



## TECHNICAL ADVISORY COMMITTEE

May 26, 2021

10:00 - 11:30 am

Virtual Location via Zoom

<https://bloomington.zoom.us/j/93288278887?pwd=dnVrcLErTy9FeHY3RzJmb1Y0amhEz09>

Find your local number: <https://bloomington.zoom.us/u/abJ0Z08A0j>

Clicking on the link will take you to the meeting. You will automatically receive a dial-in number if you want to use your phone for audio and not your computer microphone.

- I. Call to Order and Introductions
- II. Approval of the Meeting Agenda\*
- III. Approval of Minutes\*
  - a. April 28, 2021
- IV. Reports from Officers and/or Committees
  - a. LPA Project Updates
- V. Reports from the MPO Staff
  - a. FY 2021 - 2022 UPWP - Status Update
- VI. Old Business - None
- VII. New Business
  - a. Draft BMCMPPO FY 2022- 2026 Transportation Improvement Program\*
    - (1) New LPA Projects
      - (a) Complete Streets Preliminary Scoring
    - (2) Unconstrained funding request summary
    - (3) FY 2022 - 2026 TIP LPA and INDOT Projects
    - (4) FY 2022 - 2026 TIP Appendices
    - (5) Draft Submission Schedule, Legal Advertisements, Public Comment Period, Final Draft Review/Approval, and Final Submission Date.
- VIII. Communications from Committee Members (*non-agenda items*)
  - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
  - a. Policy Committee - June 11, 2021 at 1:30 p.m. (Virtual)
  - b. Technical Advisory Committee - June 23, 2021 at 10:00 a.m. (Virtual)
  - c. Citizens Advisory Committee - June 23, 2021 at 6:30 p.m. (Virtual)

Adjournment

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

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



## TECHNICAL ADVISORY COMMITTEE

Meeting Minutes - April 28, 2021

10:00 - 11:30 am

Virtual Location via Zoom

<https://bloomington.zoom.us/j/91348298430?pwd=VmpBQ2NqdUcvRzhtOTIBdmtCM2Nydz09>

Find your local number: <https://bloomington.zoom.us/u/avyXrPVSa>

Clicking on the link will take you to the meeting. You will automatically receive a dial-in number if you want to use your phone for audio and not your computer microphone.

Members Present: Patrick Ellis (proxy), Paul Satterly, Lisa Salyers, Brian Noojin, Matt Rhoads, Jared Eichmiller, Jane Fleig, Laura Haley, Tim Street, Neil Kopper (proxy), Lew May, Steve Cotter, Scott Robinson

Staff Present: Pat Martin, Ryan Clemens

Guests: Max Stier

### I. Call to Order and Introductions

- a. May called the meeting to order.

### II. Approval of the Meeting Agenda\*

- a. \*Fleig motioned to approve the agenda. Street seconded. Motion passed unanimously by voice vote (12:0).\*

### III. Approval of Minutes\*

- a. March 24, 2021
  - (1) \*Fleig motioned to approve the Minutes. Kopper seconded. Motion passed unanimously by voice vote (12:0).\*

### IV. Reports from Officers and/or Committees

- a. LPA Project Updates
  - (1) Satterly gave the updates for the Monroe County projects. The Bicentennial Trail will have a letting date in October 2021 and right-of-way acquisition is almost complete. The Curry/Woodyard/Smith project is undergoing utility relocation and has a foreseen construction date March 2022. The Fullerton Pike Phase 3 project is in phase 3 planning, has the geotechnical completed, and has a planned construction date to begin in 2023. The Vernal Pike project has the right-of-way acquisition phase completed.
  - (2) Kopper gave the updates for the City of Bloomington Projects. The Sare Road Multiuse project is still ongoing. The Crosswalks Improvement project had an original letting timeframe of late 2020 but has switched to a letting in April 2021. A bid for the project did come in, but was rejected due to the high price of the bid. Using the HSIP funding for the curb ramps in the current fiscal year is not able to be done due to a delay in the review of construction documents.

### V. Reports from the MPO Staff

- a. FY 2021-20222 UPWP - Status Update
  - (1) Martin reported that the Approval Letter for the UPWP was submitted by the FTA and FHWA. UPWP contracts should be approved within a few weeks.

- b. BMCMPO FY 2022 - 2026 Transportation Improvement Program Call for Projects
  - (1) Martin discussed the timeline for the upcoming TIP, and mentioned that the TIP call for projects deadline is April 30.
- c. American Jobs Plan - Indiana Summary
  - (1) Martin gave a summary of the federal American Jobs Plan proposal and described how transportation funding and jobs may be impacted.

Robinson joined the meeting.

VI. Old Business

- a. None.

VII. New Business

- a. BMCMPO FY 2020 – 2024 TIP Amendments\*
  - (1) Bloomington Transit – DES#Pending - Bus Stop Improvements at two (2) locations
    - (a) May discussed Bloomington Transit’s TIP Amendments. BT is working on improvements to two bus stops. One bus stop is located on Walnut St Pike at Cambridge Apartments and the other is at the turn-around location on Pete Ellis Dr. Both locations were chosen due to safety issues at bus turn-around areas in apartment complexes. BT is working with the City of Bloomington on these projects.
  - (2) Bloomington Transit – DES#1700763, 1700764, 1700765, 1700766, 1700767 – Acquisition of Four (4) 35-Foot Replacement Battery Electric (EV) Buses
    - (a) May reported that BT received a grant to help acquire four electric buses. The brand of bus is the American-made Gillig bus, which is one of three brands that sells electric buses in the US. BT is ready for these upgrades as EV charging stations are currently being installed at the BT Grimes Ln location.

\*Kopper moved to approve both TIP Amendments. Fleig seconded. Motion passed unanimously by voice vote (13:0).\*

- b. BMCMPO Draft CY 2015-2019 Crash Report
  - (1) Clemens presented findings and trends from five years of crash data including top crash locations, number of fatalities and injuries, fatal crash primary factors, and the month-day-time that crashes occurred.

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

- a. Topic Suggestions for Future Agendas
  - (1) None.

IX. Upcoming Meetings

- a. Policy Committee - May 14, 2021 at 1:30 p.m. (Virtual)
- b. Technical Advisory Committee - May 26, 2021 at 10:00 a.m. (Virtual)
- c. Citizens Advisory Committee - May 26, 2021 at 6:30 p.m. (Virtual)

Adjournment

- \*May adjourned the meeting.

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

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**To:** BMCMPO Technical Advisory Committee & Citizens Advisory Committee

**From:** Pat Martin and Ryan Clemens  
BMCMPO Staff

**Date:** May 19, 2021

**Re:** FY 2022-2026 Transportation Improvement Program (TIP) - New Local Projects

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The BMCMPO staff received a total of twenty-nine (29) local project applications from Bloomington Transit, Rural Transit, Monroe County, and the City of Bloomington. The staff did not receive any applications from the Town of Ellettsville or Indiana University Campus Bus. Fiscal constraint discussions between Bloomington Transit, Monroe County, and the City of Bloomington are necessary in coming weeks given that total funding requests exceeded fiscal constraint limitations.

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

#### **Crosswalk Safety Improvement Projects**

**Purpose and Need:** This project will install or enhance pedestrian crosswalks throughout the City. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including new pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge areas. Project locations will employ a prioritized focus on areas with low accessibility compliance and high crash risk.

#### **Project Elements:**

- Marked crosswalks
- Accessible curb ramps
- Warning signs
- Flashing beacons
- Median refuge islands
- Curb bulb-outs,
- Raised crosswalks
- Signal equipment upgrades, and
- Other features Modify or reconstruct curb ramps to meet current accessibility guidelines

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

#### **Downtown Curb Ramps Phase IV**

**Purpose and Need:** This project will install or improve pedestrian curb ramps in and near downtown Bloomington. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including new pedestrian curb ramps and refuge areas at areas of high conflict between pedestrians and vehicular traffic. Work will take place in and around the downtown area and locations will employ a

prioritized focus on locations with low accessibility compliance and high levels of interaction between pedestrians and motor vehicles.

**Project Elements:**

- Modify or reconstruct curb ramps to meet current accessibility guidelines
- Curb bump-outs
- Accessible connections to transit stops, and
- Other modifications based on site specific context.

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

**High Street Intersection Modernization and Multiuse Path**

**Purpose and Need:** The project will improve safety, accessibility, and mobility for all modes of transportation in this important corridor from High Street from Arden Drive to 3rd Street. This project scope may face reductions or phasing modifications based on federal funding award or other constraints.

