outcomes		**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		**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: BMCMPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.

Karst Farm Greenway - Phase II-B

BMCMPO 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	**20%**	
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		**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	**1.2**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	**20%**	
Project located along existing transit service		**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 (& Equistrian ???)		**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	**10%**	
Grade separation or dedicated travel space for individual modes		**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	**0.5**
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	**15%**	
Project balances the need to move people with other desirable outcomes		**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		**1**
Project contributes to transportation network grid development/roadway network connectivity		**1**
	Total	**0.9**
	Overall Total	**5.1**

Source: BMCMPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.

Signal Timing

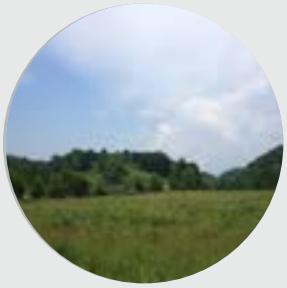
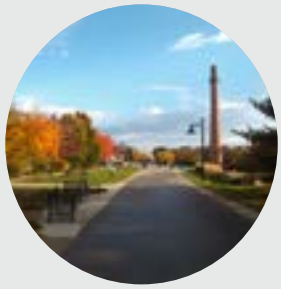
BMCMPO TIP - Project Prioritization Criteria		
	Weighting	**Yes = 1, No = 0**
System Preservation and Maintenance		
Project improves upon *existing* infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	**15%**	**1**
Project addresses a maintenance need (e.g. repaving, bridge repair)		**1**
Project is located within existing right of way		**1**
	Total	**0.45**
Safety		
Project addresses a known high crash risk location	**20%**	
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		**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	**20%**	
Project located along existing transit service		**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	**10%**	
Grade separation or dedicated travel space for individual modes		**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	**15%**	
Project balances the need to move people with other desirable outcomes		**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		**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: BMCMPO Complete Streets Policy, November 2018.
Preliminary Scoring, January 2019.

Complete Streets Scoring by Funding Category	
New Local Project	CS Score
HSIP Funding	
Bicycle Safety Inlet Repairs	2.15
Downtown Curb Ramps	4.3
Guardrail Safety Repairs	3
Signal Timing	4.6
STP Funding	
17th Street	5.7
1st Street	4.9
Fullerton Pike Phase III	4.7
TAP Funding	
1st Street	4.9
17th Street	5.7
Karst Farm Greenway Phase II-B	5.1

DRAFT - Transportation Improvement Program
Fiscal Years 2020-2024



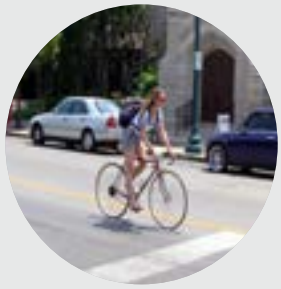




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Table of Contents

Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) for transportation projects using federal-aid funds. Pursuant to the most recent transportation legislation, Fixing America's Surface Transportation (FAST), the Fiscal Year 2020 – 2024 TIP includes five (5) fiscal years. The TIP includes the list of priority projects for planning, right-of-way acquisition, construction engineering, construction, transit capital acquisition, or transit operating assistance in each of the documented five (5) year time frame. The TIP must have consistency with the adopted 2040 Metropolitan Transportation Plan, the Transit Development Plan, and other planning studies developed by the BMCMPO and its local stakeholders.

The Transportation Improvement Program documents the distribution of all BMCMPO federal-aid transportation funding distributed among the various multi-modal jurisdictional needs of the region. The TIP includes a five-year list of projects within the metropolitan area. Inclusion in the TIP signifies a major milestone in the development process of a project, enabling the project to receive and spend federal transportation funds.

The FY 2020 – 2024 TIP is a capital budgeting tool that specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area. Projects come from any one of the following implementing agencies:

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Monroe County
- City of Bloomington
- Indiana Department of Transportation

The BMCMPO is responsible for developing plans and programs that provide for the development, management and operation of the transportation network as the designated MPO for the Bloomington and Monroe County Metropolitan Area. The BMCMPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville and the urbanizing area of Monroe County. An online map of the urbanized area is available at https://bloomington.in.gov/sites/default/files/2017-05/map_urbanized_area_boundary.pdf.

Funding the Transportation Improvement Program

The Transportation Improvement Program must balance estimated project expenditures with expected funding revenues to achieve fiscal constraint. In addition, each particular source of funding must have a use consistent with its designated project purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the BMCMPO stakeholders. The Fiscal Years

used for the purposes of the Transportation Improvement Program begin on July 1 and end on June 30. Therefore, Fiscal Year 2020 begins on July 1, 2019 and Fiscal Year 2020 ends on June 30, 2020. The following FY 2020 – 2024 funding tables summarize the projected revenues and expenditures for Fiscal Years 2020 through 2024. These summary tables do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the scope of the BMCMPO. Federal revenue forecasts rely upon on past funding allocations, receipts, projections from the FHWA, FTA, and INDOT, and anticipated Federal spending authorization.

The tables that follow summarize the projected revenues and expenditures for fiscal years 2018 through 2021. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the scope of the BMCMPO. Federal revenue forecasts are based on past receipts, projections from the FHWA, FTA, and INDOT, anticipated Federal spending authorization levels, and consultations with appropriate Federal and State funding agencies. Local funding forecasts are derived from a similar methodology and through extensive coordination with local agencies. Project expenditures are based on realistic cost estimates provided by the implementing agency for each project.

Projected Revenues and Expenditures for Local Projects

STATE FY 2020										
	STP	STP PYB	HSIP	HSIP PYB	TAP	TAP PYB	Bridge	RTP	Local Match	Total
Total Revenue	$ 2,750,133	$ 823,199	$ 470,684		$ 155,801		$ 98,501	$ 134,850	$ 9,658,438	$ 14,091,606
Total Expenditure	$ 2,750,133	$ 823,199	$ 470,684		$ 155,801		$ 98,501	$ 134,850	$ 9,658,438	$ 14,091,606
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STATE FY 2021										
	STP	STP PYB	HSIP	HSIP PYB	TAP	TAP PYB	Bridge	RTP	Local Match	Total
Total Revenue	$ 2,750,133		$ 470,684		$ 155,801		$ 6,013		$ 9,145,666	$ 12,528,297
Total Expenditure	$ 2,750,133		$ 470,684		$ 155,801		$ 6,013		$ 9,145,666	$ 12,528,297
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STATE FY 2022										
	STP	STP PYB	HSIP	HSIP PYB	TAP	TAP PYB	Bridge	RTP	Local Match	Total
Total Revenue	$ 2,750,133		$ 470,684	$ -	$ 155,801		$ 105,395		$ 5,695,881	$ 9,177,894
Total Expenditure	$ 2,750,133		$ 470,684	$ -	$ 155,801		$ 105,395		$ 5,695,881	$ 9,177,894
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STATE FY 2023										
	STP	STP PYB	HSIP	HSIP PYB	TAP	TAP PYB	Bridge	RTP	Local Match	Total
Total Revenue	$ 2,750,133		$ 470,684	$ -	$ 155,801		$ 6,434		$ 9,500,652	$ 12,883,704
Total Expenditure	$ 2,750,133		$ 470,684	$ -	$ 155,801		$ 6,434		$ 9,500,652	$ 12,883,704
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STATE FY 2024										
	STP	STP PYB	HSIP	HSIP PYB	TAP	TAP PYB	Bridge	RTP	Local Match	Total
Total Revenue	$ 2,750,133		$ 470,684		$ 155,801		$ 112,773		$ 13,113,815	$ 16,603,206
Total Expenditure	$ 2,750,133		$ 470,684		$ 155,801		$ 112,773		$ 13,113,815	$ 16,603,206
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SUMMARY										
	STP	STP PYB	HSIP	HSIP PYB	TAP	TAP PYB	Bridge	RTP	Local Match	Total
Total Revenue	$ 13,750,665	$ 823,199	$ 2,353,420	$ -	$ 779,005	$ -	$ 329,116	$ 134,850	$ 47,114,452	$ 65,284,707
Total Expenditure	$ 13,750,665	$ 823,199	$ 2,353,420	$ -	$ 779,005	$ -	$ 329,116	$ 134,850	$ 47,114,452	$ 65,284,707
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Projected Revenues and Expenditures for Transit Projects

STATE FY 2020									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STP	Farebox	Local Match	Total
Total Revenue	$ 2,825,750	$ 128,000	$ 719,024	$ 3,264,000	$ 2,929,993	$ -	$ 1,643,967	$ 3,707,732	$ 15,218,466
Total Expenditure	$ 2,825,750	$ 128,000	$ 719,024	$ 3,264,000	$ 2,929,993	$ -	$ 1,643,967	$ 3,707,732	$ 15,218,466
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STATE FY 2021									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STP	Farebox	Local Match	Total
Total Revenue	$ 2,660,740	$ 130,560	$ 747,785	$ 3,696,960	$ 2,994,730	$ -	$ 1,676,846	$ 3,935,846	$ 15,843,467
Total Expenditure	$ 2,660,740	$ 130,560	$ 747,785	$ 3,696,960	$ 2,994,730	$ -	$ 1,676,846	$ 3,935,846	$ 15,843,467
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STATE FY 2022									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STP	Farebox	Local Match	Total
Total Revenue	$ 2,719,347	$ 133,171	$ 777,696	$ 433,947	$ 3,061,008	$ 432,000	$ 1,710,383	$ 3,409,620	$ 12,677,172
Total Expenditure	$ 2,719,347	$ 133,171	$ 777,696	$ 433,947	$ 3,061,008	$ 432,000	$ 1,710,383	$ 3,409,620	$ 12,677,172
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STATE FY 2023									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STP	Farebox	Local Match	Total
Total Revenue	$ 2,711,995	$ 135,835	$ 808,804	$ 865,846	$ 3,128,866	$ -	$ 1,744,591	$ 3,580,682	$ 12,976,619
Total Expenditure	$ 2,711,995	$ 135,835	$ 808,804	$ 865,846	$ 3,128,866	$ -	$ 1,744,591	$ 3,580,682	$ 12,976,619
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STATE FY 2024									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STP	Farebox	Local Match	Total
Total Revenue	$ 2,839,197	$ 138,551	$ 841,156	$ 1,766,530	$ 3,198,347	$ -	$ 1,779,482	$ 3,901,413	$ 14,464,676
Total Expenditure	$ 2,839,197	$ 138,551	$ 841,156	$ 1,766,530	$ 3,198,347	$ -	$ 1,779,482	$ 3,901,413	$ 14,464,676
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SUMMARY									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STP	Farebox	Local Match	Total
Total Revenue	$13,757,029	$ 666,117	$ 3,894,465	$10,027,283	$15,312,944	$ 432,000	$ 8,555,269	$ 18,535,293	$ 71,180,400
Total Expenditure	$13,757,029	$ 666,117	$ 3,894,465	$10,027,283	$15,312,944	$ 432,000	$ 8,555,269	$ 18,535,293	$ 71,180,400
Remaining	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Projected Revenues and Expenditures for State Projects

STATE FY 2020					
	NHPP	HSIP	STP	State Match	Total
Total Revenue	$ 7,849,067	$ 800,000	$ 5,829,200	$ 2,908,077	$ 17,386,344
Total Expenditure	$ 7,849,067	$ 800,000	$ 5,829,200	$ 2,908,077	$ 17,386,344
Remaining	$ -	$ -		$ -	$ -
STATE FY 2021					
	NHPP	HSIP	STP	State Match	Total
Total Revenue	$ 2,047,036	$ -	$ 5,400,000	$ 1,354,407	$ 8,801,443
Total Expenditure	$ 2,047,036	$ -	$ 5,400,000	$ 1,354,407	$ 8,801,443
Remaining	$ -	$ -	$ -	$ -	$ -
STATE FY 2022					
	NHPP	HSIP	STP	State Match	Total
Total Revenue	$ -	$ -	$ 1,680,000	$ 420,000	$ 2,100,000
Total Expenditure	$ -	$ -	$ 1,680,000	$ 420,000	$ 2,100,000
Remaining	$ -	$ -	$ -	$ -	$ -
STATE FY 2023					
	NHPP	HSIP	STP	State Match	Total
Total Revenue	$ -	$ -	$ 1,680,000	$ 420,000	$ 2,100,000
Total Expenditure	$ -	$ -	$ 1,680,000	$ 420,000	$ 2,100,000
Remaining	$ -	$ -	$ -	$ -	$ -
STATE FY 2024					
	NHPP	HSIP	STP	State Match	Total
Total Revenue	$ -	$ -	$ -	$ -	$ -
Total Expenditure	$ -	$ -	$ -	$ -	$ -
Remaining	$ -	$ -	$ -	$ -	$ -
STATE FY Outlying Years					
	NHPP	HSIP	STP	State Match	Total
Total Revenue	$ 1,120,108	$ -	$ 1,368,654	$ 622,123	$ 3,110,885
Total Expenditure	$ 1,120,108	$ -	$ 1,368,654	$ 622,123	$ 3,110,885
Remaining	$ -	$ -	$ -	$ -	$ -
SUMMARY					
	NHPP	HSIP	STP	State Match	Total
Total Revenue	$ 11,016,211	$ 800,000	$ 15,957,854	$ 5,724,607	$ 33,498,672
Total Expenditure	$ 11,016,211	$ 800,000	$ 15,957,854	$ 5,724,607	$ 33,498,672
Remaining	$ -	$ -	$ -	$ -	$ -

Performance Based Planning and Performance Measures

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans.

INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long range transportation plan are also used to inform the TAMP. The Planning Roles, Responsibilities, & Cooperative Operation Manual clarifies roles and responsibilities for transportation planning activities including the performance based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant(STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the Indiana Transportation Asset Management Plan (TAMP - April 2018) and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

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

The national performance goals for Federal Highway programs are as follows:

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

The newly issued Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning rules on the statewide and metropolitan transportation planning processes reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), the Indiana Department of Transportation (INDOT), and providers of public transportation shall jointly agree to cooperatively develop and share information related to:

- transportation performance data
- the selection of performance targets
- the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d))
- the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h)

FTA has performance measures for Transit Asset Management, and final regulations are published and in effect. FHWA has performance measures and final regulations published for Safety, Pavement Conditions, Bridge Conditions, National Highway System Truck Travel Time Reliability, Interstate

Freight Reliability, and On-Road Mobile Source Emissions. The Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) must reflect this information once Performance Targets are established.

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

Safety Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) elected in October 2018 to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five (5) specific 2019 INDOT safety performance measures targets based on five-year rolling averages adopted by the BMCMPO and all Indiana MPOs are as follows:

1. Number of fatalities = 889.6
2. Rate of fatalities per 100 million miles traveled = 1.087
3. Number of serious injuries = 3,501.9
4. Rate of serious injuries per 100 million miles traveled = 4.234, and
5. Number of non-motorized fatalities and non-motorized serious injuries = 393.6

The BMCMPO will support the safety targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

Pavement Condition Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) elected in October 2018 to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below.

1. Percentage of pavements of the Interstate System in Good condition
2. Percentage of pavements of the Interstate System in Poor condition
3. Percentage of pavements of the non-Interstate NHS in Good condition
4. Percentage of pavements of the non-interstate NHS in Poor condition

The BMCMPO will support the 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

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

The BMCMPO will support the Pavement Condition targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) elected in October 2018 to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below.

1. Percentage of pavements of the Interstate System in Good condition
2. Percentage of pavements of the Interstate System in Poor condition
3. Percentage of pavements of the non-Interstate NHS in Good condition
4. Percentage of pavements of the non-interstate NHS in Poor condition

The BMCMPO will support the 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

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

The BMCMPO will support the Pavement Condition targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

NHS Bridge Condition Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) elected in October 2018 to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 NHS Bridge Condition targets for the performance measures listed below.

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

The BMCMPO will support the 2019 and 2021 NHS Bridge Condition targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 NHS Bridge Condition targets based on a certified Transportation Asset Management Plan are:

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

The BMCMPO will support the NHS Bridge Condition targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

NHS Truck Travel Time Reliability Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 NHS Truck Travel Time Reliability targets for the performance measures listed below.

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

The BMCMPO will support the 2019 and 2021 NHS Truck Travel Time Reliability targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and

2021 statewide travel time reliability targets based on percent of person miles that are certified as reliable:

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

The BMCMPO will support the NHS Truck Travel Time Reliability targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

Interstate Freight Reliability Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 Interstate Freight Reliability targets for the performance measure listed below.

1. Interstate Freight Reliability

The BMCMPO agrees to support the 2019 and 2021 Interstate Freight Reliability targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 Interstate Freight Reliability targets based on the truck travel time reliability index are:

- 2019 Interstate freight reliability index – 1.27
- 2021 Interstate freight reliability index – 1.24

The BMCMPO will support the Interstate Freight Reliability targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

On-Road Mobile Source Emission Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 On-Road Mobile Source Emission targets for the performance measures listed below.