The project seeks to reduce conflicts between modes by constructing a multiuse path to connect to the existing (currently under construction) multiuse path and Jackson Creek Trail south of Arden Drive. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Hillside Drive, 2nd Street, and 3rd Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, accessible pedestrian pushbuttons and countdown timers, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The intersection at 3rd Street will be evaluated for a realignment that is expected to significantly reduce delay by removing split phasing. All intersections will be evaluated for options to provide shorter pedestrian crosswalks. The project will also pursue other geometric modifications to reduce crash risk by encouraging speed limit compliance. The project will include signage and marking updates to improve predictability.

**Project Elements:**

This project will include

- Sidewalk curb ramps
- Accessible bus stops
- Multiuse path construction,
- Updated signage, and
- Traffic signal modernizations.

The project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. The project will comply with PROWAG, the City's adopted accessibility standards and will comply with all required environmental and historical regulations per the federal process. The project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

**Old SR 37 at Dillman Road Intersection Improvement**

**Purpose and Need:** This intersection improvement project will consist of either a conventional intersection improvements with a traffic signal or a roundabout intersection if the topography, roadway grades and available land will allow for the construction.

The project will involve approximately 1,000 ft. of Old SR 37 and approximately 400 ft. of Dillman Road depending on the engineering design alternative selected. A conventional intersection will include northbound and southbound left turn lanes on Old SR 37 and a left turn lane for eastbound Dillman Road. The roundabout alternative will likely have two lanes for northbound and southbound traffic and a single lane for eastbound and westbound traffic. Both alternatives will include intersection lighting. Sight distance improvements will be made on Old SR 37 and intersection approach grades will be reduced on Dillman Road. No sidewalks, bicycle lanes or multi-use paths exist in the area. Crosswalks and sidewalks will be included as part of the intersection design and will accommodate future area sidewalk or multi-use path construction.

***Project Elements:***

This project will include

- Conventional intersection reconstruction or replacement with a roundabout
- Sight Distance improvements for approach grades,
- Future accommodation of sidewalks or multi-use paths.

Success of the project will be measured by the reduction in the number of intersection crashes and the reduction in the severity of intersection crashes.

**West 2<sup>nd</sup> Street Modernization and Safety Improvements**

***Purpose and Need:*** This project will improve safety, accessibility, and mobility for all modes of transportation in this important corridor. This project is also part of an effort to facilitate infill redevelopment of the current hospital site from Walker Street to the B-Line Trail. Work may extend west to Patterson Drive or east to College Avenue if desirable based on detailed design.

The project seeks to reduce conflicts between modes by providing accessible sidewalks on both sides of the street as well as a physically protected bicycle lane to connect the existing multiuse paths west of Walker to the existing B-Line Trail. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Walker Street and at Rogers Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, improved detection, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The street will be surfaced because it requires maintenance and also to reallocate street space for the protected bicycle lanes. This work will include signage and marking updates to improve predictability. By reducing the width of the existing 16' travel lanes, the project will have a traffic calming effect that is expected to reduce crash risk for all modes. The new cross section will provide an opportunity for shorter and improved pedestrian crosswalks. The project will also incorporate access management by removing the old hospital's driveways and facilitating an urban street grid within the hospital site.

This project is necessary to improve both safety and mobility for all modes of transportation, but it is also specifically necessary to facilitate infill redevelopment of the current Bloomington Hospital site. This is a very central area of Bloomington where the short trip lengths are particularly conducive to walking and bicycling. As the hospital site redevelops, the multimodal demands on this street are expected to increase substantially.

***Project Elements:***

This project will include

- Sidewalks
- Bus stops
- Two-way protected bicycle lane
- Pavement maintenance, and
- Traffic signal replacements.

The project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. Project will comply with PROWAG, the City’s adopted accessibility standards. The project will comply with all required environmental and historical regulations per the federal process. The project will have an appropriate maintenance of traffic plan to accommodate all users during construction

**Requested Action**

No action required.

PPM/pm

**Crosswalk Safety Improvement Project**

**BMCMPPO TIP - Project Prioritization Criteria**

	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon <i>existing</i> 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
<b>Total</b>		<b>0.45</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
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
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		0
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
<b>Total</b>		
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		0
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
<b>Total</b>		<b>1.2</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	0
Improvements to access management		1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
<b>Total</b>		<b>0.3</b>
<b>Health and Equity</b>		
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		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
<b>Total</b>		<b>0.5</b>
<b>Consistency with Adopted Plans</b>		
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
<b>Total</b>		<b>0.7</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
<b>Total</b>		<b>0.9</b>
<b>Overall Total</b>		<b>5.05</b>



**Downtown Curb Ramps - Phase IV**

**BMCMPPO TIP - Project Prioritization Criteria**

	Weighting	Yes = 1, No = 0	
<b>System Preservation and Maintenance</b>			
Project improves upon <i>existing</i> 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	
<b>Total</b>		<b>0.45</b>	
<b>Safety</b>			
<b>Project addresses a known high crash risk location</b>			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0	
<b>Project incorporates strategies that reduce crash risk</b>			
Geometrical improvement for motorized safety		1	
Geometrical Improvement for non-motorized safety		1	
Signalization Improvement		0	
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	
<b>Total</b>		<b>1</b>	
<b>Multi-Modal Options</b>			
<b>Project incorporates Multi-Modal solutions</b>			
Project located along existing transit service	20%	1	
Project located along existing pedestrian/bicycle facility		1	
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0	
Project includes sidewalk improvements		1	
Project includes bicycle facility improvements		0	
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0	
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1	
Project makes a connection to an existing active mode facility		1	
<b>Total</b>			<b>1.2</b>
<b>Congestion Management</b>			
<b>Project incorporates congestion management strategies</b>			
Grade separation or dedicated travel space for individual modes	10%	0	
Improvements to access management		1	
Signalization improvement		0	
Improves parallel facility or contributes to alternative routing		0	
Provides capacity for non-motorized modes		1	
Adds transit capacity		0	
Other strategies		1	
<b>Total</b>			<b>0.3</b>
<b>Health and Equity</b>			
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		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	
<b>Total</b>		<b>0.5</b>	
<b>Consistency with Adopted Plans</b>			
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	
<b>Total</b>		<b>0.7</b>	
<b>Context Sensitivity and Land Use</b>			
<b>Project contributes to the sense of place and matches the surrounding land use</b>			
Project balances the need to move people with other desirable outcomes	15%	1	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1	
Project is seen as adding lasting value to the community		1	
<b>Project supports high quality growth and land use principles</b>			
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		
<b>Total</b>		<b>0.9</b>	
<b>Overall Total</b>		<b>5.05</b>	

Source: BMCMPPO Complete Streets Policy, November 2018.

Preliminary Project Scoring - 05-21-21

## High Street Intersection Modernization and Multiuse Path

### BMCMPO TIP - Project Prioritization Criteria

	Weighting	Yes = 1, No = 0	
<b>System Preservation and Maintenance</b>			
Project improves upon <i>existing</i> 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	
<b>Total</b>		<b>0.45</b>	
<b>Safety</b>			
<b>Project addresses a known high crash risk location</b>			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0	
<b>Project incorporates strategies that reduce crash risk</b>			
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		
<b>Total</b>		<b>1.2</b>	
<b>Multi-Modal Options</b>			
<b>Project incorporates Multi-Modal solutions</b>			
Project located along existing transit service	20%	1	
Project located along existing pedestrian/bicycle facility		1	
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1	
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		0	
<b>Total</b>			<b>1.6</b>
<b>Congestion Management</b>			
<b>Project incorporates congestion management strategies</b>			
Grade separation or dedicated travel space for individual modes	10%	1	
Improvements to access management		1	
Signalization improvement		1	
Improves parallel facility or contributes to alternative routing		1	
Provides capacity for non-motorized modes		1	
Adds transit capacity		1	
Other strategies		1	
<b>Total</b>		<b>0.7</b>	
<b>Health and Equity</b>			
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	
<b>Total</b>		<b>0.6</b>	
<b>Consistency with Adopted Plans</b>			
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	
<b>Total</b>		<b>0.8</b>	
<b>Context Sensitivity and Land Use</b>			
<b>Project contributes to the sense of place and matches the surrounding land use</b>			
Project balances the need to move people with other desirable outcomes	15%	1	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1	
Project is seen as adding lasting value to the community		1	
<b>Project supports high quality growth and land use principles</b>			
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		
<b>Total</b>		<b>0.75</b>	
<b>Overall Total</b>		<b>6.1</b>	

Source: BMCMPO Complete Streets Policy, November 2018.