1. CMAQ project reduction volatile organic compounds (VOC)
2. CMAQ project reduction carbon monoxide (CO)
3. CMAQ project reduction oxides of nitrogen (NOx)
4. CMAQ project reduction particulate matter less than 10 microns (PM10)
5. CMAQ project reduction particulate matter less than 2.5 microns (PM2.5)

The BMCMPO will support the 2019 and 2021 On-Road Mobile Source Emission reduction targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 On-Road Mobile Source Emission reduction targets based on kilograms per day are:

- 2019 Volatile Organic Compounds (VOCs) reduction of 1,600 kilograms per day
- 2019 Carbon Monoxide (CO) reduction of 200 kilograms per day
- 2019 Oxides of Nitrogen (NOx) reduction of 1,600 kilograms per day
- 2019 Particulate Matter (PM10) less than 10 microns reduction of 0.30 kilograms per day
- 2019 Particulate Matter (PM2.5) less than 2.5 microns reduction of 20 kilograms per day
- 2021 Volatile Organic Compounds (VOCs) reduction of 2,600 kilograms per day
- 2021 Carbon Monoxide (CO) reduction of 400 kilograms per day
- 2021 Oxides of Nitrogen (NOx) reduction of 2,200 kilograms per day
- 2021 Particulate Matter (PM10) less than 10 microns reduction of 0.50 kilograms per day
- 2021 Particulate Matter (PM2.5) less than 2.5 microns reduction of 30 kilograms per day

The BMCMPO will support the On-Road Mobile Source Emission reduction targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

Projects

Project List FY 2020-2024

Monroe County

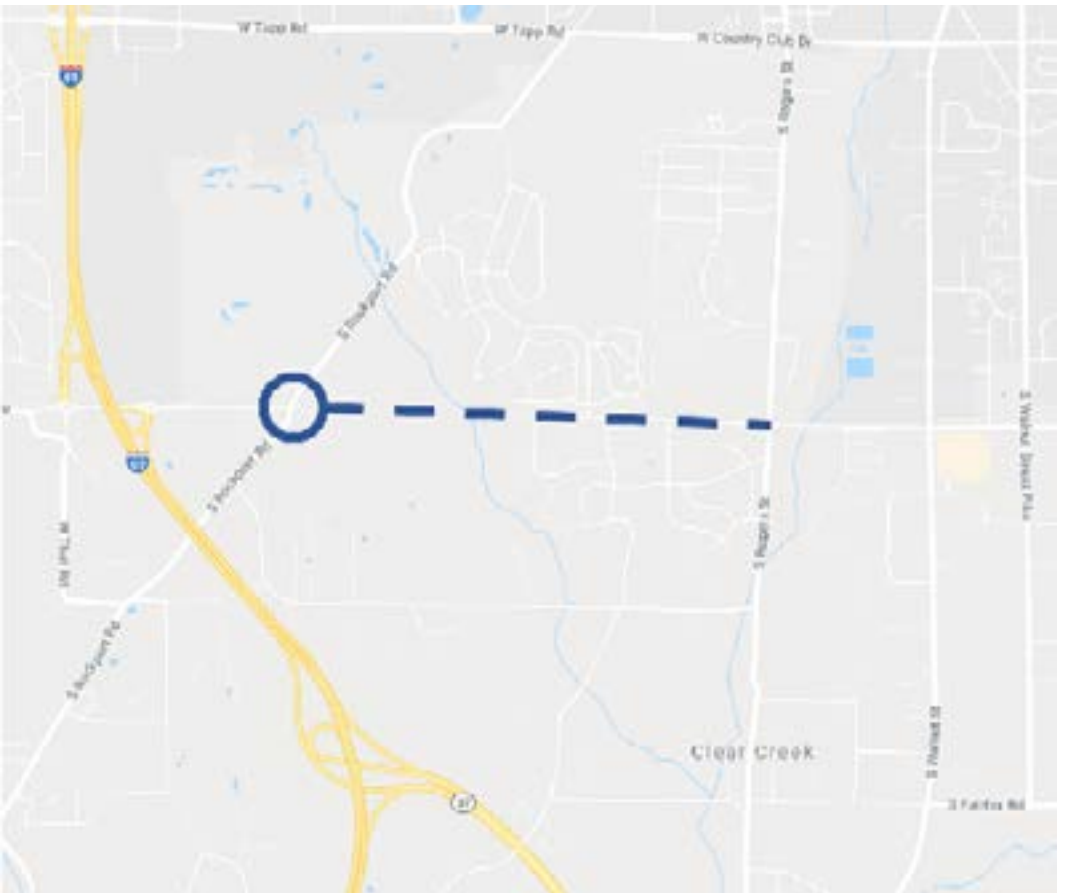
Fullerton Pike Phase 3 with Bridge

DES# 1802977

Letting Date: Fall 2023

Continue two lane roadway from western terminus of Phase 2 to the roundabout intersection of West Fullerton Pike and South Rockport Road. New bridge over west fork of Clear Creak. Sidewalk will be constructed on the south side of the road and multiuse path on the north.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2020	Local		$400,000	$400,000
PE	2021	Local		$200,000	$200,000
PE	2022	Local		$377,000	$377,000
PE	2023	Local		$100,000	$100,000
PE	2024	Local		$10,000	$10,000
RW	2022	STP	$421,934	$578,066	$1,000,000
CE	2024	Local		$1,500,000	$1,500,000
CN	2024	STP	$2,750,133	$9,796,000	$12,546,133
Totals			$3,172,067	$12,383,000	$16,133,133



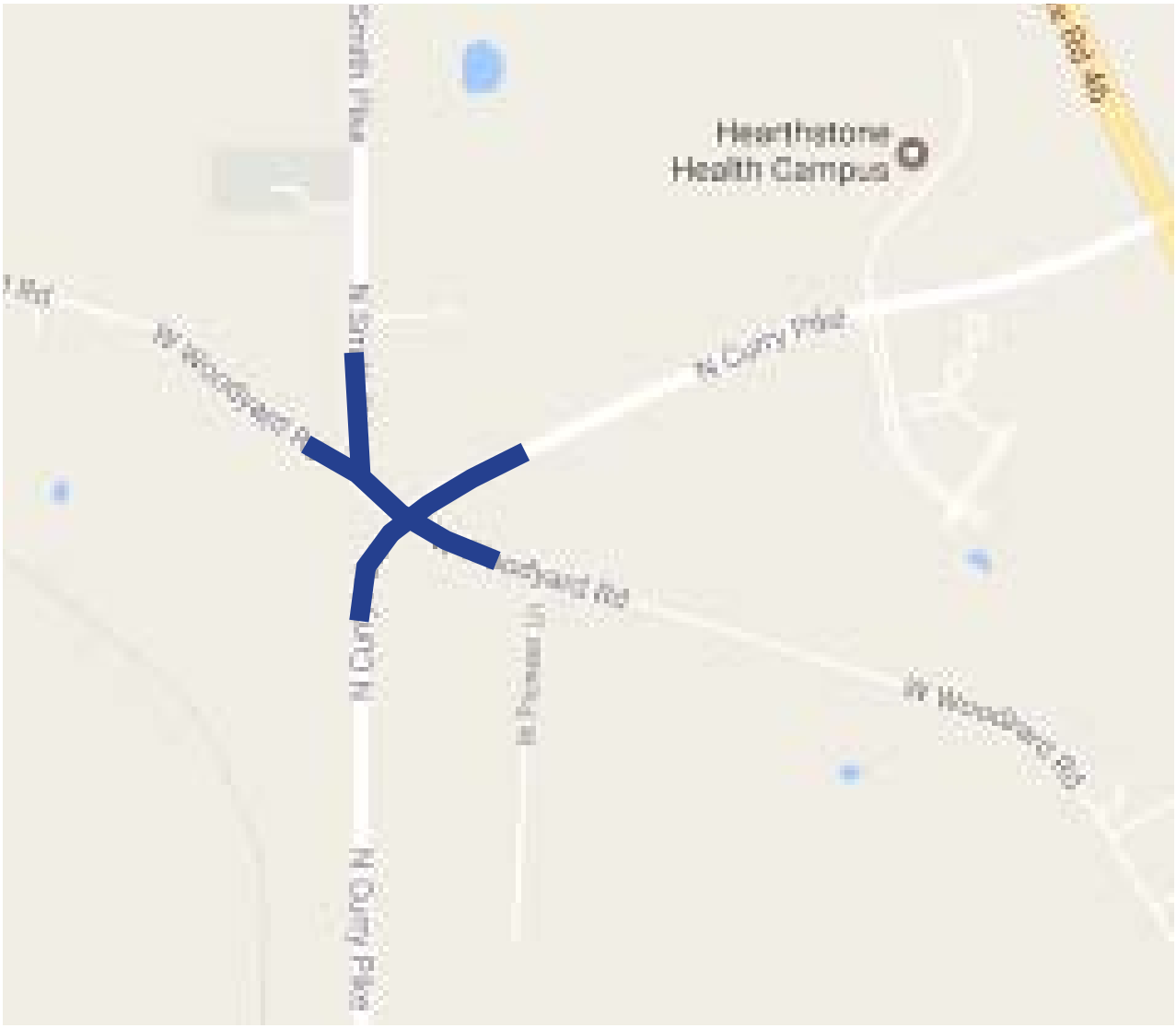
Curry Pike/Woodyard Road/Smith Pike Roundabouts

DES# 1700733

Letting Date: December 9, 2020

Replacement of the Curry Pike/Woodyard Road/Smith Pike intersections with a "dogbone" roundabout configuration for safety improvement.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2020	Local		$200,000	$200,000
CE	2021	Local		$150,000	$150,000
CN	2021	STP	$550,133	$1399,867	$1,950,000
Totals			$550,133	$1,749,867	$2,300,000



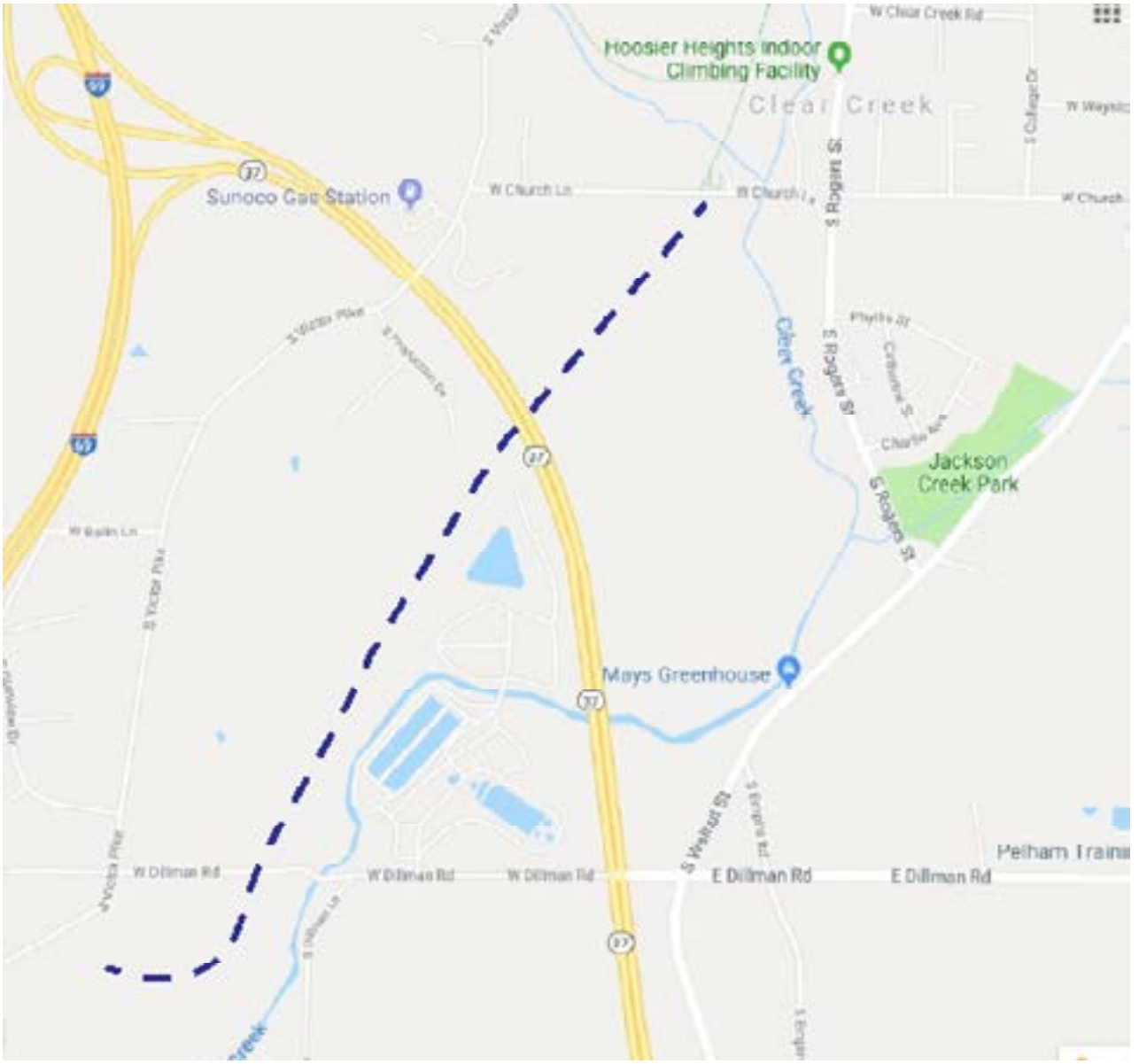
Illinois Central Trail

DES# 1592323

Letting Date: February 2019

Construction of a multi-use trail from Church Lane south to the INDOT I-69 mitigation site at Victor Pike.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2020	RTP	$34,850	$8,713	$43,563
CN	2020	RTP	$100,000	$25,000	$125,000
Totals			$134,850	$33,713	$168,563



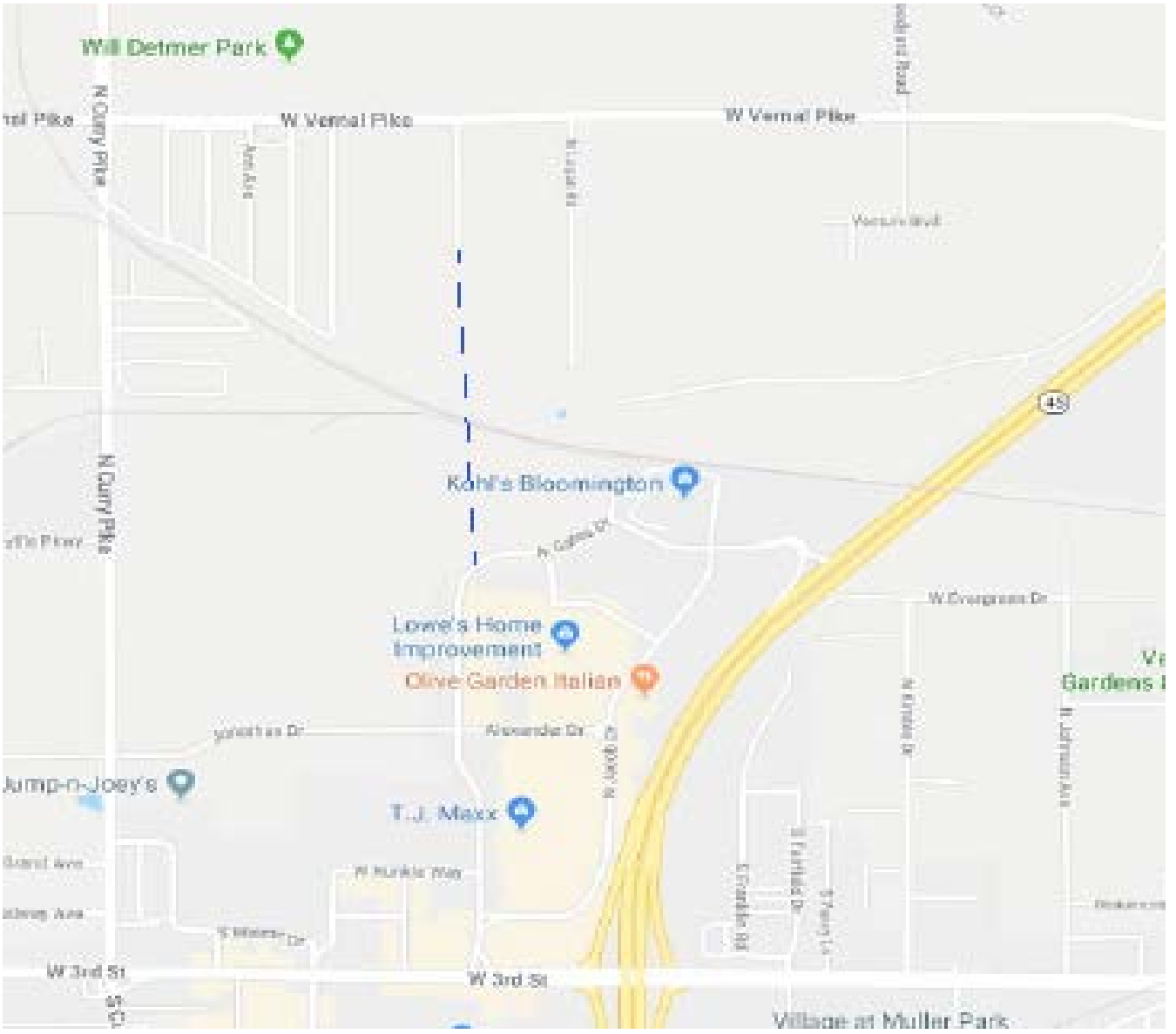
Vernal Pike Connector

DES# 1702957

Letting Date: November 17, 2021

New roadway construction from Vernal pike southward to the new segment of Profile Parkway/Gates Drive. Includes a new bridge over the Indiana Railroad tracks. The roadway will include a sidewalk and multi-use path.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2021	Local		$1,045,000	$1,045,000
Totals			$0	$1,045,000	$1,045,000



Karst Farm Greenway, Phase II - B, Section 1

DES# TBD

Letting Date: Fall, 2023

Beginning at the northern trailhead of Phase I of the Karst Farm Greenway extending north approximately 300 feet along the west side of North Loesch Road.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2021	Local		$30,000	$30,000
RW	2022	Local		$10,000	$10,000
CE	2024	Local		$20,000	$20,000
CN	2024	TAP	$155,801	$38,950	$194,751
Totals			$155,801	$98,950	$254,751

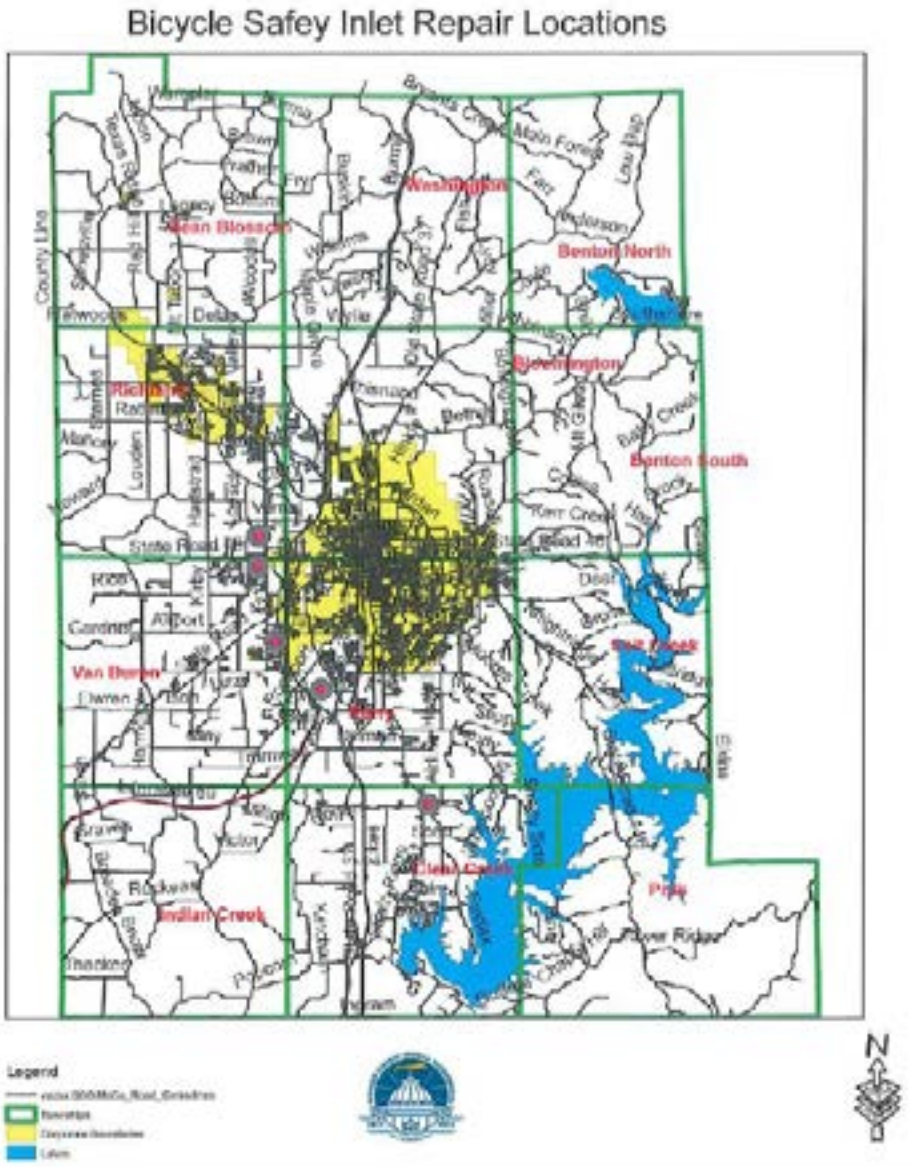
Bicycle Safety Inlet Repair

DES# TBD

Letting Date: Fall 2023

The project will remove non-bicycle safe curb inlet castings and replace them with bicycle safe inlet castings. In some cases the inlet casting can be replaced, but older castings may require casting and frame replacement along with curb and gutter and inlet structure repair. The inlet castings to be replaced with this project are the only remaining non-bicycle safe inlet castings left within Monroe County's jurisdiction.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2024	HSIP	$76,950	$8,550	$85,500
Totals			$76,950	$8,550	$85,500



Bridge Safety Inspection & Inventory

DES# 1500210 (BR-NBIS)

Letting Date: N/A

Bridge safety inspections and ratings for various locations in Monroe County.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2020	BR	$98,501	$24,624	$123,125
PE	2021	BR	$6,013	$1,503	$7,516
PE	2022	BR	$105,395	$26,349	$131,744
PE	2023	BR	$6,434	$1,608	$8,042
PE	2024	BR	$112,773	$28,193	$140,966
Totals			$329,116	$82,277	$411,393

Summary of Programmed Expenditures for Monroe County

	2020	2021	2022	2023	2024	Total
STP		$550,133	$421,934		$2,750,133	$3,722,200
STP PYB						$0
TAP					$155,801	$155,801
TAP PYB						$0
HSIP					$76,950	$76,950
HSIP PYB						$0
Bridge	$98,501	$6,013	$105,395	$6,434	$112,773	$329,116
RTP	$134,850					$134,850
Total Federal	$233,351	$556,146	$527,329	$6,434	$3,095,657	$4,418,917
Total Local	$658,337	$2,826,370	$991,415	$101,608	$11,401,693	$15,979,423
TOTAL	$891,688	$3,382,516	$1,518,744	$108,042	$14,497,350	$20,398,340

Project List FY 2020-2024

City of Bloomington

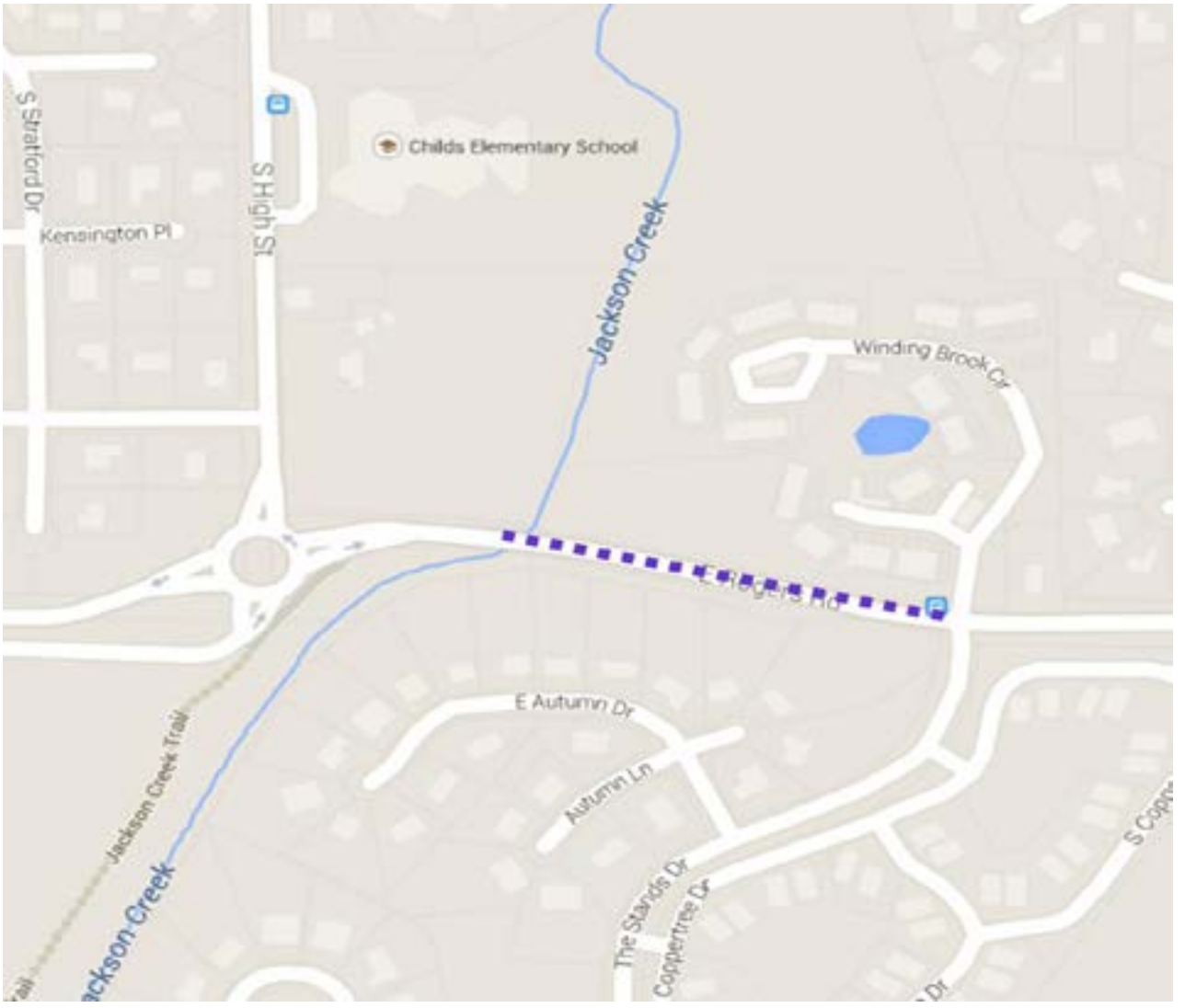
Rogers Road Multiuse Path

DES# 1500382

Letting Date: November 14, 2019

Multiuse path construction on East Rogers Road from approximately the Jackson Creek Bridge to The Stands Drive, potentially including associated intersection improvements.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2020	Local		$91,000	$91,000
CN	2020	STP PYB	$548,000	$152,000	$700,000
Totals			$548,000	$243,000	$791,000



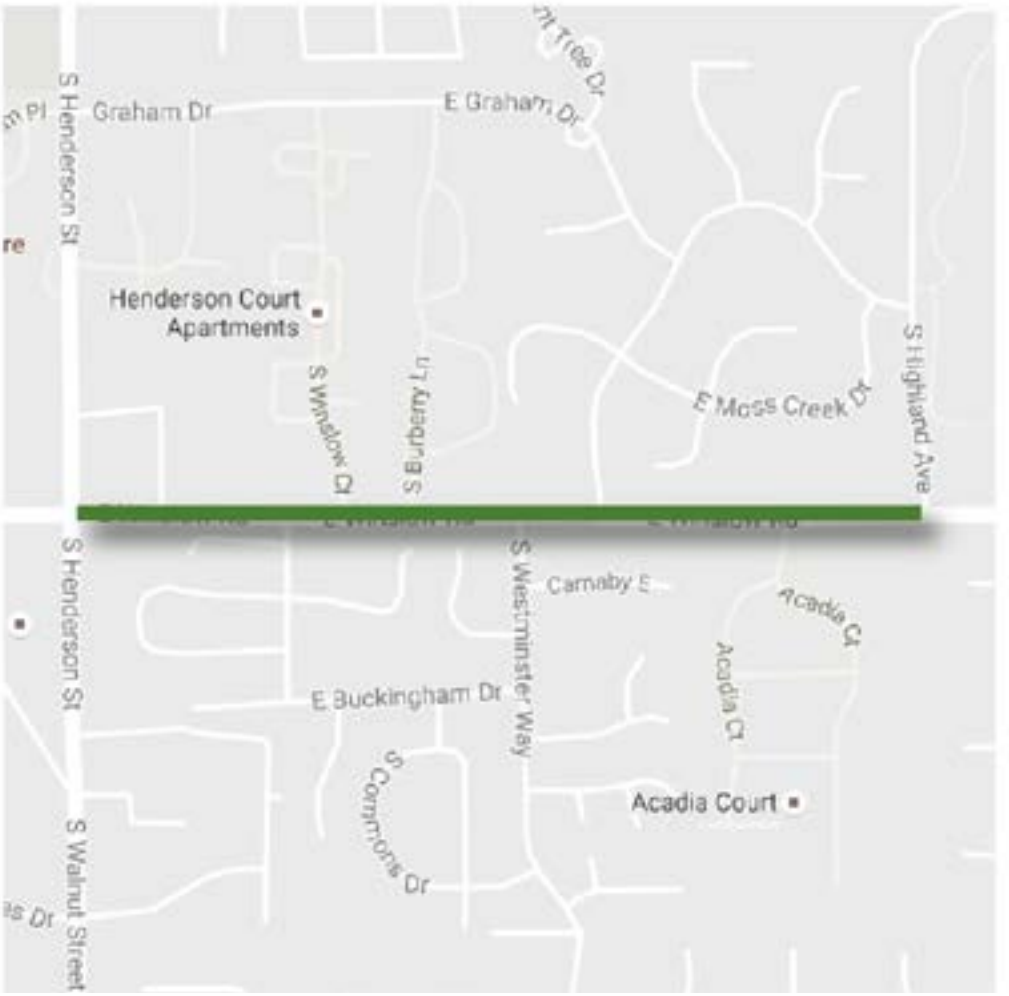
Winslow Road Multiuse Path

DES# 1500383

Letting Date: November 14, 2019

Multiuse path construction on Winslow Road from approximately Henderson Street to Highland Avenue, potentially including associated intersection improvements.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2020	Local		$110,500	$110,500
CN	2020	STP	$590,000	$180,000	$850,000
		STP PYB	$80,000		
Totals			$670,000	$290,500	$960,500



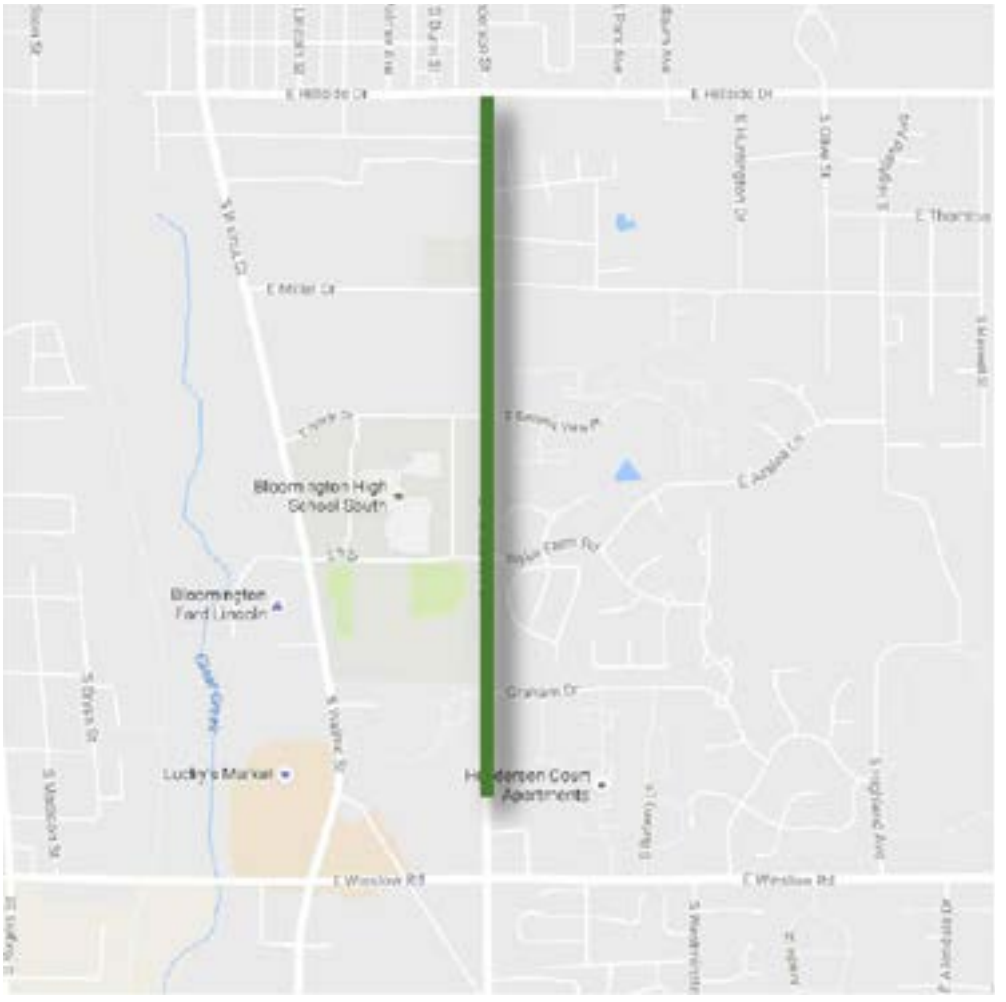
Henderson Street Multiuse Path

DES# 1500384

Letting Date: November 14, 2019

Multiuse path construction on the east side of Henderson Street from Hillside Drive to approximately 650 feet north of Winslow Road.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2020	Local		$136,500	$136,500
CN	2020	STP	$826,133	$210,867	$1,050,000
		STP PYB	$13,000		
Totals			$839,133	$347,367	$1,186,500



Jackson Creek Trail

DES# 1500398

Letting Date: November 11, 2020

Multiuse trail/path construction, potentially including associated intersection improvements. The northern section is approximately located on Arden Drive between the Southeast Park entrance and High Street, on High Street between Arden Drive and Rogers Road connecting to the Sherwood Oaks Park/Goat Farm at the High Street and Winslow Road roundabout. The southern section is approximately located between the existing southern terminus of Jackson Creek Trail and Rhorer Road, and on Rhorer Road between Jackson Creek and Sare Road. A short additional connection may also link to the Jackson Creek Middle School.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2020	TAP	$155,801	$143,199	$299,000
CE	2021	Local		$270,000	$270,000
CN	2021	STP	$1,050,000	$594,199	$1,800,000
		TAP	$155,801		
Totals			$1,361,602	$1,007,398	$2,369,000