Preliminary Project Scoring - 05-21-21

Old SR 37 South at Dillman Road Intersection Improvement

**BMCMPPO TIP - Project Prioritization Criteria**

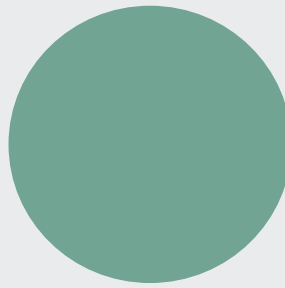
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon <i>existing</i> infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	0
Project addresses a maintenance need (e.g. repaving, bridge repair)		0
Project is located within existing right of way		0
<b>Total</b>		<b>0</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		0
Other improvements with rationale as to how the project reduces crash risk		1
<b>Total</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service	20%	0
Project located along existing pedestrian/bicycle facility		0
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		0
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)		1
Project makes a connection to an existing active mode facility		0
<b>Total</b>		<b>0.6</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	0
Improvements to access management		0
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		0
<b>Total</b>		<b>0.2</b>
<b>Health and Equity</b>		
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
<b>Total</b>		<b>0.2</b>
<b>Consistency with Adopted Plans</b>		
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		0
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
<b>Total</b>		<b>0.3</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development	15%	0
Project location supports infill/redevelopment		0
Project contributes to transportation network grid development/roadway network connectivity		0
<b>Total</b>		<b>0.45</b>
<b>Overall Total</b>		<b>2.75</b>

West 2nd Street Modernization and Safety Improvements

**BMCMPPO TIP - Project Prioritization Criteria**

	Weighting	Yes = 1, No = 0	
<b>System Preservation and Maintenance</b>			
Project improves upon <i>existing</i> 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	
<b>Total</b>		<b>0.45</b>	
<b>Safety</b>			
<b>Project addresses a known high crash risk location</b>			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0	
<b>Project incorporates strategies that reduce crash risk</b>			
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	
<b>Total</b>		<b>1.2</b>	
<b>Multi-Modal Options</b>			
<b>Project incorporates Multi-Modal solutions</b>			
Project located along existing transit service	20%	1	
Project located along existing pedestrian/bicycle facility		1	
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1	
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	
<b>Total</b>			<b>1.8</b>
<b>Congestion Management</b>			
<b>Project incorporates congestion management strategies</b>			
Grade separation or dedicated travel space for individual modes	10%	1	
Improvements to access management		1	
Signalization improvement		1	
Improves parallel facility or contributes to alternative routing		1	
Provides capacity for non-motorized modes		1	
Adds transit capacity		0	
Other strategies		1	
<b>Total</b>			<b>0.6</b>
<b>Health and Equity</b>			
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	
<b>Total</b>		<b>0.6</b>	
<b>Consistency with Adopted Plans</b>			
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	
<b>Total</b>		<b>0.8</b>	
<b>Context Sensitivity and Land Use</b>			
<b>Project contributes to the sense of place and matches the surrounding land use</b>			
Project balances the need to move people with other desirable outcomes	15%	1	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1	
Project is seen as adding lasting value to the community		1	
<b>Project supports high quality growth and land use principles</b>			
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		
<b>Total</b>		<b>0.9</b>	
<b>Overall Total</b>		<b>6.35</b>	

# TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2022-2026



Draft Document - May 20, 2021

*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.*

## **Disclaimer**

Preparation of the *Bloomington-Monroe County FY 2022 - 2026 Transportation Improvement Program* (TIP) has been financed in part through grants from the Federal Highway Administration and 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 or the Indiana Department of Transportation.

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# Acknowledgments

The BMCMPO FY 2022-2026 *Transportation Improvement Program* included the assistance and efforts of numerous organizational groups and individual residents. The staff acknowledges and greatly appreciates all representatives and residents who participated in public meetings, public workshops thereby giving the community active participatory voices for policy decision makers and our collective state and federal partners.

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Prospect Hill Neighborhood  
6th & Ritter Neighborhood  
McDoel Gardens Neighborhood  
Bloomington Board of Realtors  
Council of Neighborhood Associations

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## Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) for transportation projects using federal-aid funds.

Pursuant to the most recent transportation legislation, Fixing America's Surface Transportation (FAST), the FY 2022-2026 TIP includes five (5) fiscal years and a list of priority projects for planning, right-of-way acquisition, construction engineering, construction, transit capital acquisition, and transit operating assistance in individual years of the documented established multi-year timeframe. The FY 2022-2026 TIP is consistent with the adopted BMCMPPO 2045 *Metropolitan Transportation Plan*, the current Transit Development Plan, and other planning studies developed by the BMCMPPO and in collaboration with state and local stakeholders.

The Transportation Improvement Program documents the distribution of all BMCMPPO federal-aid transportation funding among the various multi-modal jurisdictional needs of the region. Inclusion within the TIP signifies a major milestone in the development process of a project, enabling the project to receive allocations and spend federal transportation funds for established community infrastructure needs.

The FY 2022-2026 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
- Indiana University Campus Bus
- Monroe County
- City of Bloomington
- Indiana Department of Transportation

The BMCMPPO 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 BMCMPPO's current jurisdiction (Figure 1) 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](https://bloomington.in.gov/sites/default/files/2017-05/map_urbanized_area_boundary.pdf).

# Transportation Improvement Programming

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 BMCMPPO in cooperation with the State of Indiana and area transit operators develop the TIP financial plan by providing the BMCMPPO with information early in the TIP development process (Figure 1). The information provided by these groups concerns the likely amount of Federal and State funding available to the BMCMPPO in order to enable the BMCMPPO to conduct adequate financial planning. The BMCMPPO, 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 in an air quality attainment area.

Projects listed in the TIP typically originate in the Metropolitan Transportation Plan (MTP) developed by the BMCMPPO 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 BMCMPPO 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 Monroe County, the Town of Ellettsville, Bloomington Transit, Indiana University Campus Bus, Area 10's Rural Transit, and the City of Bloomington determines local project prioritizations. Transportation improvement projects in the BMCMPPO'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 BMCMPPO 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 BMCMPPO 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 BMCMPPO'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 by the BMCMPPO 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 shall have compatibility with that of the STIP.

# Transportation Improvement Program Projects

## Background

This discussion provides a central reference point for the identification of recommended BMCMPPO *FY 2022-2026 Transportation Improvement Program* multi-modal projects administered by Monroe County, the Town of Ellettsville, the City of Bloomington, Bloomington Transit, Indiana University Campus Bus, Area 10 Agency on Aging Rural Transit, and the Indiana Department of Transportation.

## Project Cost Estimation

Project cost estimation is a critical step for project selection, project programming, and project scheduling. As an overall long-range guiding document, the *....2045 Metropolitan Transportation Plan* relied on project cost estimates from the Local Planning Agencies and the Indiana Department of Transportation. The BMCMPPO uses this process for the *FY 2022-2026 Transportation Improvement Program* and future Transportation Improvement Program publications where multiple steps determines individual infrastructure project cost estimates.

## Federal Funding Sources

Projects programmed within the Transportation Improvement Program (TIP) categorize project phases by fiscal year along with the associated federal funding source accompanied by its appropriate local match as is necessary. Project phases will normally include:

- Preliminary Engineering (PE)
- Right-of-Way Acquisition (RW)
- Construction Engineering (CE)
- Construction (CN)

Projects use various Federal transportation sources based on the type of project. In most circumstances, each Federal funding source requires a certain percentage of local or State matching funding. The following narrative briefly highlights major transportation funding sources found under current Transportation Improvement Program legislation.

- *Surface Transportation Program (STPB)* funds projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge/tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals.
- *Highway Safety Improvement Program (HSIP)* funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-State-owned public roads.
- *Bridge Programs (BR)* funds bridge safety, inspection and improvement projects on state and local jurisdictional levels.

- *Transportation Alternatives Program (TAP)* funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School.
- *Public Mass Transit Fund (PMTF)* funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.
- *National Highway Performance Program (NHPP)* funds construction of new facilities on the National Highway System. These funds ensure that investments in Federal-aid funds in highway construction support progress toward the achievement of performance targets established in a State's asset management plan for the National Highway System.
- *Recreational Trails Program (RTP)* funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

**Table X - Federal Transportation Funding Programs**

<b>Federal Funding Source Descriptions</b>		
<b>Funding Program*</b>	<b>Abbreviation</b>	<b>Brief Description**</b>
Surface Transportation Block Grant	STPBG	Funds projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge/tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals
Transportation Alternatives	TA	Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails.
Highway Safety Improvement Program	HSIP	Projects capable of achieving significant reductions in traffic fatalities and serious injuries on all public roads and non-State-owned roads
Recreational Trails Program	RTP	Project that develop and maintain recreational trails and trail-related facilities for non-motorized and/or motorized recreational trail uses
Bridge Programs	Local Bridge	Projects involving bridge safety, inspection and improvement projects
Indiana Public Mass Transit Fund	PMTF	Projects that promote and develop Indiana public transportation targeted to increase local financial involvement, and encourage the delivery of efficient, effective transportation
National Highway Performance Program	NHPP	Facility investments on the Interstate or National Highway System (NHS) directed to support progress toward the achievement of performance targets established in a State's asset management plan for the National Highway System
*Note: Not all funding programs for transit related projects in this TIP are displayed in this table.		
**Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration ( <a href="https://fhwa.dot.gov/">https://fhwa.dot.gov/</a> ).		