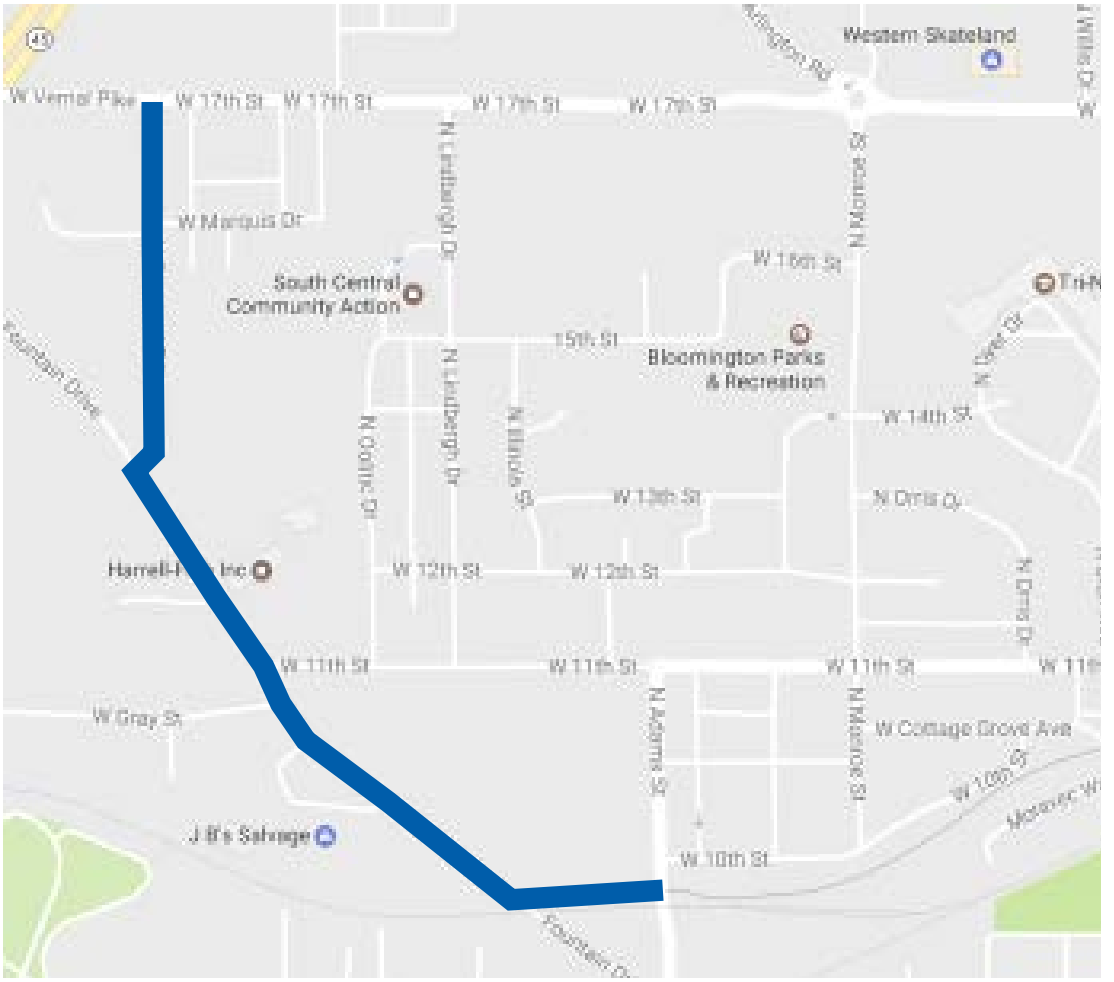
B-Line Trail Extension

DES# 1700735

Letting Date: November 11, 2020

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, Fountain Drive from the railroad corridor to Crescent Road, and Crescent Road from Fountain Drive to 17th Street. Alternate routes may be pursued.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2020	Local		$630,000	$630,000
CE	2021	Local		$225,000	$225,000
CN	2021	STP	$1,150,000	$650,000	$1,800,000
Totals			$1,150,000	$1,505,000	$2,655,000



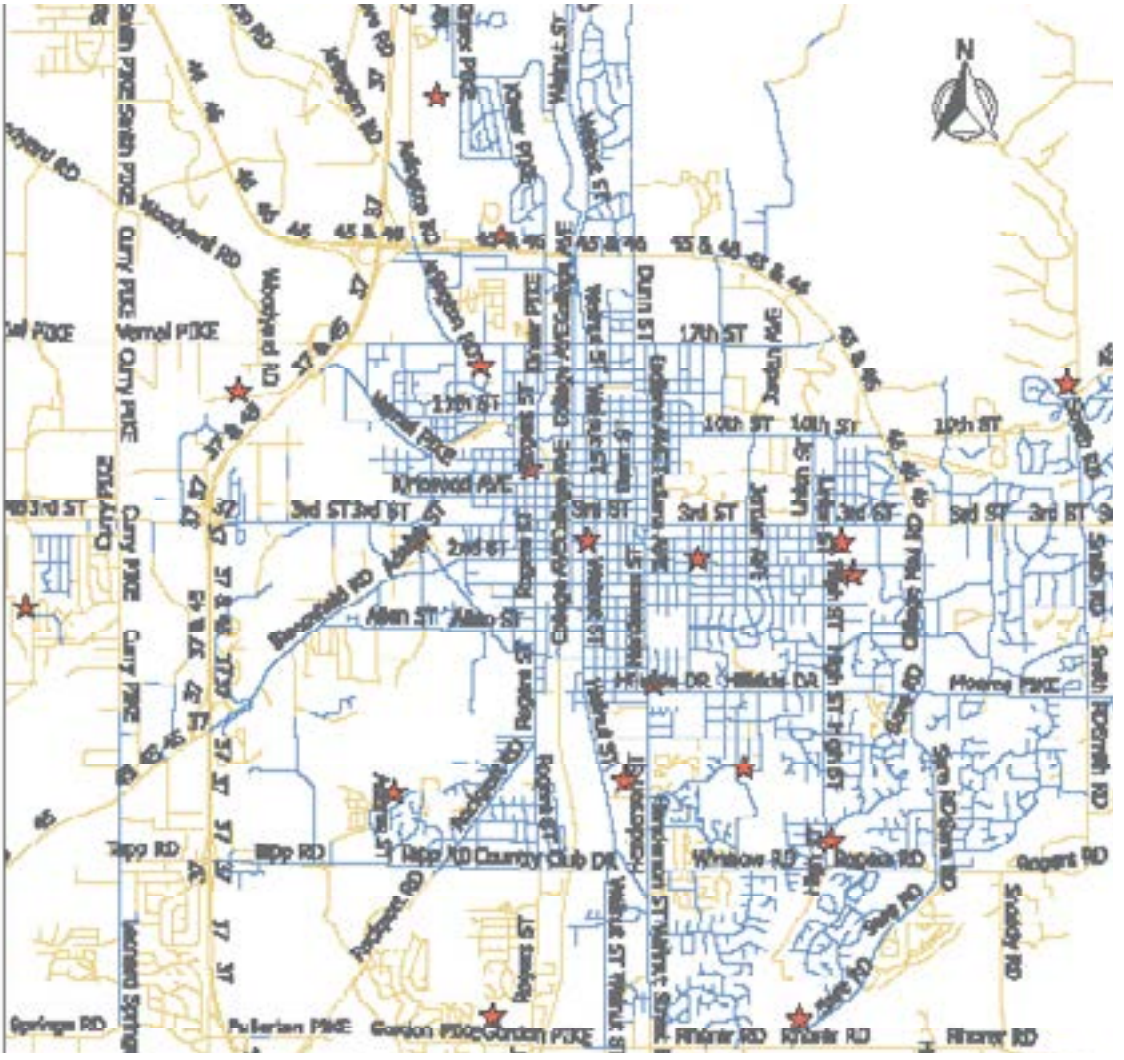
School Zone Enhancements

DES# 1700974

Letting Date: December 11, 2019

Installation or improvement of school zones and school-related pedestrian crossings throughout the City, potentially including pedestrian crosswalks, pedestrian curb ramps, pedestrian refuge areas, and associated traffic control devices. (Locations to be identified during the preliminary engineering phase).

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2020	HSIP	$60,684	$9,316	$70,000
CN	2020	HSIP	$410,000	$90,000	$500,000
Totals			$470,684	$61,395	$570,000



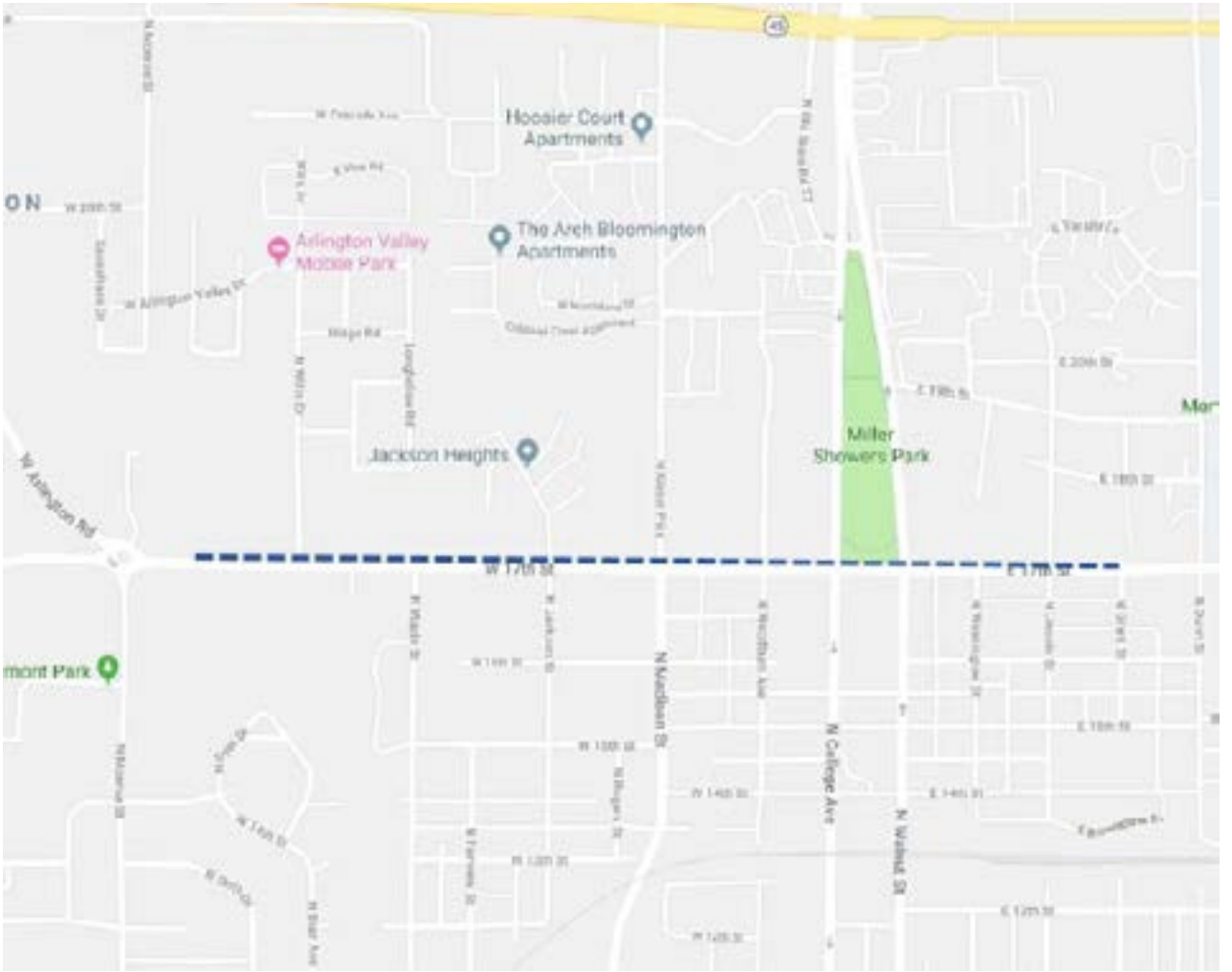
17th Street Multimodal Improvements

DES# Unassigned

Letting Date: October 14, 2021

Multiuse path construction on 17th Street from Monroe Street to Grant Street with intersection enhancements along the route as needed to facilitate street crossings..

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2020	Local		$1,590,000	$1,590,000
CE	2022	STP		$71,000	$71,000
CN	2022	STP	$1,896,199	$550,000	$2,602,000
		TAP	$155,801		
Totals			$2,052,000	$2,211,000	$4,263,000



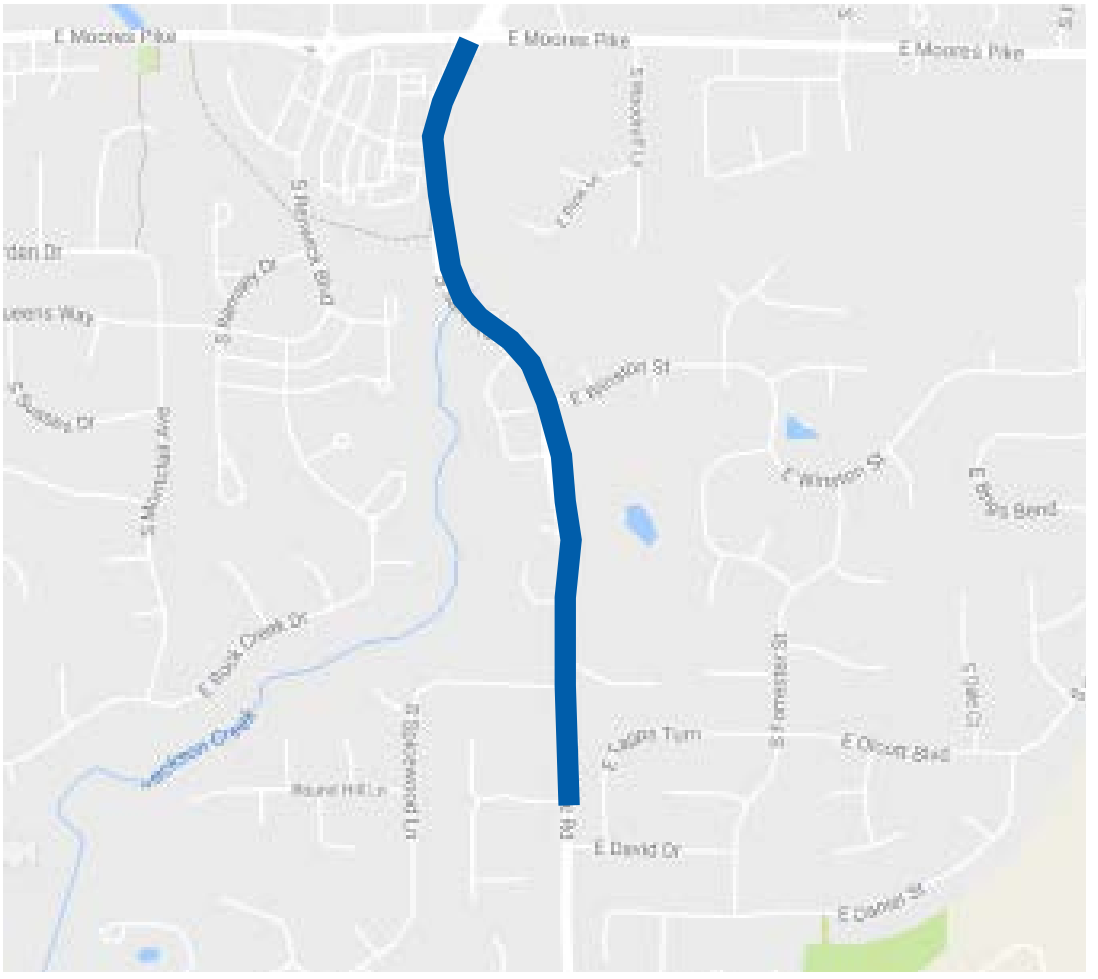
Sare Road Multiuse Path

DES# 1700736

Letting Date: January 15, 2020

Multiuse path construction on Sare Road from approximately Moores Pike to Buttonwood Lane with intersection enhancements along the route as needed to facilitate street crossings. The project also includes intersection improvements at the Sare Road and Moores Pike intersection.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2020	Local		$273,000	$273,000
CN	2020	STP	$1,334,000	$583,801	$2,100,000
		STP PYB	$182,199		
Totals			$1,516,199	$856,801	$2,373,000



Guardrail Improvement Project

DES# Unassigned

Letting Date: October 14, 2021

Numerous locations throughout the City of Bloomington that require new or improved guardrails.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2021	Local		$38,000	$38,000
CE	2022	HSIP	$50,716	$5,636	$56,352
CN	2022	HSIP	$338,110	$37,568	$375,678
Totals			$388,826	$81,204	$470,030

Downtown Curb Ramps Phase 3

DES# Unassigned

Letting Date: October 13, 2022

Numerous locations in and near downtown Bloomington that require accessible curb ramps.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	HSIP	$81,858	$9,096	$90,954
CE	2023	HSIP	$61,393	$6,822	$68,215
CN	2023	HSIP	$409,291	$45,477	$454,768
Totals			$552,542	$61,395	$613,937

Signal Timing Project

DES# Unassigned

Letting Date: N/A. Project is PE only and has no letting.

Signalized intersections, including pedestrian hybrid beacons, located throughout the City of Bloomington.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2024	HSIP	$382,500	$42,500	$425,000
Totals			$382,500	$42,500	$425,000

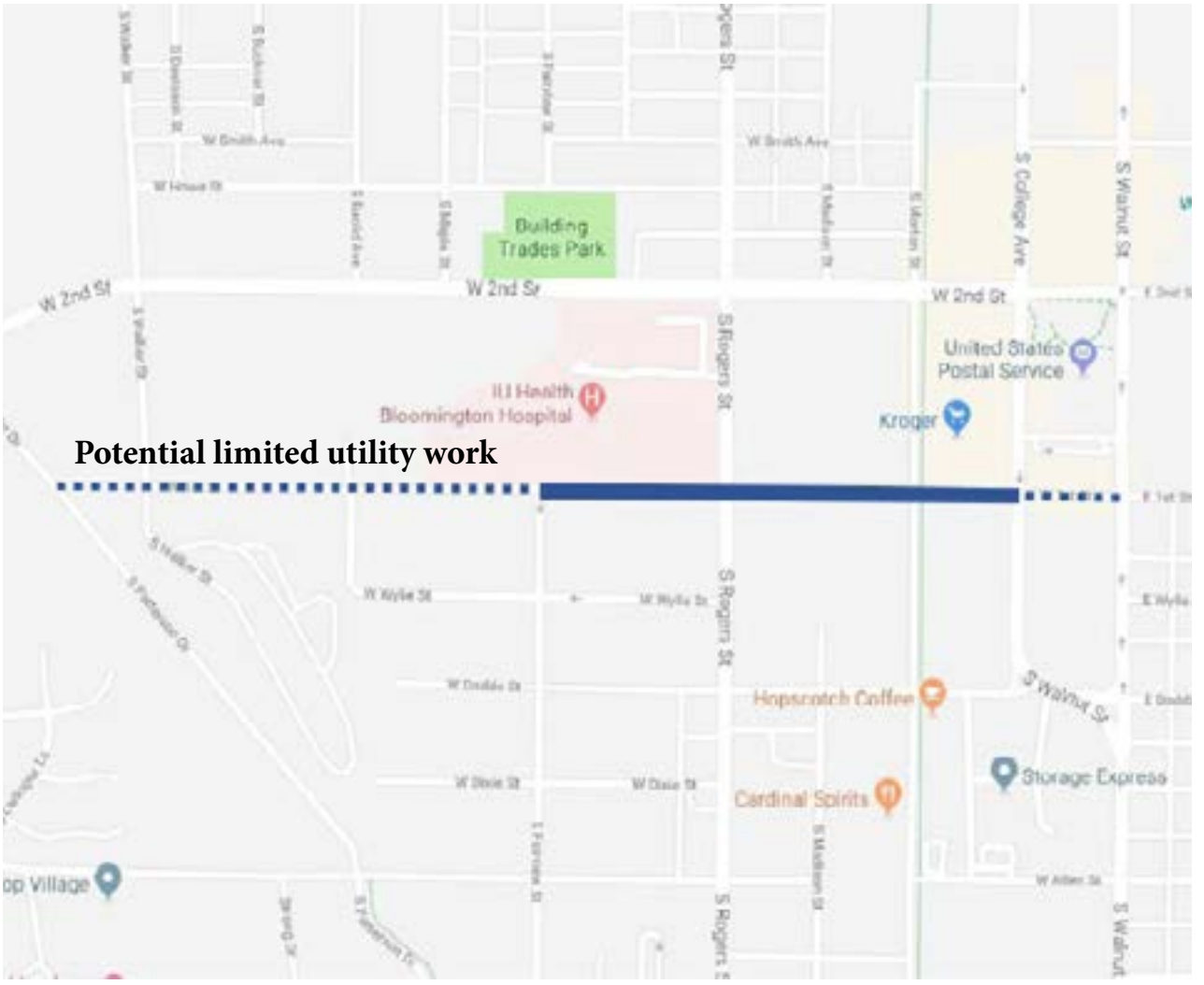
1st Street Reconstruction

DES# Unassigned

Letting Date: TBD

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).

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2021	Local		$700,000	$700,000
RW	2022	Local		$90,000	$90,000
CE	2023	Local		$475,000	$475,000
CN	2023	STP	$2,750,133	$744,066	$3,650,000
		TAP	$155,801		
Totals			$2,905,934	$2,009,066	$4,915,000



Crosswalk Improvements

DES# 1700976

Letting Date: December 9, 2020

Installation of crosswalk improvements throughout the City, potentially including items such as pedestrian curb ramps, pedestrian refuge areas, and associated traffic control devices. (NOTE: Locations to be identified during the preliminary engineering phase and may include roughly 25 crosswalks)

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2020	Local		$100,000	$100,000
CE	2021	HSIP	$60,684	$9,316	$70,000
CN	2021	HSIP	$410,000	$90,000	$500,000
Totals			$470,684	$199,316	$670,000

Summary of Programmed Expenditures for City of Bloomington

	2020	2021	2022	2023	2024	TOTAL
STP	$2,750,133	$2,200,000	$1,896,199	$2,750,133		$9,596,465
STP PYB	$823,199					$823,199
TAP	$155,801	$155,801	$155,801	$155,801		$623,204
TAP PYB						$0
HSIP	$470,684	$470,684	$470,684	$470,684	$382,500	$1,882,736
HSIP PYB						$0
Bridge						$0
RTP						$0
Total Federal	$4,199,817	$2,826,485	$2,522,684	$3,376,618	$382,500	$13,308,104
Total Local	$4,300,183	$2,576,515	$763,300	$1,271,365	$42,500	$8,953,863
TOTAL	$8,500,000	$5,403,000	$3,285,984	$4,647,983	$425,000	$22,261,967

Project List FY 2020-2024

Bloomington Transit

Operational Assistance for BT Access Service

DES# 1500497, 1500498, 1700763, 1700764

Letting Date: 2020 - 2024

Federal, State and Local Assistance for the operation of BT's fixed route & Access Service.

Funding Source	2020	2021	2022	2023	2024	Total
5307	$2,341,970	$2,388,809	$2,436,586	$2,485,317	$2,535,024	$12,187,706
5310						$0
PMTF	$2,623,118	$2,675,580	$2,729,092	$2,783,673	$2,839,347	$13,650,810
Fares	$1,643,967	$1,676,846	$1,710,383	$1,744,591	$1,779,482	$8,555,269
Local Match	$2,287,065	$2,441,192	$2,600,568	$2,765,342	$2,820,649	$12,914,816
Totals	$8,896,120	$9,182,427	$9,476,629	$9,778,923	$9,974,502	$47,308,601

Purchase of Major Vehicle Components (Engine/Transmission)

DES# 1500493, 1500494, 1700766, 1700767

Letting Date: 2020 - 2024

Capitalize purchase of Engine/Transmission rebuilds, hybrid energy and battery units, and tires.

Funding Source	2020	2021	2022	2023	2024	Total
5307	$163,780	$170,331	$177,145	$184,230	$191,600	$887,086
Local Match	$40,945	$42,583	$44,286	$46,057	$47,900	$221,771
Totals	$204,725	$212,914	$221,431	$230,287	$239,500	$1,108,857

Purchase BT Access Vehicles

DES# 1500495, 1500496, 1700768, 1700769

Letting Date: 2020 - 2024

Purchase BT Access vehicles for vehicles ranging in age 2014 to 2017.

Funding Source	2020	2021	2022	2023	2024	Total
5307	$128,000	$130,560	$133,171	$135,835	$138,551	$666,117
Local Match	$32,000	$32,640	$33,293	$33,959	$34,638	$166,530
Totals	$160,000	$163,200	$166,464	$169,794	$173,189	$832,647

Support Vehicle Replacement

DES# 1500502, 1500503, 1700770

Letting Date: 2020 - 2022

Replacement of support vehicles including vans and SUVs of ages 2006 and 2008, as well as a 1998 fork lift.

Funding Source	2020	2021	2022	2023	2024	Total
5307	$56,000	$60,800	$64,000			$180,800
Local Match	$14,000	$15,200	$16,000			$45,200
Totals	$70,000	$76,000	$80,000	$0	$0	$226,000

35 Foot Replacement Battery Electric Buses

DES# 1500505, 1500506, 1700771, 1700772

Letting Date: 2020, 2021, 2023, 2024

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.

Funding Source	2020	2021	2022	2023	2024	Total
5339	$3,264,000	$2,496,960	$433,947	$865,846	1,766,530	8,827,283
STP			$432,000			$432,000
Local Match	$816,000	$624,240	$216,486	$216,586	$441,632	$2,314,944
Totals	$4,080,000	$3,121,200	$1,082,433	$1,082,432	$2,208,162	$11,574,227

Replace Fare Collection Equipment

DES# 1500507

Letting Date: 2021

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.

Funding Source	2020	2021	2022	2023	2024	Total
5339		$1,200,000				$1,200,000
Local Match		$300,000				$300,000
Totals	$0	$1,500,000	$0	$0	$0	$1,500,000

Purchase of Two (2) 25-foot Buses

DES# 1700695

Letting Date: 2020, 2024

Purchase of two (2) 25-foot buses between 2020 and 2024, one (1) of which to be purchased in 2020, and one (1) to be purchased in 2024 These would replace 2015 and 2020 vehicles.

Funding Source	2020	2021	2022	2023	2024	Total
5307	$64,000				$69,276	$133,276
Local Match	$16,000				$17,319	$33,319
Totals	$80,000	$0	$0	$0	$86,595	$166,595

Automatic Passenger Counter Technology

DES# Pending

Letting Date: 2020 - 2024

Install Automatic Passenger Technology on buses.

Funding Source	2020	2021	2022	2023	2024	Total
5307	$160,000					$160,000
Local Match	$40,000					$40,000
Totals	$200,000	$0	$0	$0	$0	$200,000

Grimes Lane Operations and Maintenance Facility Repair and Replacement of Key Elements

DES# 1700696, 1700775, 1700776, 1700777

Letting Date: 2020 - 2014

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.

Funding Source	2020	2021	2022	2023	2024	Total
5307	$40,000	$40,800	$41,616	$42,448	$43,297	$208,161
Local Match	$10,000	$10,200	$10,404	$10,612	$10,824	$52,040
Totals	$50,000	$51,000	$52,020	$53,060	$54,121	$260,201

Summary of Programmed Expenditures for Bloomington Transit

	2020	2021	2022	2023	2024	TOTAL
5307	$2,825,750	$2,660,740	$2,719,347	$2,711,995	$2,839,197	$13,757,029
5310	$128,000	$130,560	$133,171	$135,835	$138,551	$666,117
5339	$3,264,000	$3,696,960	$433,947	$865,846	$1,766,530	$10,027,283
PMTF	$2,623,118	$2,675,580	$2,729,092	$2,783,673	$2,839,347	$13,650,810
STP			$432,000			$432,000
Fares	$1,643,967	$1,676,846	$1,710,383	$1,744,591	$1,779,482	$8,555,269
Total Local	$3,256,010	$3,466,055	$2,921,037	$3,072,556	$3,372,962	$16,088,620
Total	$13,740,845	$14,306,741	$11,078,977	$11,314,496	$12,736,069	$63,177,128

Project List FY 2020-2024

Rural Transit

Operation of Rural Transit

DES# 1500263, 1500264, 1700778, 1700779

Operating budget assistance for operation in Monroe, Owen, Lawrence & Putnam counties

	2020	2021	2022	2023	2024	TOTAL
5311	719,024	747,785	777,696	808,804	841,156	$3,894,465
PMTF	306,875	319,150	331,916	345,193	359,000	$1,662,134
Local Match	451,722	469,791	488,583	508,126	528,451	$2,446,673
Totals	1,477,621	$1,536,726	$1,598,195	$1,662,123	$1,728,607	$8,003,272

Summary of Programmed Expenditures for Rural Transit

	2020	**2021**	**2022**	**2023**	**2024**	**TOTAL**
5311	719,024	747,785	777,696	808,804	841,156	$3,894,465
PMTF	306,875	319,150	331,916	345,193	359,000	$1,662,134
Total Local	451,722	469,791	488,583	508,126	528,451	$2,446,673
Totals	1,477,621	$1,536,726	$1,598,195	$1,662,123	$1,728,607	$8,003,272

Project List FY 2020-2024

Indiana Department of Transportation

State Road 45/W Ison Road and State Road 45/S Bunger Road

DES# 1800198

Letting Date: TBD

Intersection improvement with added turn lanes (passing blisters).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
RW	2021	NHPP	$20,000	$5,000	$25,000
CN	Outlying Years	NHPP	$654,579	$163,645	$818,224
Totals			$674,579	$168,645	$843,224

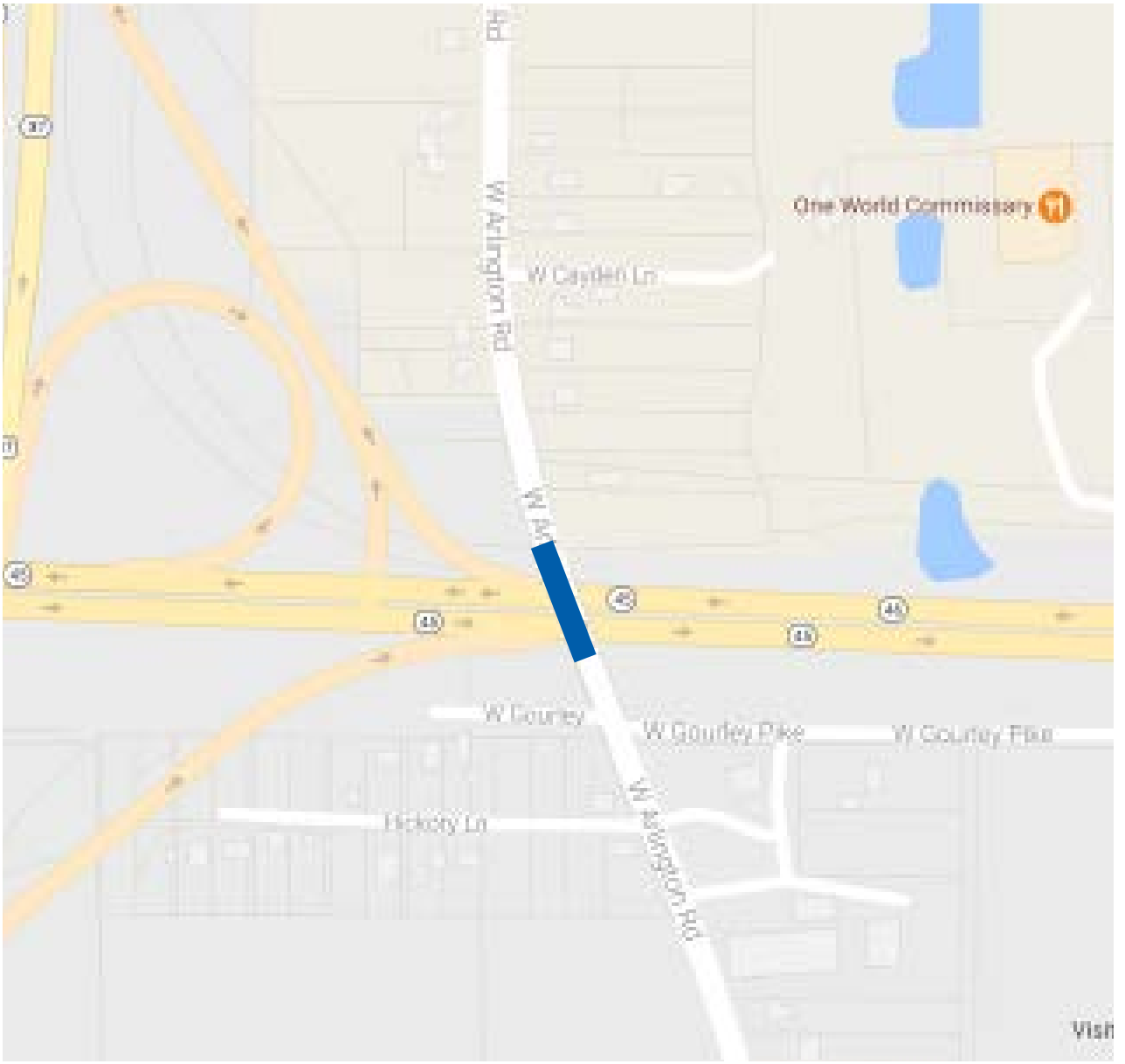
State Road 45/46 - 0.15 mile E of SR 37 (Arlington Rd) over SR 45/46 Bridge Painting

DES# 1602142

Letting Date: TBD

Painting of the existing Old State Road 46 (Arlington Road) bridge structure over State Road 45/46.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2020	NHPP	$24,000	$6,000	$30,000
CN	2020	NHPP	$256,000	$64,000	$320,000
Totals			$280,000	$70,000	$350,000



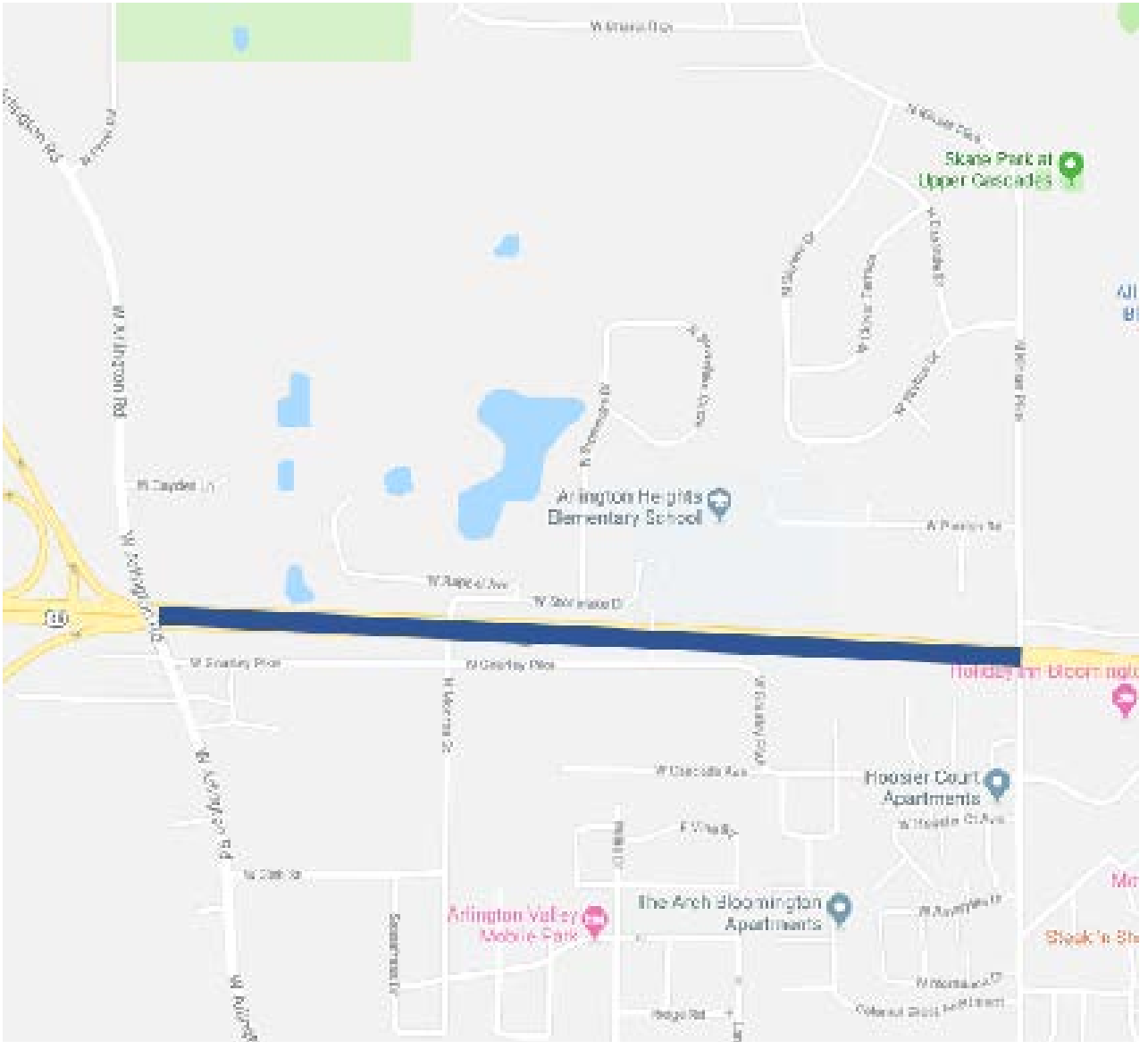
State Road 45/46 - 0.20 miles E of I-69 (Arlington Road) to 0.93 miles E of I-69 (Kinser Pike)