## Red Flag Investigations

The National Environmental Policy Act of 1969 (NEPA) established policy safeguards 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. 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 to promote early and efficient consideration of these issues. The BMCMPO staff conducts a high-level Red Flag Investigation (RFI) assessment for each new project Transportation Improvement Program (TIP) project not expected to obtain a Programmatic Categorical Exclusion (PCE). The subsequent transmission of each high-level RFI assessment to the associated local public agency aids project development. 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 following Table shows the potential impacts for each of the RFI projects examined by the BMCMPO staff for development of the FY 2022-2026 TIP. Statewide sources recommended by the Indiana Department of Transportation served as the data foundation for these initial programming assessments.

### BCMCPO FY2022-2026 TIP – New Project Red Flag Investigation Impacts

Project	LPA	Infrastructure	Mining Exploration	Hazardous Materials	Water Resources	Ecological Resources	Cultural Resources
Transit Stop Improvements	BT	TBD	0	0	0	0	0
35-foot Electric Bus (EV) Acquisitions	BT	0	0	0	0	0	0
Old SR 37 at Dillman Road Intersection	MC	TBD	0	0	0	0	0
Crosswalk Safety Improvements	COB	TBD	0	0	0	0	0
Downtown Curb Ramps - Phase 4	COB	TBD	0	0	0	0	0
High Street Intersection Modernization & Multiuse Path	COB	TBD	0	0	0	0	0
West 2 <sup>nd</sup> Street Modernization & Safety Improvements	COB	TBD	0	0	0	0	0

# Transportation Improvement Program Funding

The Transportation Improvement Program must achieve fiscal constraint by balancing estimated project expenditures with expected funding revenues over given fiscal years. Each specific source of funding must additionally 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 all BMCMPPO Local Public Agencies (LPA), stakeholders, and state/federal funding partners.

The Fiscal Years used for the purposes of the Transportation Improvement Program begin on July 1 and end on June 30. Therefore, Fiscal Year 2022 begins on July 1, 2021 and Fiscal Year 2026 ends on June 30, 2026.

Federal revenue forecasts rely upon past receipts typically allocated on a per capita basis for Indiana’s Group II urban areas, projections from INDOT, the FHWA, and the FTA of anticipated Federal spending authorization levels, and consultations with appropriate Federal and State funding agencies.

Local funding forecast derivations employ a similar methodology coupled with extensive local public agency coordination. The source for project expenditure estimates include industry-standard construction cost estimating tools, such as RSMeans data (<https://www.rsmeans.com>) or similar standard industry sources, and a project-specific combination of prior construction experiential data, cost assessments, and program evaluation tools.

The following FY 2022-2026 TIP funding tables summarize the projected revenues and expenditures for Fiscal Years 2022 through 2026 for the BMCMPPO urban area. The summary tables for the State of Indiana’s programmed funds or projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPPO.

**Bloomington-Monroe Cnty Metropolitan Planning Organization (BMCMPPO)  
Anticipated FY 2022 - 2026 TIP Federal Program Revenue Levels\***

Program	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
STPB	\$ 2,992,243	\$ 2,992,243	\$ 2,992,243	\$ 2,992,243	\$ 2,992,243
HSIP	\$ 430,795	\$ 430,795	\$ 430,795	\$ 430,795	\$ 430,795
TA	\$ 169,513	\$ 169,513	\$ 169,513	\$ 169,513	\$ 169,513
SEC. 164 PENALTY**	\$ 110,460	\$ 110,460	\$ 110,460	\$ 110,460	\$ 110,460
CARES 2021***	\$ 340,051	N.A.	N.A.	N.A.	N.A.
<b>TOTAL</b>	<b>\$ 4,043,062</b>	<b>\$ 3,703,011</b>	<b>\$ 3,703,011</b>	<b>\$ 3,703,011</b>	<b>\$ 3,703,011</b>

\*Source: INDOT-BMCMPPO Local Share of Federal Formula Apportionments, 01-26-21.

\*\*HSIP applicable projects.

\*\*\*Coronavirus Response and Relief Supplemental Appropriations Act, 2021 funding allocated to the BMCMPPO by INDOT based on 2010 Census population that must have expenditure by September 20, 2024. These funds may supplement current projects or can have application toward new projects, including preventative maintenance for LPAs with an INDOT-Approved Asset Management Plan.

**Draft - BMCMPO FY 2022-2026 Transportation Improvement Program  
Total Amounts of TIP Funding Applied for (Proposed Expenditures) per LPA and Funding Type by Fiscal Year**

05-20-2021

<b>STPBG FUNDING</b>					
<b>LPA</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
Bloomington	\$2,138,309	\$2,992,243	\$242,110	\$2,992,243	\$2,992,243
Monroe County	\$933,716	\$0	\$2,750,133	\$0	\$0
BT	\$432,000	\$648,960	\$0	\$500,000	\$500,000
<b>Total STPBG Funding Applied For</b>	<b>\$3,504,025</b>	<b>\$3,641,203</b>	<b>\$2,992,243</b>	<b>\$3,492,243</b>	<b>\$3,492,243</b>
<b>Total Available</b>	<b>\$2,992,243</b>	<b>\$2,992,243</b>	<b>\$2,992,243</b>	<b>\$2,992,243</b>	<b>\$2,992,243</b>
<b>Difference + (-)</b>	<b>\$ (511,782)</b>	<b>\$ (648,960)</b>	<b>\$ -</b>	<b>\$ (500,000)</b>	<b>\$ (500,000)</b>

<b>TAP FUNDING</b>					
<b>LPA</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
Bloomington	\$169,513	\$169,513	\$0	\$169,513	\$169,513
Monroe County	\$0	\$0	\$155,801	\$0	\$0
<b>Total TAP Funding Applied For</b>	<b>\$169,513</b>	<b>\$169,513</b>	<b>\$155,801</b>	<b>\$169,513</b>	<b>\$169,513</b>
<b>Total Available</b>	<b>\$169,513</b>	<b>\$169,513</b>	<b>\$169,513</b>	<b>\$169,513</b>	<b>\$169,513</b>
<b>Difference + (-)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,712</b>	<b>\$0</b>	<b>\$0</b>

<b>HSIP FUNDING</b>					
<b>LPA</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
Bloomington	\$430,795	\$430,795	\$382,500	\$430,795	\$430,795
Monroe County	\$0	\$0	\$88,184	\$0	\$2,025,000
<b>Total HSIP Funding Applied For</b>	<b>\$430,795</b>	<b>\$430,795</b>	<b>\$470,684</b>	<b>\$430,795</b>	<b>\$2,455,795</b>
<b>Total Available</b>	<b>\$430,795</b>	<b>\$430,795</b>	<b>\$430,795</b>	<b>\$430,795</b>	<b>\$430,795</b>
<b>Difference + (-)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (39,889)</b>	<b>\$ -</b>	<b>\$ (2,025,000)</b>

<b>SECTION 164 FUNDING</b>					
<b>LPA</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
Bloomington	\$110,460	\$110,460	\$110,460	\$110,460	\$110,460
Monroe County	\$0	\$0	\$0	\$0	\$0
<b>Total CARES Funding Applied For</b>	<b>\$110,460</b>	<b>\$110,460</b>	<b>\$110,460</b>	<b>\$110,460</b>	<b>\$110,460</b>
<b>Total Available</b>	<b>\$110,460</b>	<b>\$110,460</b>	<b>\$110,460</b>	<b>\$110,460</b>	<b>\$110,460</b>
<b>Difference + (-)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

<b>CARES FUNDING</b>					
<b>LPA</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
Bloomington	\$0	\$340,051	\$0	\$0	\$0
Monroe County	\$0	\$0	\$0	\$0	\$0
<b>Total CARES Funding Applied For</b>	<b>\$0</b>	<b>\$340,051</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Available</b>	<b>\$ 340,051</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Difference + (-)</b>	<b>\$ 340,051</b>	<b>\$ (340,051)</b>	<b>-</b>	<b>-</b>	<b>-</b>

The preliminary draft expenditures table noted on the previous page show a current (May 20, 2021) un-constrained list of proposed expenditures for Fiscal Years 2022 through 2025. Fiscal Year 2026 is considered “illustrative” and therefore not subject to fiscal constraint.

The following tables show preliminary summary details.