DES# 1700198

Letting Date: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
RW	2021	NHPP	$240,000	$60,000	$300,000
Totals			$240,000	$60,000	$300,000



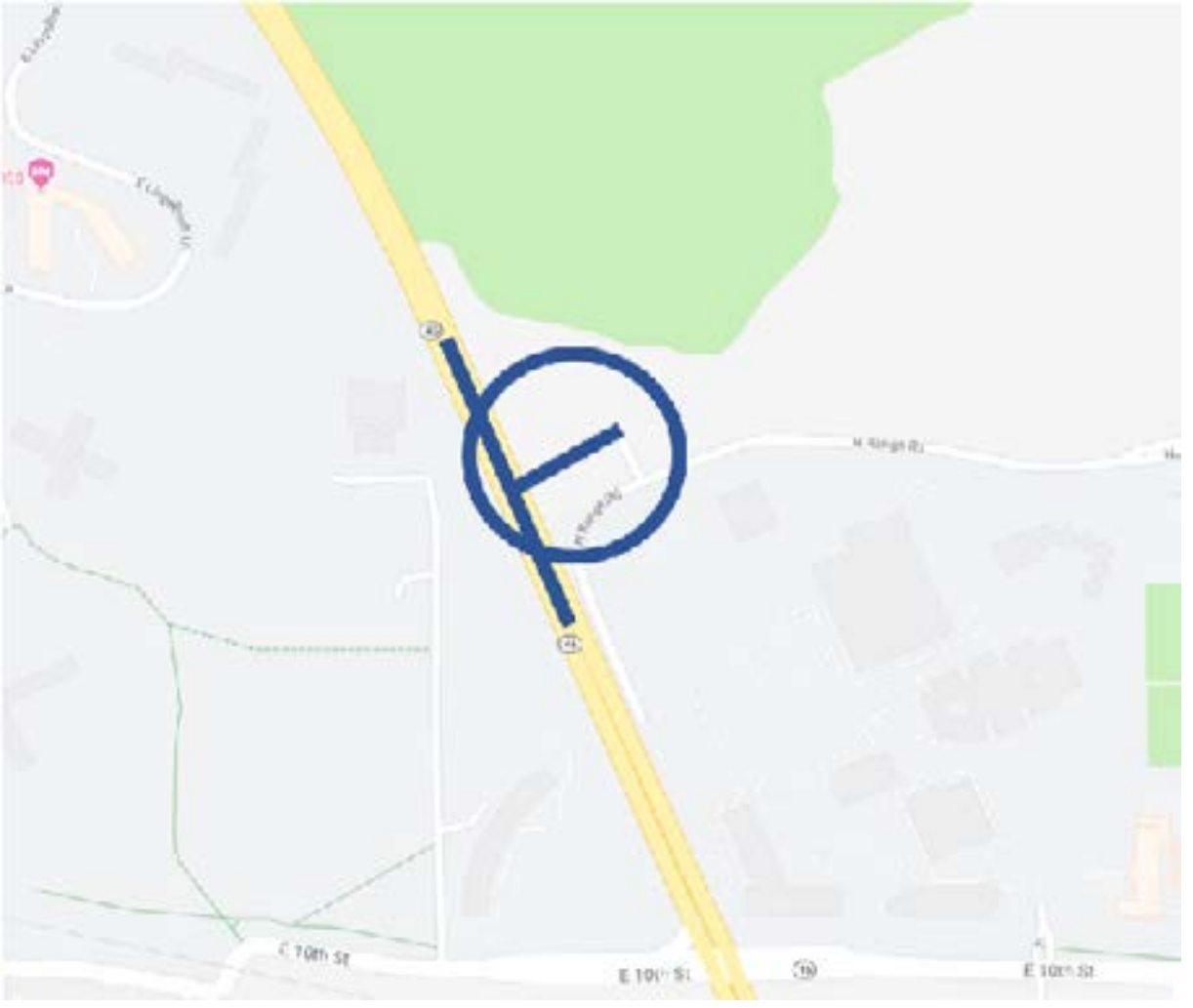
State Road 45/46 at the intersection of 14th Street

DES# 1801525

Letting Date: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
RW	2020	NHPP	$8,000	$2,000	$10,000
CN	2021	STP	$2,000,000	$500,000	$2,500,000
Totals			$2,008,000	$502,000	$2,510,000



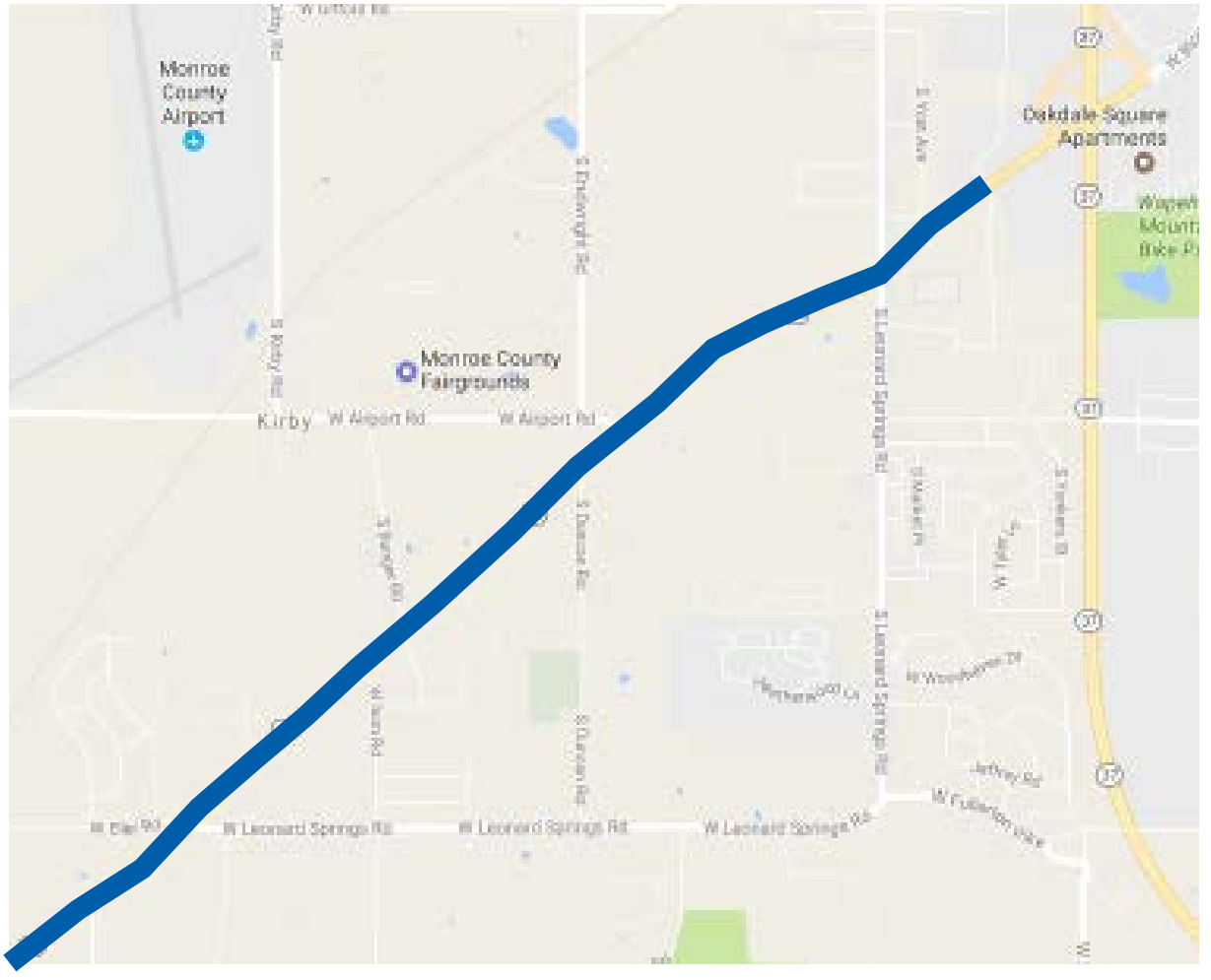
State Road 45 Pavement Overlay

DES# 1700055

Letting Date: TBD

Pavement overlay of State Road 45 from State Road 445 to the operation and maintenance limits of Interstate 69.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2020	NHPP	$2,302,066	$575,516	$2,877,582
Totals			$2,302,066	$575,516	$2,877,582



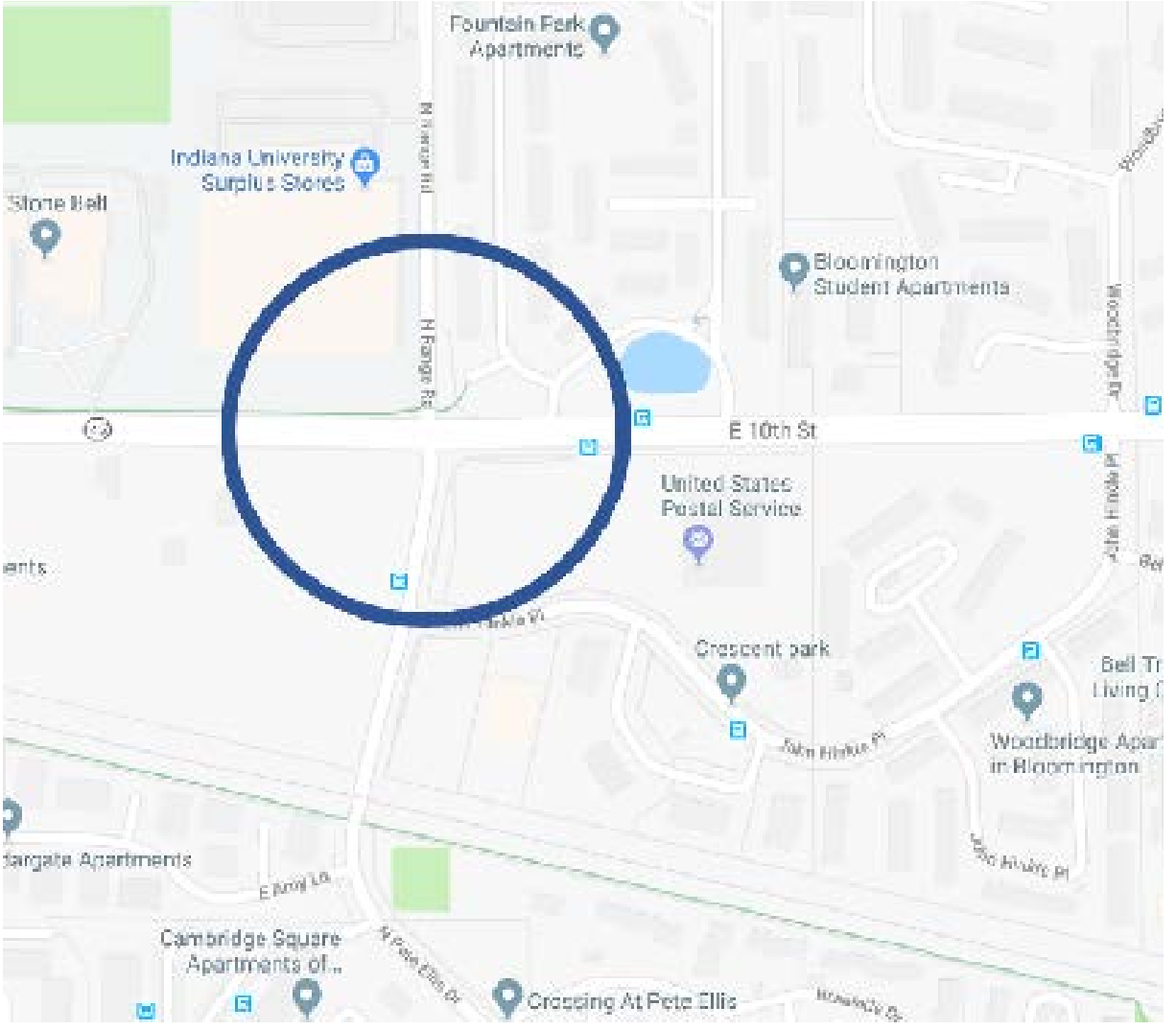
State Road 45 at the intersection of Pete Ellis Drive

DES# 1800199

Letting Date: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
RW	2021	STP	$40,000	$10,000	$50,000
CN	Outlying Years	STP	$1,368,654	$342,163	$1,710,817
Totals			$1,408,654	$352,163	$1,760,817



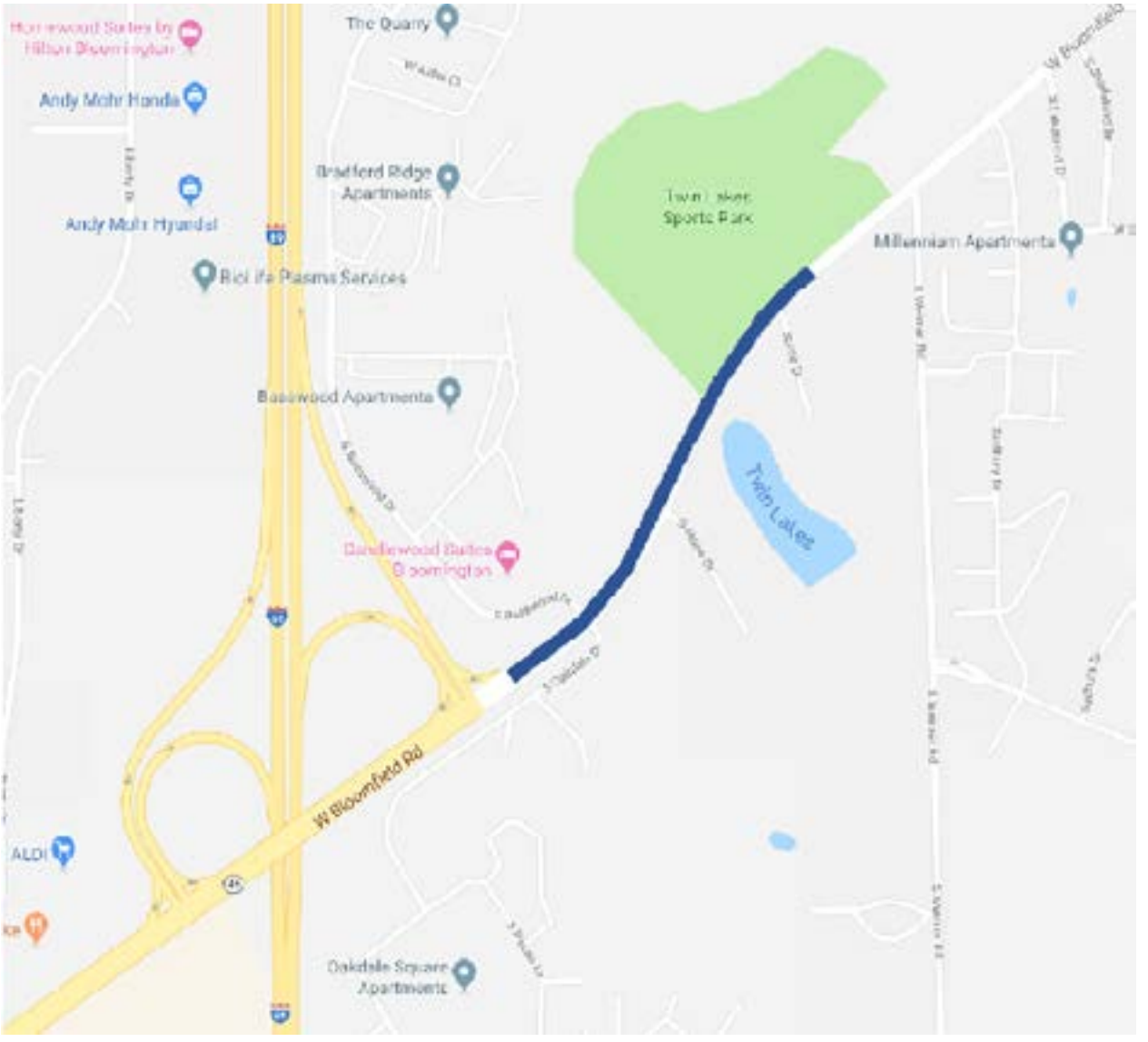
State Road 45 from I-69 to 0.38 miles e of I-69 (end of concrete)

DES# 1801946

Letting Date: TBD

Concrete pavement restoration (CPR).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2020	NHPP	$2,200,000	$550,000	$2,750,000
Totals			$2,200,000	$550,000	$2,750,000



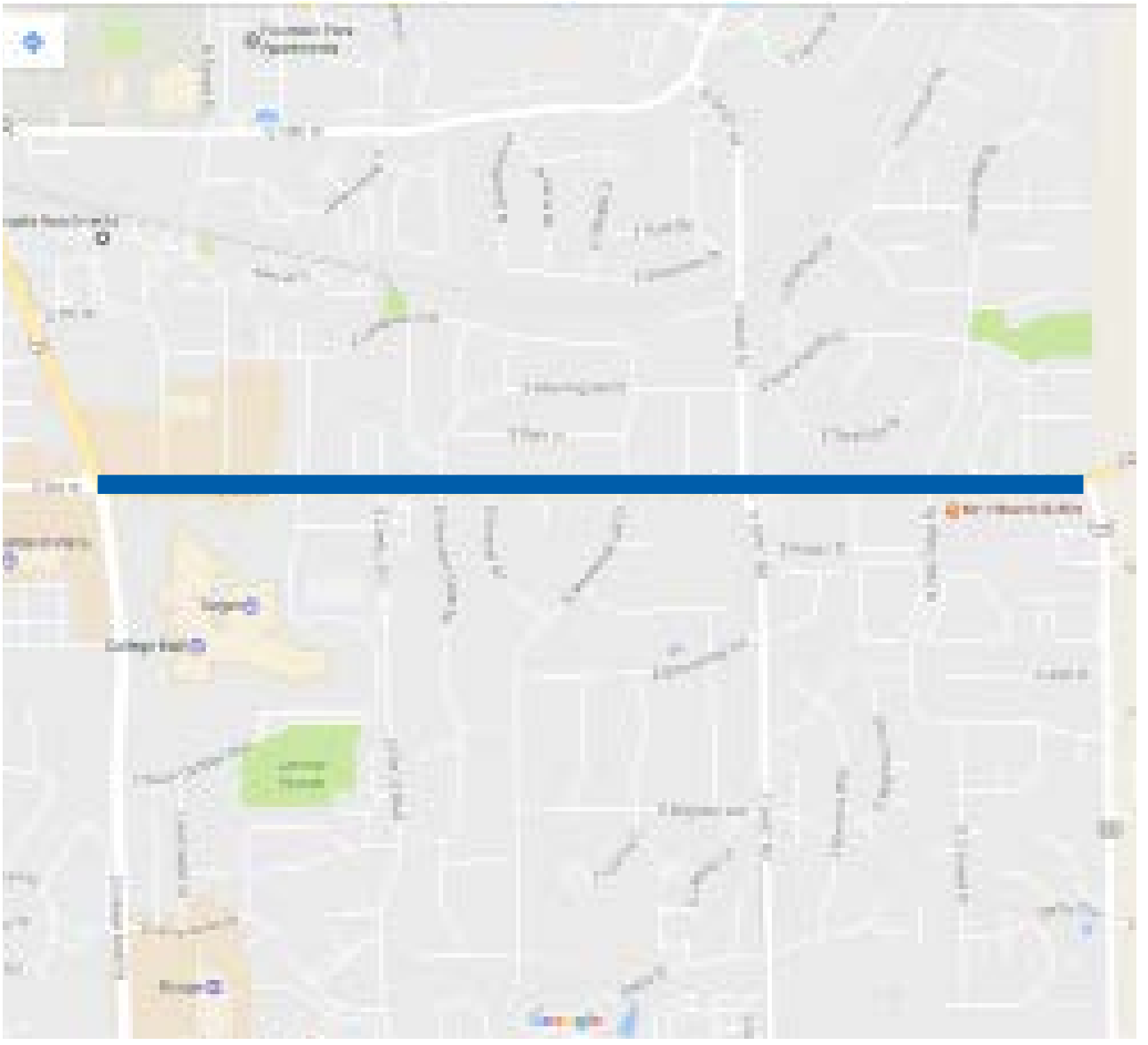
State Road 46 Pavement Overlay

DES# 1602147

Letting Date: TBD

Pavement overlay of State Road 46 from College Mall Road to State Road 446.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2020	NHPP	$526,955	$58,551	$585,506
Totals			$526,955	$58,551	$585,506



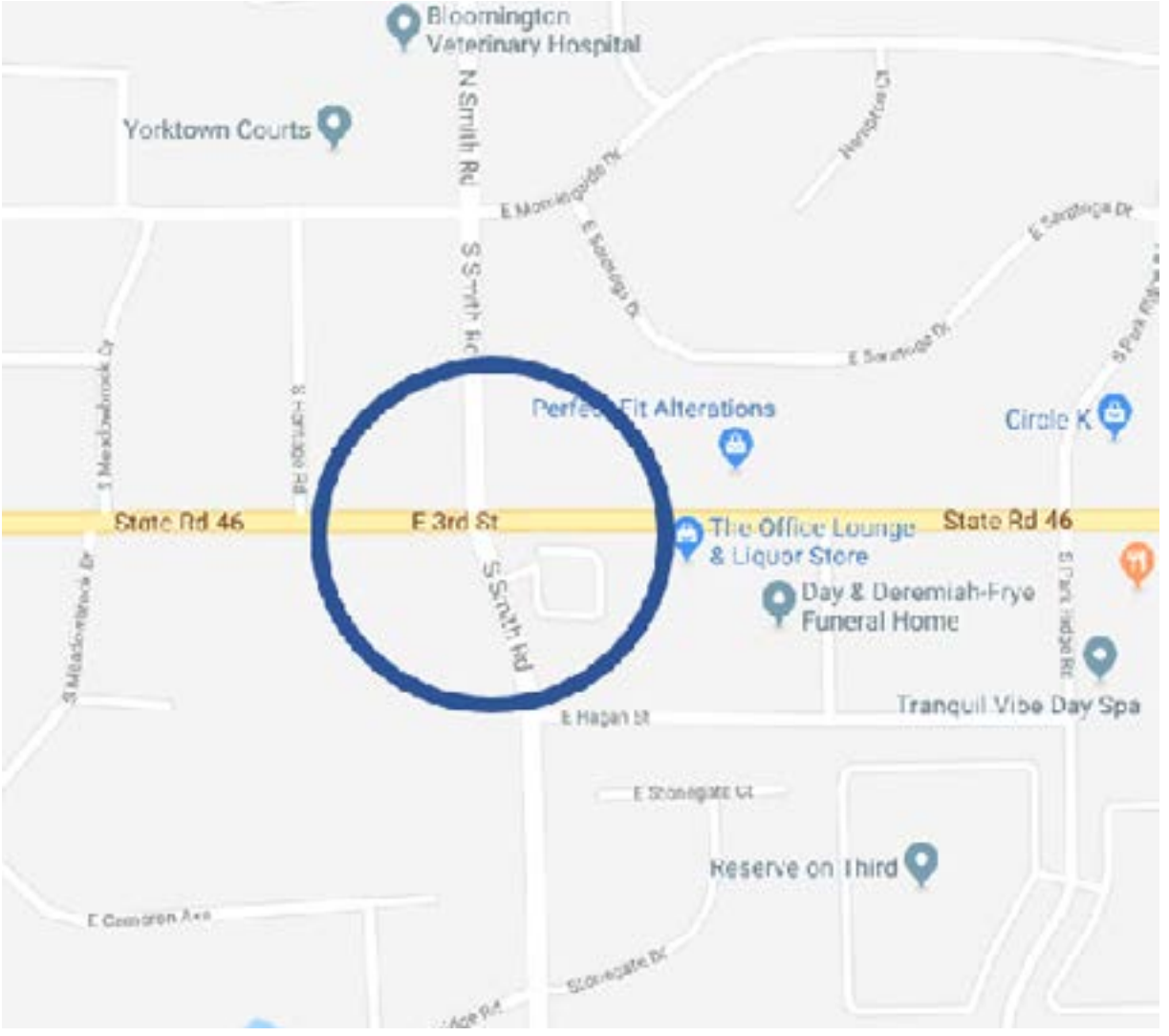
State Road 46 at the intersection of Smith Road

DES# 1800208

Letting Date: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
RW	2021	NHPP	$40,000	$10,000	$50,000
CN	Outlying Years	NHPP	$465,259	$116,315	$581,844
Totals			$505,259	$126,315	$631,844



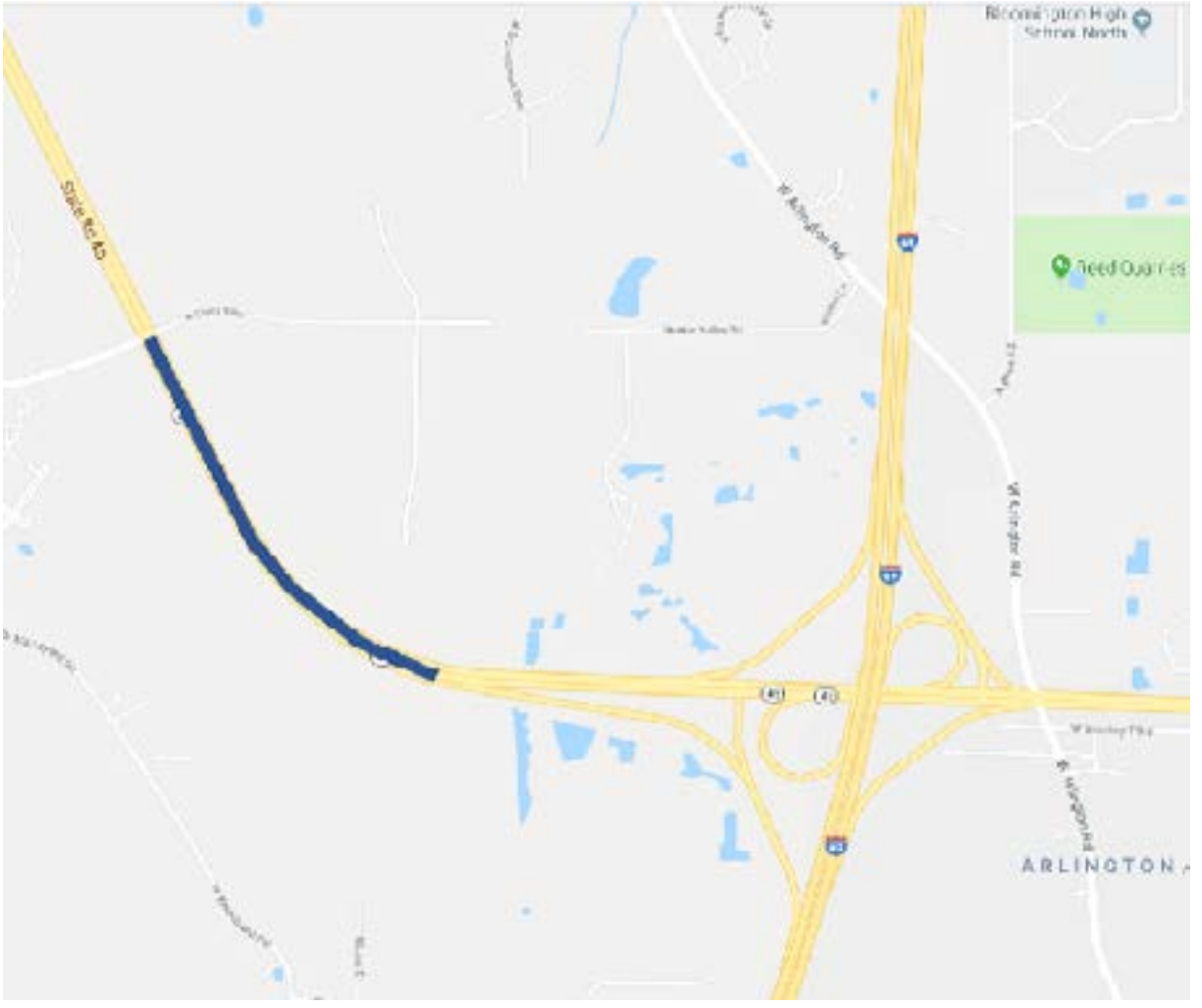
State Road 46 from 0.44 miles W of I-69 to I-69

DES# 1801945

Letting Date: TBD

Pavement replacement, new pavement concrete construction (PCC).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2020	NHPP	$2,200,000	$550,000	$2,750,000
Totals			$2,200,000	$550,000	$2,750,000



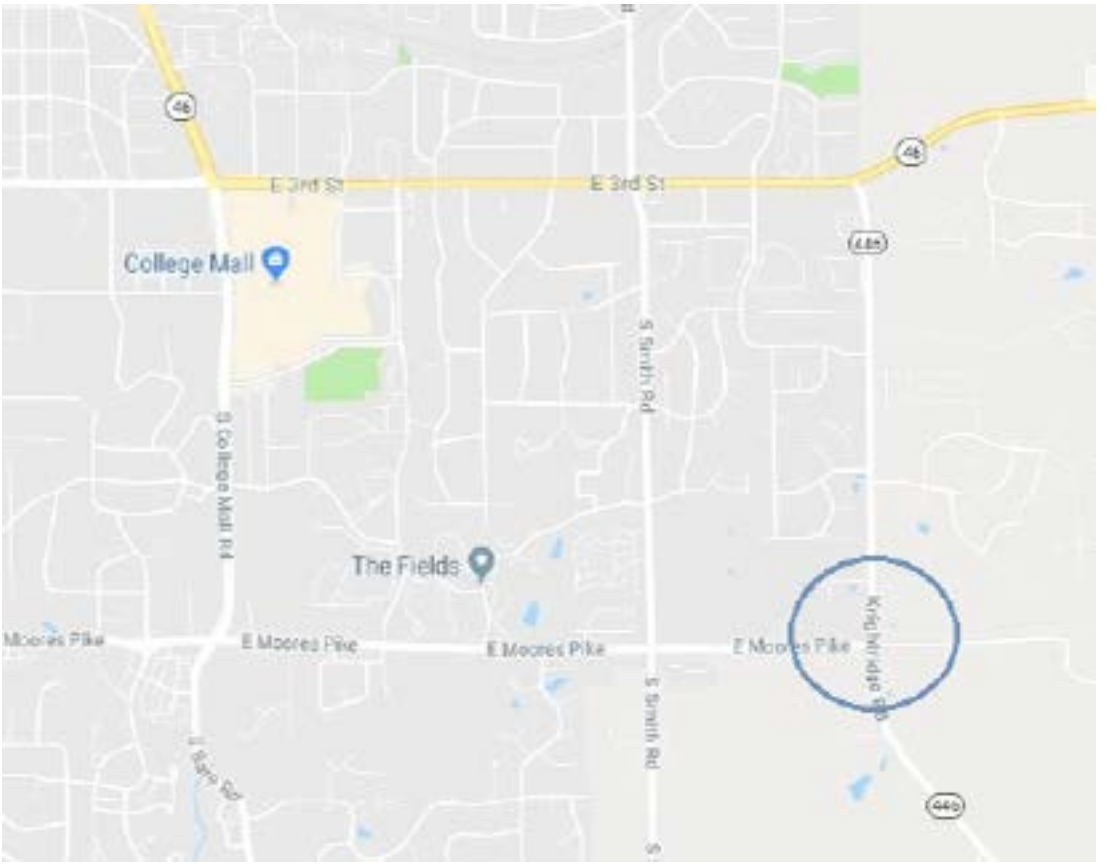
SR446 at Lampkins Ridge Road Safety Project

DES# 1700317

Letting Date: TBD

This project will fund construction of un-signalized intersection sign and visibility marking safety improvements at the intersection of SR446 with Lampkins ridge Road and at various locations throughout the Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2020	STP	$300,000		$300,000
Totals			$300,000	$0	$300,000



SR46/SR45 at SR45/10TH Street Statewide Safety Project

DES# 1702224

Letting Date: TBD

This project will fund construction of traffic signal visibility improvements at the intersection of SR46/SR45 at SR45/10th Street and at various locations throughout the Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2020	STP	$889,200	$98,800	$988,000
Totals			$889,200	$98,800	$988,000

Statewide On-Call Pavement Designs

DES# 1701469

Letting Date: TBD

Project to fund statewide preliminary engineering for on-call pavement designs at various locations throughout Indiana.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2020	STP	$1,280,000	$320,000	$1,600,000
Totals			$1,280,000	$320,000	$1,600,000

Seymour District Bridge Maintenance and Repair

DES# 1801948

Letting Date: TBD

Repair and maintenance of bridges at various locations throughout the INDOT Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2020	HSIP	$800,000	$200,000	$1,000,000
Totals			$800,000	$200,000	$100,000

Bridge Deck Overlay - SR 37 Southbound Lane

DES# 1702627

Letting Date: TBD

This project will fund construction of bridge deck overlay on the southbound lane of SR 37, 4.05 miles south of SR 45 over the abandoned railroad and Clear Creek

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2021	NHPP	$893,648	$178,730	$1,072,378
Totals			$893,648	$178,730	$1,072,378