**LPA TIP Application Amounts by Funding Type and Fiscal Year**  
**City of Bloomington TIP Summary Table**

Funding Source	2022	2023	2024	2025	2026	Outlying Years	TOTAL
STP	\$2,138,309	\$2,992,243	\$ 242,110	\$2,992,243	\$2,992,243		\$ 11,357,148
Group II Program							\$ -
Group III Program							\$ -
TAP	\$ 169,513	\$ 169,513		\$ 169,513	\$ 169,513		\$ 678,052
TAP (TE)							\$ -
HSIP	\$ 430,795	\$ 430,795	\$ 382,500	\$ 430,795	\$ 430,795		\$ 2,105,680
Bridge							\$ -
RTP							\$ -
Section 164	\$ 110,460	\$ 110,460	\$ 110,460	\$ 110,460	\$ 110,460		\$ 552,300
CARES		\$ 340,051					\$ 340,051
<b>Total Federal</b>	<b>\$2,849,077</b>	<b>\$4,043,062</b>	<b>\$ 735,070</b>	<b>\$3,703,011</b>	<b>\$3,703,011</b>	<b>\$ -</b>	<b>\$ 15,033,231</b>
<b>Total Local</b>	<b>\$1,445,423</b>	<b>\$3,529,921</b>	<b>\$1,004,930</b>	<b>\$ 925,989</b>	<b>\$3,340,989</b>		<b>\$ 10,247,252</b>
<b>TOTAL</b>	<b>\$4,294,500</b>	<b>\$7,572,983</b>	<b>\$1,740,000</b>	<b>\$4,629,000</b>	<b>\$7,044,000</b>	<b>\$ -</b>	<b>\$ 25,280,483</b>

**Monroe County TIP Summary Table**

Funding Source	2022	2023	2024	2025	2026	Outlying Years	TOTAL
STP	\$ 933,716		\$ 2,750,133				\$ 3,683,849
Group II Program	\$1,901,926						\$ 1,901,926
Group III Program		\$6,808,000					\$ 6,808,000
TAP			\$ 155,801				\$ 155,801
TAP (TE)	\$1,770,400						\$ 1,770,400
HSIP			\$ 88,184		\$2,025,000		\$ 2,113,184
Local Bridge	\$ 377,061	\$ 9,725	\$ 224,783	\$1,667,715			\$ 2,279,284
RTP		\$ 134,850					\$ 134,850
Section 164							
CARES							
<b>Total Federal</b>	<b>\$4,983,103</b>	<b>\$6,952,575</b>	<b>\$3,218,901</b>	<b>\$1,667,715</b>	<b>\$2,025,000</b>	<b>\$ -</b>	<b>\$ 18,847,294</b>
<b>Total Local</b>	<b>\$3,300,231</b>	<b>\$7,219,018</b>	<b>\$14,653,880</b>	<b>\$ 691,929</b>	<b>\$ 225,000</b>		<b>\$ 26,090,058</b>
<b>TOTAL</b>	<b>\$8,283,334</b>	<b>\$14,171,593</b>	<b>\$17,872,781</b>	<b>\$2,359,644</b>	<b>\$2,250,000</b>	<b>\$ -</b>	<b>\$ 44,937,352</b>

Bloomington Transit TIP Summary Table							
Funding Source	2022	2023	2024	2025	2026	Outlying Years	Total
5307	\$2,580,585	\$2,635,077	\$2,690,773	\$2,747,704	\$2,805,898		\$13,460,037
5310	\$258,445	\$143,982	\$284,726	\$155,731	\$307,960		\$1,150,844
5339	\$2,896,000	\$4,326,400		\$1,371,774	\$473,322		\$9,067,496
PMTF	\$2,729,092	\$2,783,674	\$2,839,347	\$2,896,134	\$2,954,057		\$14,202,304
STPB	\$432,000	\$648,960		\$500,000	\$500,000		\$2,080,960
Fares	\$1,710,383	\$1,744,591	\$1,779,483	\$1,815,072	\$1,851,374		\$8,900,903
<b>Total Local</b>	<b>\$3,265,417</b>	<b>\$2,933,128</b>	<b>\$2,583,167</b>	<b>\$3,072,477</b>	<b>\$2,932,743</b>		<b>\$14,786,932</b>
<b>TOTAL</b>	<b>\$13,871,922</b>	<b>\$15,215,812</b>	<b>\$10,177,496</b>	<b>\$12,558,892</b>	<b>\$11,825,354</b>		<b>\$63,649,476</b>

Rural Transit TIP Summary Table							
Funding Source	2022	2023	2024	2025	2026	Outlying Years	Total
5311	\$875,524	\$910,545	\$946,967	\$984,845	\$1,024,239		\$4,742,120
5339	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Local Match & PMTF	\$312,096	\$324,579	\$337,563	\$351,065	\$365,108		\$1,690,411
Local Fares & In-Kind	\$563,428	\$585,965	\$609,403	\$633,780	\$659,131		\$3,051,707
<b>Total</b>	<b>\$1,751,048</b>	<b>\$1,821,089</b>	<b>\$1,893,933</b>	<b>\$1,969,690</b>	<b>\$2,048,478</b>		<b>\$9,484,238</b>

**FY 2022-2026 Project List**  
**Monroe County**

Draft

## Monroe County

### Bicentennial Pathway Project, Phase 1 [DES#0902215]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2022	TAP (TE)	\$ 231,200	\$ 57,800	\$ 289,000
CN	2022	TAP (TE)	\$1,539,200	\$384,800	\$1,924,000
<b>Totals</b>			<b>\$1,770,400</b>	<b>\$442,600</b>	<b>\$2,213,000</b>

### Illinois Central Trail [DES#1592323]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2023	RTP	\$ 34,850	\$ 8,713	\$ 43,563
CN	2023	RTP	\$100,000	\$25,000	\$125,000
<b>Totals</b>			<b>\$134,850</b>	<b>\$33,713</b>	<b>\$168,563</b>

### Curry/Woodyard/Smith Roundabouts [DES#1700733]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2022	Local		\$ 50,000	\$ 50,000
	2023	Local		\$248,400	\$ 248,400
CN	2022	STP	\$ 511,782	\$102,966	\$2,516,674
	2023	Group II Program	\$1,901,926	\$200,000	\$ 200,000
<b>Totals</b>			<b>\$2,413,708</b>	<b>\$601,366</b>	<b>\$3,015,074</b>

### Vernal Pike Connector [DES#1702957]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2022	Local		\$2,000,000	\$ 2,000,000
CE	2023	Group III Program	\$ 888,000	\$ 813,844	\$ 1,701,844
CN	2023	Group III Program	\$5,920,000	\$5,425,630	\$11,345,630
<b>Totals</b>			<b>\$6,808,000</b>	<b>\$8,239,474</b>	<b>\$15,047,474</b>

**Fullerton Pike/Gordon Pike/Rhorer Road, Phase III  
[DES#1802977]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
	2022	Local		\$ 377,000	\$ 377,000
PE	2023	Local		\$ 100,000	\$ 100,000
	2024	Local		\$ 10,000	\$ 10,000
RW	2022	STP	\$ 421,934	\$ 278,066	\$ 700,000
CE	2024	Local		\$ 1,500,000	\$ 1,500,000
CN	2024	STP	\$2,750,133	\$12,125,485	\$14,875,618
<b>Totals</b>			<b>\$3,172,067</b>	<b>\$14,390,551</b>	<b>\$17,562,618</b>

**Fullerton Pike, Phase III Bridge  
[DES#2001721 (Kinned with 1802977)]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
		BR			

**Karst Farm Greenway - Connector Trail  
[DES#1900405]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	Local		\$ 213,400	\$ 213,400
RW	2023	Local		\$ 270,000	\$ 270,000
CE	2024	Local		\$ 114,000	\$ 114,000
CN	2024	TAP	\$ 155,801	\$ 758,199	\$ 914,000
<b>Totals</b>			<b>\$ 155,801</b>	<b>\$1,355,599</b>	<b>\$1,511,400</b>

**Pedestrian Trail Crossing Improvements  
[DES#1900406]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	Local		\$20,000	\$ 20,000
CN	2024	HSIP	\$88,184	\$ 9,800	\$ 97,984
<b>Totals</b>			<b>\$88,184</b>	<b>\$29,800</b>	<b>\$117,984</b>



**Rockport Road, Bridge #308, 0.04 Miles S of Bolin Lane  
[DES#1902772]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	Local BR	\$ 256,560	\$ 64,140	\$ 320,700
RW	2024	Local BR	\$ 120,000	\$ 30,000	\$ 150,000
CE	2025	Local BR	\$ 336,000	\$ 84,000	\$ 420,000
CN	2025	Local BR	\$1,324,800	\$ 331,200	\$1,656,000
<b>Totals</b>			<b>\$2,037,360</b>	<b>\$ 509,340</b>	<b>\$2,546,700</b>

**Bridge Safety Inspection and Inventory  
[DES#2100084]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	Local BR	\$120,501	\$30,125	\$150,626
PE	2023	Local BR	\$ 9,725	\$ 2,431	\$ 12,156
PE	2024	Local BR	\$104,783	\$26,196	\$130,979
PE	2025	Local BR	\$ 6,915	\$ 1,729	\$ 8,644
<b>Totals</b>			<b>\$241,924</b>	<b>\$60,481</b>	<b>\$302,405</b>

**Old SR 37 South at Dillman Road  
[DES#TBD]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2023	Local		\$125,000	\$ 125,000
RW	2024	Local		\$100,000	\$ 100,000
	2025	Local		\$275,000	\$ 275,000
CE	2026	HSIP	\$ 225,000	\$ 25,000	\$ 250,000
CN	2026	HSIP	\$1,800,000	\$200,000	\$2,000,000
<b>Totals</b>			<b>\$2,025,000</b>	<b>\$725,000</b>	<b>\$2,750,000</b>

**FY 2022-2026 Project List**  
**City of Bloomington**

Draft

## City Of Bloomington

### West 2nd Street Modernization and Safety Improvements [DES#TBD]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	Local		\$ 500,000	\$ 500,000
RW	2024	Local		\$ 100,000	\$ 100,000
CE	2025	STP	\$ 338,756	\$ 86,244	\$ 425,000
CN	2025	STP	\$2,653,487	\$ 777,000	\$3,600,000
		TAP	\$ 169,513		
<b>Totals</b>			<b>\$3,161,756</b>	<b>\$1,463,244</b>	<b>\$4,625,000</b>

### B-Line Trail Extension [DES#1700735]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2023	Local		\$ 225,000	\$ 225,000
CN	2023	STP	\$242,110	\$1,217,839	\$1,459,949
		CARES	\$340,051		
<b>Totals</b>			<b>\$582,161</b>	<b>\$1,442,839</b>	<b>\$2,025,000</b>

### Crosswalk Safety Improvements Project (FY22) [DE#1700976]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2022	Local		\$ 52,500	\$ 52,500
	2022	HSIP	\$240,795	\$ 98,745	\$339,540
CN	2022	Section 164	\$110,460		\$110,460
<b>Totals</b>			<b>\$351,255</b>	<b>\$151,245</b>	<b>\$502,500</b>

### Crosswalk Safety Improvements Project (FY25) [DES#TBD]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2023	Section 164	\$ 70,571	\$29,429	\$100,000
CE	2025	HSIP	\$ 66,255	\$ 7,745	\$ 74,000
CN	2025	HSIP	\$364,540	\$55,000	\$419,540
		Section 164	\$110,460		
<b>Totals</b>			<b>\$611,826</b>	<b>\$92,174</b>	<b>\$704,000</b>

**Downtown Curb Ramps Phase 3  
[DES#1900403]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2023	HSIP	\$ 61,393	\$ 6,822	\$ 68,215
CN	2023	HSIP	\$369,402	\$45,477	\$ 14,879
		Section 164	\$ 39,889		\$ 39,889
<b>Totals</b>			<b>\$470,684</b>	<b>\$52,299</b>	<b>\$522,983</b>

**Downtown Curb Ramps Phase 4  
[DES#TBD]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2024	Section 164	\$110,460	\$ 4,540	\$115,000
CE	2026	HSIP	\$ 66,255	\$ 7,745	\$ 74,000
CN	2026	HSIP	\$364,540	\$55,000	\$419,540
		Section 164	\$110,460		\$110,460
<b>Totals</b>			<b>\$651,715</b>	<b>\$67,285</b>	<b>\$719,000</b>

**Guardrail Improvement Project  
[DES#1900404]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2022	Local		\$30,000	\$ 30,000
CN	2022	HSIP	\$190,000	\$25,000	\$215,000
<b>Totals</b>			<b>\$190,000</b>	<b>\$55,000</b>	<b>\$245,000</b>

**High Street Intersection Modernizations and Multiuse Path  
[DES#TBD]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2023	Local		\$800,000	\$ 800,000
RW	2024	STP	\$ 242,110	\$857,890	\$1,100,000
CE	2026	Local		\$640,000	\$ 640,000
CN	2026	STP	\$2,992,243	\$2,638,244	\$5,800,000
		TAP	\$ 169,513		
<b>Totals</b>			<b>\$3,403,866</b>	<b>\$4,936,134</b>	<b>\$8,340,000</b>

**Signal Timing Project  
[DES#1900400]**

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

**17th Street Multimodal Improvements  
[DES#1900402]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2022	STP	\$ 284,000	\$ 71,000	\$ 355,000
CN	2022	STP	\$1,854,309	\$578,178	\$2,602,000
		TAP	\$ 169,513		
<b>Totals</b>			<b>\$2,307,822</b>	<b>\$649,178</b>	<b>\$2,957,000</b>

**West 2nd Street Modernization and Safety Improvements  
[DES#TBD]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2022	Local		\$ 90,000	\$ 90,000
CE	2023	Local		\$ 475,000	\$ 475,000
CN	2023	STP	\$2,750,133	\$ 730,354	\$3,650,000
		TAP	\$ 169,513		
<b>Totals</b>			<b>\$2,919,646</b>	<b>\$1,295,354</b>	<b>\$4,215,000</b>

**Project List FY 2022-2026**  
**Rural Transit**

Draft

## Rural Transit

<b>Rural Transit Operation Assistance</b> <b>[DES#1802840, 1802841, 1802842, 1802843, 1802844]</b>						
<b>Funding Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
<b>5311</b>	\$875,524	\$910,545	\$946,967	\$984,845	\$1,024,239	\$4,742,120
<b>Local Match &amp; PMTF</b>	\$312,096	\$324,579	\$337,563	\$351,065	\$365,108	\$1,690,411
<b>Local Fares &amp; In-Kind</b>	\$563,428	\$585,965	\$609,403	\$633,780	\$659,131	\$3,051,707
<b>Totals</b>	<b>\$1,751,048</b>	<b>\$1,821,089</b>	<b>\$1,893,933</b>	<b>\$1,969,690</b>	<b>\$2,048,478</b>	<b>\$9,484,238</b>

**Project List FY 2022-2026**  
**Bloomington Transit**

Draft



# Bloomington Transit

**Operational Assistance for Fixed Route and Paratransit Service**  
**[DES#1700763, 1700764,1700765, 1700766, 1700767]**

Funding Source	2022	2023	2024	2025	2026	Total
5307	\$2,436,585	\$2,485,317	\$2,535,023	\$2,585,724	\$ 2,637,438	\$12,680,087
PMTF	\$2,729,092	\$2,783,674	\$2,839,347	\$2,896,134	\$ 2,954,057	\$14,202,304
Fares	\$1,710,383	\$1,744,591	\$1,779,483	\$1,815,072	\$ 1,851,374	\$ 8,900,903
Local	\$2,332,806	\$2,427,052	\$2,475,593	\$2,525,105	\$ 2,575,607	\$12,336,163
<b>Totals</b>	<b>\$9,208,866</b>	<b>\$9,440,634</b>	<b>\$9,629,446</b>	<b>\$9,822,035</b>	<b>\$10,018,476</b>	<b>\$48,119,457</b>

**Purchase and Rebuild of Major Vehicle Components**  
**[DES#1700763, 1700764,1700765, 1700766, 1700767]**

Funding Source	2022	2023	2024	2025	2026	Total
5307	\$144,000	\$149,760	\$155,750	\$161,980	\$168,460	\$779,950
Local	\$ 36,000	\$ 37,440	\$ 38,938	\$ 40,495	\$ 42,115	\$194,988
<b>Totals</b>	<b>\$180,000</b>	<b>\$187,200</b>	<b>\$194,688</b>	<b>\$202,475</b>	<b>\$210,575</b>	<b>\$974,938</b>

**Purchase BT Access Vehicle Replacement**  
**[DES#1700763, 1700764,1700765, 1700766, 1700767]**

Funding Source	2022	2023	2024	2025	2026	Total
5310	\$138,445	\$143,982	\$149,742	\$155,731	\$161,962	\$749,862
Local	\$ 34,611	\$ 35,996	\$ 37,436	\$ 38,933	\$ 40,490	\$187,466
<b>Totals</b>	<b>\$173,056</b>	<b>\$179,978</b>	<b>\$187,178</b>	<b>\$194,664</b>	<b>\$202,452</b>	<b>\$937,328</b>