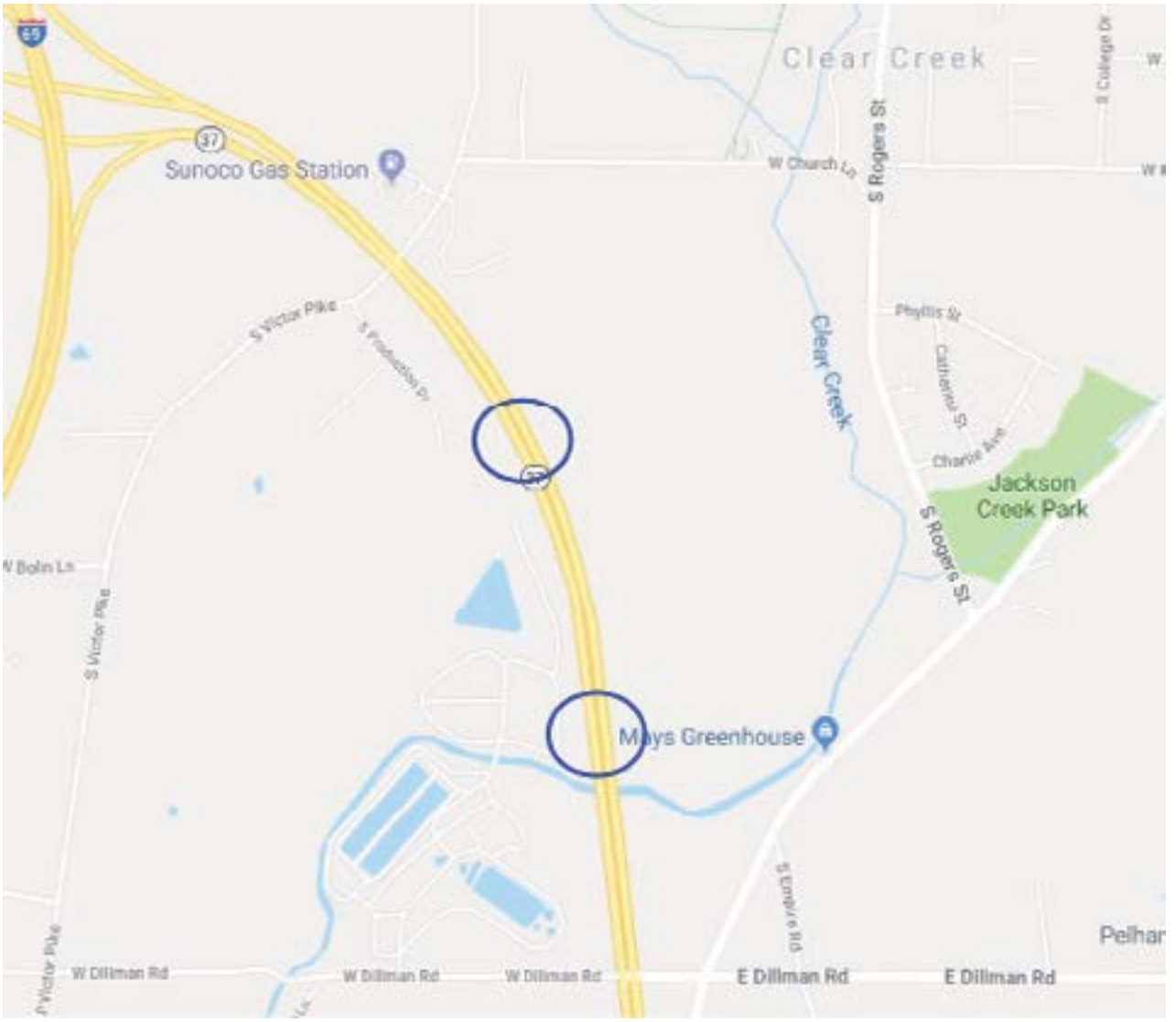
Bridge Deck Overlay - SR 37 Northbound Lane

DES# 1800730

Letting Date: TBD

This project will fund construction of bridge deck overlay on the northbound lane of SR 37, 4.05 miles south of SR 45 over the abandoned railroad and Clear Creek

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2021	NHPP	$853,388	$170,678	$1,024,066
Totals			$853,388	$170,678	$1,024,066



SR 37 - 3.65 miles south of SR 45 over Abandoned Railroad Northbound Lane

DES# 1801171

Letting Date: TBD

This project will fund construction of a bridge thin deck overlay on SR 37 3.65 miles S of SR 45 over abandoned railroad, northbound lane

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2020	NHPP	$174,023	$31,605	$205,628
Totals			$174,023	$31,605	$189,628

SR 37 - 3.65 miles south of SR 45 over Abandoned Railroad Southbound Lane

DES# 1801172

Letting Date: TBD

This project will fund construction of a bridge thin deck overlay on SR 37 3.65 miles S of SR 45 over abandoned railroad, southbound lane

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2020	NHPP	$158,023	$31,605	$189,628
Totals			$158,023	$31,605	$189,628

Statewide On-Call Consultant Review

DES# 1802826

Letting Date: TBD

Project to fund statewide on-call consultant reviews for various transportation studies from Fiscal Year 2020 through Fiscal Year 2023.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2020	STP	$1,680,000	$420,000	$2,100,000
PE	2021	STP	$1,680,000	$420,000	$2,100,000
PE	2022	STP	$1,680,000	$420,000	$2,100,000
PE	2023	STP	$1,280,000	$420,000	$2,100,000
Totals			$6,720,000	$1,680,000	$8,400,000

Summary of Programmed Expenditures for State Projects

	2020	2021	2022	2023	2024	Outlying Years	Total
NHPP	$7,849,067	$2,047,036				$1,120,108	$11,016,211
HSIP	$800,000						$800,000
STP	$4,149,200	$3,720,000	$1,680,000	$1,680,000		$1,368,654	$12,597,854
Total Federal	$12,798,267	$5,767,036	$1,680,000	$1,680,000		$2,488,762	$24,414,065
Total State	$2,908,077	$1,354,407	$420,000	$420,000		$622,123	$5,724,607
Total	$15,706,344	$7,121,443	$2,100,000	$2,100,000	$0	$3,110,885	$30,138,672

Appendix

Glossary

ADA	Americans with Disabilities Act
BL or COB	City of Bloomington
BMCMPO	Bloomington-Monroe County Metropolitan Planning Organization
CAC	Citizens Advisory Committee
BR	Bridge Replacement and Rehabilitation
BT	Bloomington Transit
CN	Construction
EJ	Environmental Justice
EV	Town of Ellettsville
Farebox	Farebox is all fare revenue from cash fares, passes, tickets, etc
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (for the TIP: July 1 through June 30)
HSIP	Highway Safety Improvement Program
IN	State of Indiana
INDOT	Indiana Department of Transportation
INSTIP	Indiana Statewide Transportation Improvement Program
ISP	Indiana State Police
IU	Indiana University
LPA	Local Public Agency
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MC	Monroe County
MPA	Metropolitan Planning Area
NHS	National Highway System
PC	Policy Committee
PE	Preliminary Engineering
PMTF	Public Mass Transportation Fund
PYB	Prior Year Balance
RW	Right of Way
RT	Rural Transit
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TIF	Tax Increment Financing District
TIP	Transportation Improvement Program

Public Participation

The Public Participation Plan has an established set of goals for the public participation process to guide MPO staff in developing opportunities for the involvement of public officials and citizens. These goals also assist in ensuring the public participation process meets the needs of the communities involved in the transportation planning activities for the region. For further information on the public participation practices of the BMCMPO, please consult the Public Participation Plan online at: https://bloomington.in.gov/sites/default/files/2017-05/public_participation_plan.pdf.

Transportation Improvement Programming Process

The TIP must achieve fiscal constraint by individual years and include only those projects for which funding has been identified using current or reasonably available revenue sources. The BMCMPO in cooperation with the State of Indiana and area transit operators develop the TIP financial plan by providing the BMCMPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of Federal and State funding available to the BMCMPO in order to enable the BMCMPO to conduct adequate financial planning.

The BMCMPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must jointly determine that new, or amended, TIP documents conform to the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (EPA) conformity regulation. The Bloomington/Monroe County MPO is exempt from the air quality requirements because it is am air quality attainment area.

Projects listed in the TIP typically originate in the Metropolitan Transportation Plan (MTP) developed by the BMCMPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan's specific elements in the Transportation Improvement Program (TIP). The TIP therefore serves as a strategic management tool that accomplishes the objectives of the BMCMPO MTP.

Project prioritization is an important element of the TIP since the demand for Federal-aid transportation projects often exceeds the level of available Federal funds. The Indiana Department of Transportation prioritizes State highway projects in the TIP. Resource availability for the Monroe County, the Town of Ellettsville, Bloomington Transit, Indiana University Campus Bus, Area 10's Rural Transit, and the City of Bloomington determine local project prioritizations. Transportation improvement projects in the BMCMPO's urbanized area often achieve prioritization based on the following general hierarchy:

1. Unfunded capital projects that have been programmed and are ready for contract letting
2. Capital projects programmed for construction that will be ready for contract letting in the immediate future
3. Projects involving traffic operation or system management improvements
4. Projects programmed for right-of-way acquisition
5. Projects programmed for preliminary engineering and/or advanced studies.

The type of activity scheduled and the Federal funding category determine locally initiated project priorities. Additional project prioritization influences include state and local policy-level decision-making and the availability of Federal, state, and local funds. Wherever possible, technical and non-technical factors jointly determine projects which have the greatest need for implementation.

The BMCMPO evaluates Transportation Improvement Program amendments pursuant to the procedures outlined in the Public Participation Plan. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The Adopted TIP must receive approval from the BMCMPO Policy Committee and the Governor of the State of Indiana and conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should be compatible with that of the STIP.

Amendment Process

Transportation Improvement Program amendments are subject to the BMCMPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals the BMCMPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should have compatibility with that of the STIP.

Complete Streets Compliance

The BMCMPO the Policy Committee first adopted a Complete Streets Policy in 2009 with subsequent updated adoptions in 2013 and 2018. The expressed purpose of the policy is assurance that all federally funded local road projects are designed and built to adequately accommodate all users of a corridor including: pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Project submittals by LPAs must demonstrate compliance with the policy where applicable. The BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and the Policy Committee review this information for consistent policy adherence. The Policy Committee further certifies through resolution that applicable projects are either compliant or exempt from the Complete Streets Policy. The BMCMPO Complete Streets Policy is at: http://bloomington.in.gov/media/media/application/pdf/4425.pdf.

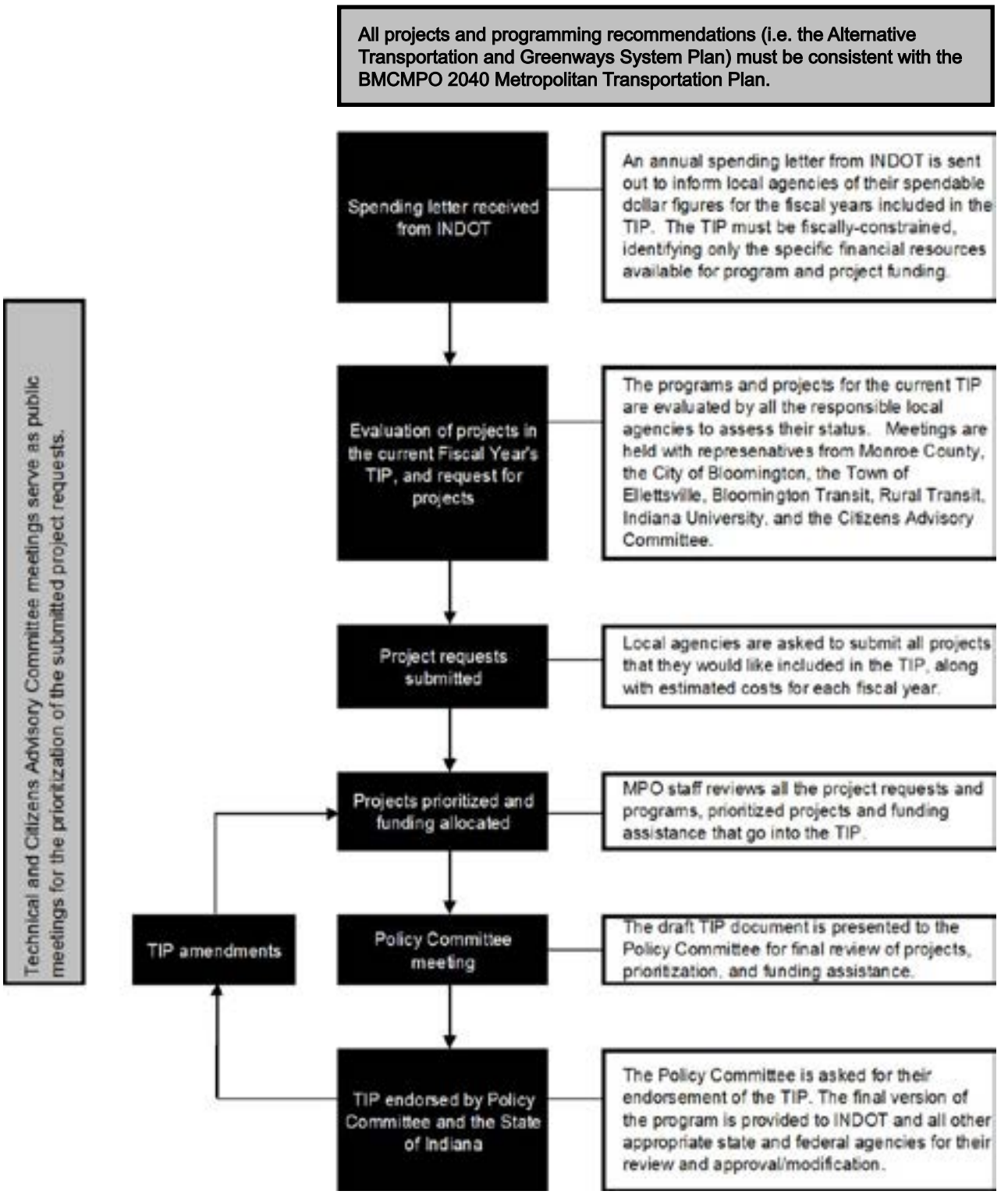


Figure 1: Transportation Improvement Programming Process

Table 1: Complete Streets Policy Compliance of Local Projects

2018 Complete Streets Policy - Compliance of New Local Projects					
LPA	**Project**	**Brief Description**	**Compliant**	**Exempt**	**N/A**
Please Note: The BMCMPO Complete Streets Policy does not apply to INDOT, Bloomington Transit or Rural Transit.					
MC	Bicycle Safety Inlet Repair Locations	**Bicycle & Pedestrian Safety** - Repair/replacement of roadway stormwater drainage inlets at multiple locations that present hazards for bicyclists.	•		
MC	Fullerton Pike - Phase III	**New/Expanded Road & Bridge** - Construction from Rockport Road east 0.8 miles to the intersection with Gordon Pike & Wickens Road; road reconstruction along Gordon Pike beginning at Wickens Street & extending east 0.40 mile to a point approximately 465 feet west of the Rogers Street intersection. Includes construction of a new sidewalk, a new multi-use pathway, and new roundabout at Rockport Road.	•		
MC	Karst Farm Greenway - Phase II-B	**Bicycle & Pedestrian Safety** - Reconstruction of Indiana Rail Road grade crossing (USDOT 341563T) at Loesch Road allowing for safe bicycle & pedestrian passage and a future extension of the Karst Farm Greenway northward to the Town of Ellettsville.	•		
BL	1st Street Reconstruction	**Roadway Reconstruction** - Reconstruct portions of 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; provide accessible accommodations for existing transit stops thereby improving multimodal safety & connectivity to facilitate dense, infill redevelopment of a current hospital site in a central city area where the short trip lengths are particularly conducive to walking and bicycling.	•		
BL	17th Street Reconstruction	**Bicycle & Pedestrian, Roadway & Transit Safety** - Multiuse pathway construction 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; provide accessible accommodations for existing transit stops; improve safety for the traffic signal at the 17th-Madison Street intersection (ranked #33 in most recent BMCMPO 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).	•		
BL	Downtown Curb Ramps - Phase 3	**Safety** - Modify or reconstruct curb ramps in the downtown Bloomington area to meet current ADA accessibility guidelines, including curb bump-outs, accessible connections to transit stops, or other modifications based on site-specific context. Locations will be prioritized to focus on locations with low accessibility compliance and high levels of interaction between pedestrians and motor vehicles.	•		
BL	Guardrail Replacement	**Safety** - Upgrading guardrail end treatments to meet current standards including replacing/improving/installing guardrail runs with a primary focus on motor vehicle, freight, and transit vehicle safety ensuring compliance with the BMCMPO Complete Streets Policy by not adding guardrail in any location or manner that would prevent safe & comfortable use of the right of way by any mode of transportation.	•		
BL	Signal Timing	**Systems Operational Efficiency & Safety** - A focus on updating yellow & all-red clearance intervals with current best practices. Additional improvements may include optimized progression along corridors, leading pedestrian intervals, and other signal phasing changes.	•		
BT	Battery Electric Bus Acquisition	**Rolling Stock Capital Replacement** - Acquisition of one (1) 35-foot battery electric bus, charging station, and charging station installation services for replacement of one (1) diesel/hybrid bus.			•

Red Flag Investigations

The National Environmental Policy Act of 1969 (NEPA) established policy intended to protect the nation's social, economic, and environmental resources from adverse impacts of federal actions or programs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are responsible for implementing the NEPA process for federally-funded transportation projects at the state and local levels. All transportation projects have the potential to impact environmental, cultural, or historical resources. To promote early and efficient consideration of these issues, the FHWA encourages MPO's to conduct Red Flag Investigations (RFI) for all local projects that may use federal funds. Each RFI identifies a project's potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources.

The BMCMPO staff conducts a draft RFI for each new project not expected to obtain a Programmatic Categorical Exclusion (PCE). The subsequent transmission of each draft RFI to the associated local public agency aids project development.

Table 2: Number of Potential Impacts by Project

Number of Potential Impacts							
Project	**Agency**	**Infrastructure**	**Mining/ Mineral Exploration**	**Hazardous Materials**	**Water Resources**	**Ecological Resources**	**Cultural Resources**
Bicycle Safety Inlet Repair	MC						
Fullerton Pike - Phase III	MC						
Karst Farm Greenway - Phase II-B	MC						
1st Street Reconstruction	BL						
17th Street Reconstruction	BL						
Downtown Curb Ramps - Phase 3	BL						
Guradrail Replacement	BL						
SignalTiming	BL						
Battery Electric Bus Acquisition	BT						

Local public agencies may require additional studies and or permitting to comply with NEPA and other federal, state, and local regulations for each project. The table below shows the potential impacts for each of the RFI projects examined by the BMCMPO staff for development of this TIP. Statewide sources recommended by the Indiana Department of Transportation served as the data foundation.

Air Quality

The BMCMPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must determine the conformity of all new, or amended, TIP documents with the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). Amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (EPA) conformity regulation are the only exceptions to this requirement. The Bloomington/Monroe County BMCMPO is exempt from the air quality requirements because it is an air quality attainment area.

Self Certification

Letter of Approval

Resolutions