**Purchase 35-foot Replacement Hybrid Buses**  
**[DES#1700763, 1700764,1700765, 1700766, 1700767]**

Funding Source	2022	2023	2024	2025	2026	Total
5339	\$2,896,000	\$2,595,840	\$0	\$1,371,774	\$ 473,322	\$ 7,336,936
STPB	\$ 432,000	\$ 648,960	\$0	\$ 500,000	\$ 500,000	\$ 2,080,960
Local	\$ 832,000		\$0	\$ 467,944	\$ 243,331	\$ 1,543,275
<b>Totals</b>	<b>\$4,160,000</b>	<b>\$3,244,800</b>	<b>\$0</b>	<b>\$2,339,718</b>	<b>\$1,216,653</b>	<b>\$10,961,171</b>

**Bus Stop Accessibility Improvements  
[DES#TBD]**

<b>Funding Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
5310	\$120,000	\$0	\$134,984	\$0	\$145,998	\$400,982
Local	\$30,000	\$0	\$31,200	\$0	\$ 31,200	\$ 92,400
<b>Totals</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$166,184</b>	<b>\$0</b>	<b>\$177,198</b>	<b>\$493,382</b>

**Fixed Route Service Expansion Electric Vehicles, Charging Stations and Charging Station  
Installation  
[DES#TBD]**

<b>Funding Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
5339	\$0	\$1,730,560	\$0	\$0	\$0	\$1,730,560
Local	\$0	\$ 432,640	\$0	\$0	\$0	\$ 432,640
<b>Totals</b>	<b>\$0</b>	<b>\$2,163,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,163,200</b>

**Project List FY 2022-2026**  
**Indiana Department of Transportation**

Draft

## Indiana Department of Transportation

### SR 45/46, 0.20 Miles E of I-69 (Arlington Road) to 0.93 Miles E of I-69 (Kinser Pike) [DES#1700198]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2024	NHPP	\$4,720,000	\$1,180,000	\$5,900,000
<b>Totals</b>			<b>\$4,720,000</b>	<b>\$1,180,000</b>	<b>\$5,900,000</b>

### SR 45 at the Intersection of Pete Ellis Drive [DES#1800199]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
RW	2022	STPBG	\$ 320,000	\$ 80,000	\$ 400,000
CN	2023	STPBG	\$1,833,913	\$458,478	\$2,292,391
<b>Totals</b>			<b>\$2,153,913</b>	<b>\$538,478</b>	<b>\$2,692,391</b>

### SR 37 at Intersection with Dillman Road [DES#1800371]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2024	NHPP	\$1,209,431	\$302,358	\$1,511,789
<b>Totals</b>			<b>\$1,209,431</b>	<b>\$302,358</b>	<b>\$1,511,789</b>

### SR 37 - 3.65 miles south of SR 45 over abandoned railroad northbound lane [DES#1801171]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2024	NHPP	\$329,854	\$82,464	\$412,318
<b>Totals</b>			<b>\$329,854</b>	<b>\$82,464</b>	<b>\$412,318</b>

**SR 46 Bridge Superstructure Replacement at 06.04 miles W of SR 37 @ Jacks Defeat Creek (WBL)  
[DES#1900098]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2024	NHPP	\$ 60,000	\$ 15,000	\$ 75,000
RW	2022	NHPP	\$ 44,000	\$ 11,000	\$ 55,000
CN	2024	NHPP	\$1,967,656	\$ 491,914	\$2,459,570
<b>Totals</b>			<b>\$2,071,656</b>	<b>\$517,914</b>	<b>\$2,589,570</b>

**Bridge Thin Deck Overlay at 0.75 miles W of SR 37, EBL over Center Fork Stout Creek [DES#1900710]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2022	NHPP	\$978,020	\$244,050	\$1,222,070
<b>Totals</b>			<b>\$978,020</b>	<b>\$244,050</b>	<b>\$1,222,070</b>

**SR 37 Bridge over BR Indian Creek, 3.62 mile S SR 37 [DES#2000365]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2024	STPBG	\$1,160,255	\$290,064	\$1,450,319
<b>Totals</b>			<b>\$1,160,255</b>	<b>\$290,064</b>	<b>\$1,450,319</b>

**ADA Sidewalk Ramp Construction [DES#2001522]**

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2022	NHPP	\$172,000	\$43,000	\$215,000
<b>Totals</b>			<b>\$172,000</b>	<b>\$43,000</b>	<b>\$215,000</b>

**Bridge This Deck Overlay Over BR N Fork Salt Creek, 04.86 Miles E of SR 446  
[DES#2002034]**

<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
PE	2022	NHPP	\$ 64,000	\$16,000	\$ 80,000
CN	2025	NHPP	\$160,599	\$40,150	\$200,749
<b>Totals</b>			<b>\$224,599</b>	<b>\$56,150</b>	<b>\$280,749</b>

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# Appendices



# Appendix A:

## Transportation Planning Requirements

### Introduction

The BMCMPPO *2045 Metropolitan Transportation Plan* and the FY 2022-2026 Transportation Improvement Program were prepared in compliance with the Federal Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations are required to have a continuous, cooperative and comprehensive ("3C") planning processes that implement projects, strategies and services that will address the ten (10) core planning factors. This Appendix addresses the core Federal planning factors (23 CFR 450.306(d)(4)(vi)) and further notes how the FY 2022-2026 Transportation Improvement Program incorporates each core planning factor from the *2045 Metropolitan Transportation Plan*.

### Federal Transportation Planning Factors

#### **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.**

The FY 2022-2026 TIP based on the BMCMPPO 2045 Metropolitan Transportation Plan supports and builds upon the locally adopted 2012 Monroe County Comprehensive Plan, the 2018 City of Bloomington Comprehensive Plan, the 2018 Monroe County Transportation Alternatives Plan, and the 2019 City of Bloomington Transportation Plan in supporting the local economic development goals of partner communities. The *2045 MTP* and the FY 2022-2026 TIP promote a safe and efficient multi-modal compact urban form transportation network with high levels of travel time reliability and on-time delivery/service maintenance by strengthened network circulation. The 2045 MTP and the FY 2022-2026 TIP address and incorporate connectivity and the ease of movement by persons and freight goods in and through the metropolitan area by making multi-modal investments thereby ensuring the availability of multiple sustainable travel options and bringing a comprehensive balance to the transportation system.

#### **Increase the safety of the transportation system for motorized and non-motorized users. Safety investments are a high priority for the 2045 Metropolitan Transportation Plan.**

The FY 2022-2026 TIP mirrors the *2045 Metropolitan Transportation Plan* by focusing on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The FY 2022-2026 TIP and the 2045 MTP fully support the national transportation safety measures and safety targets of the Indiana Department of Transportation.



- The FY 2022-2026 TIP and the 2045 MTP advocate system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multi-modal user conflicts could occur.
- The FY 2022-2026 TIP and the 2045 MTP support increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.
- The projects contained in the FY 2022-2026 TIP reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.
- The BMCMPPO *Complete Streets Policy* requires local planning agencies (LPAs) to consider the needs of all users within a corridor when designing a project investment. New projects programmed within the FY 2022-2026 TIP undergo Complete Streets Policy evaluations.
- As a new safety policy, the 2045 MTP recommends the adoption of a BMCMPPO-specific “Vision Zero” guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies.

### **Increase the security of the transportation system for motorized, non-motorized and transit users.**

The *2045 MTP* enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit and non-motorist routes of ingress and egress plus flexibility in planning evacuation routes in emergency situations. The Monroe County Emergency Management Administration (EMA) is the lead county agency for security issues and BMCMPPO shall serve in a supporting role providing assistance as needed.

Bloomington Transit, IU Campus Bus and Rural Transit have multiple security strategies in operation including access control, surveillance and monitoring on system vehicles, the downtown transfer center, and office/maintenance facilities. Operations include Computer-Aided Dispatching and Automatic Vehicle Locator technology on all vehicles.

### **Increase the accessibility and mobility options available to people and freight.**

The *2045 MTP and the FY 2022-2026 TIP* create and strengthen accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All

residents, travelers and businesses benefit from this dual approach. The FY 2022-2026 TIP reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the I-69 highway corridor through Monroe County increases statewide and national connectivity for local and regional interstate system users, including the movement of freight origin-destination operations within the urban metropolitan planning area.

The FY 2022-2026 TIP is consistent with the *2045 MTP* through increased bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted *Complete Streets Policy*. Transit users, bicyclists, and pedestrians achieve greater safety with the availability of well-maintained sidewalks, curb ramps meeting current ADA standards, side-paths, multi-use pathways, and trails.

**Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**

The FY 2022-2026 TIP and the *2045 MTP* clearly support these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. Local land use decisions within the BMCMPPO urban area have the greatest impact on transportation system performance. It is therefore paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

The FY2022-2026 TIP focuses on system preservation over expansion as well as an emphasis on investment in non-motorized transportation facilities that shall support environmental protection and enhancement.

Finally, the FY 2022-2026 TIP strongly supports additional public transit systems services aimed at reducing single-occupant vehicle usage on the roadway network, and vehicle carbon emissions which contribute to climate change.

**Enhance the integration and connectivity of the transportation system, across and between modes.**

The FY 2022-2026 TIP sets forth a program projects that support the integration and connectivity goals of the transportation system. Roadway network improvements focus on enhancing the existing system while simultaneously providing key new connections. Investments across all surface transportation modes will expand travel options for community residents.

The FY 2022-2026 TIP 2045 additionally builds upon the multi-modal plans and programs of the 2045 MTP previous adopted metropolitan transportation plans where freight movements, transit system use, bicycling, and walking play an increased regional role. Programmed projects for public transit, bicycling, and walking promote multi-modal travel while reduced congestion, energy conservation, vehicle emissions, and generating quality of life improvements.

### **Promote efficient system management and operation**

The BMCMPPO's local partners have refined pavement, bridge, traffic, and transit asset management systems. These systems allow responsible jurisdictions to monitor system performance, identify deficiencies, specify needs, and then define target projects to address needs.

Pavement, bridge, traffic, transit and other asset management systems provide state and local jurisdictional authorities the ability to use existing transportation facilities more efficiently and effectively in response to every changing system needs. All jurisdictions within the BMCMPPO are continuously updating individual asset management systems to address Americans with Disabilities Act (ADA) needs and to establish multi-modal investment priorities.

Bloomington Transit, IU Campus Bus and Rural Transit have mature asset and system management practices that promote safety, mobility and more efficient use of their existing transportation infrastructure as evidenced by the employment of information management, fleet maintenance and acquisition, marketing, schedule adherence and strategic planning, all contributing to public transit systems that successfully provides an alternative to automobiles.

### **Emphasize the preservation of the existing transportation system.**

System preservation is a key tenet of the 2045 MTP guiding principles vision and goals. The 2045 MTP advocates a "fix it first" methodology to ensure that maintenance and system preservation represent a higher priority over investments that would expand the capacity of existing roads or the creation of new corridors. The FY 2022-2026 TIP reflects this policy approach.

All newly proposed FY 2022-2026 TIP roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within the FY 2022-2026 TIP follow changes in land use thereby necessitating modernization investments for roadway safety, updated design standards, and the accommodation of multi-modal transit, bicycle and pedestrian users.

## **Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.**

The Monroe County Emergency Management Agency (EMA) is the local community's lead for crisis and disaster response. The MPOs local partners have representation on the Local Emergency Planning Committee. The EMA additionally works in close cooperation with Community Organizations Active in Disaster (COAD) for Monroe County as well as District 8 Indiana EMA, a multi-county regional EMA. Established local asset management systems allow for the timely assessment, speedy repair and recovery from unexpected infrastructure damage. Bloomington and Monroe County have long operated storm water utilities that manage such infrastructure and provide for its maintenance and enhancement over time. All programmed roadway corridors include storm water runoff control as a mandatory design component.

## **Enhance travel and tourism.**

Monroe County and the City of Bloomington are historically recognized throughout the Midwest United States and Indiana as major travel and tourism destinations for:

- *Arts and Cultural Opportunities* within and outside of the Indiana Arts Commission's recognized Bloomington Entertainment and Arts District (BEAD). BEAD includes the "what to do" element of art galleries, museums, cultural centers, historic landmarks, and regional trails. The "what to eat" element of BEAD incorporates American and International cuisine restaurants, food trucks and carts, coffee & sweet shops, bars & pubs, breweries, and wineries and distilleries. BEAD's "where to stay" element includes hotels and motels, inns and Bed & Breakfasts, cabins and guesthouses, apartments and suites.
- *Outdoor Recreation Opportunities* given the presence of the Hoosier National Forest, the Charles C. Deam Wilderness Area, the Morgan-Monroe State forest, the Paynetown State Recreational Area, Lake Monroe, Lake Lemon, Griffy Lake Reservoir, nature preserves, hiking/biking trails, extensive county and community parks, recreational facilities, and alternative transportation multimodal pathway systems offering a full range of alternative active or passive recreational choices for all residents and visitors.
- *Major "Big Ten Conference" Sporting Events and Cycling Events* throughout the Indiana University academic calendar, including the women's and men's Little 500 Bike Races on the Indiana University Campus and the Bloomington Bicycle Club's Hilly Hundred Bike Ride.
- Regional and local retail shopping locations, and

- Access to high quality research through the Indiana University School of Medicine, major regional health care providers, diverse health care services, and regional health care facilities.

Given this context of travel and tourism, Monroe County and the City of Bloomington will maintain and continually modernize existing multimodal transportation system corridors for diverse travel and tourism needs while continually expanding pedestrian and bicycle infrastructure investments with new investments directed toward safety, convenience and seamless connectivity.

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# Appendix B:

## Performance-Based Transportation Planning Targets

### Introduction

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act (P.L. 112-141) established new requirements for transportation planning performance management. The following National performance goals meet established in seven (7) key areas in accordance with 23 USC 150: *National Performance Measure Goals*. Individual States and MPOs must establish performance targets in support of the national goals. The national performance goals for Federal Highway Administration (FHWA) programs are:

- **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 the elimination of delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The following discussion notes each of these key areas.

### Performance Measures

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to 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 (23 CFR 450.306(d)), and the collection of data for the INDOT asset management plan for the National Highway System as specified in 23 CFR 450.314(h).

The FTA's performance measures for Transit Asset Management are published and currently in effect. FHWA currently has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

INDOT along with the MPOs and FHWA will continue collaborating to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) shall require modification reflecting this information.

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

### ***Safety Target Performance Measures***

INDOT, the MPOs, FHWA, and the Indiana Criminal Justice Institute (ICJI) actively discuss and collaborate on the Indiana's Safety Performance Measures and Safety Performance Targets. INDOT initially submitted Safety Performance Target Measures in 2018 followed by an updated 2020 target submission.

Indiana's MPOs collectively support INDOT's Safety Targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and the Indiana's MPOs use HSIP along with other funding sources for the implementation of safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five specific safety performance measures are:

- Number of fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of non-motorized fatalities and non-motorized serious injuries

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agreed in January 2020 to support the 2020 safety targets established by the Indiana Department of

Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration.

The Indiana Department of Transportation's projected 2020-2021 safety maximum targets based on five-year rolling averages received by the BMCMPPO on September 30, 2020 are:

- Projected 2020 Number of Fatalities = 907.7
- Projected 2020 Number of Serious Injuries = 3,467.4
- Projected 2020 Fatality Rate (fatalities per 100 million miles traveled) = 1.097
- Projected 2020 Serious Injury Rate (injuries per 100 million miles traveled) = 4.178
- Projected 2020 Total Number of Non-Motorist Fatalities and Serious Injuries = 405.9
  
- Projected 2021 Number of Fatalities = 832
- Projected 2021 Number of Serious Injuries = 3,427
- Projected 2021 Fatality Rate (fatalities per 100 million miles traveled) = 1.057
- Projected 2021 Serious Injury Rate (injuries per 100 million miles traveled) = 4.355
- Projected 2021 Total Number of Non-Motorist Fatalities and Serious Injuries = 422

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the *2045 Metropolitan Transportation Plan* and the *FY 2022 - 2026 Transportation Improvement Program*. The BMCMPPO Policy Committee approved this action at a regularly scheduled meeting on October 9, 2020.

### ***Pavement Condition Target Performance Measures***

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agreed in October 2018 to support the 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation (INDOT) as reported to the Federal Highway Administration (FHWA). The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition

The BMCMPPO agreed to support the Indiana Department of Transportation's 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation for reporting 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 BMCMPPO will support the Pavement Condition targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

### ***Bridge Performance Measures***

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agreed in October 2018 to support the Indiana Department of Transportation's 2019 and 2021 statewide National Highway System (NHS) Bridge Condition targets for the following performance measures:

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

The BMCMPPO will support the 2019 and 2021 NHS Bridge Condition targets established by the Indiana Department of Transportation for reporting 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 BMCMPPO will support the NHS Bridge Condition targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

### ***System Performance***

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess National Highway System (NHS) truck travel time reliability and interstate freight reliability targets, and performance measures for on-road mobile source emissions consistent with the national Congestion Mitigation and Air Quality (CMAQ) Program.

### ***NHS Truck Travel Time Reliability Targets***

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) 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 are as follows:

- Level of Travel Time Reliability on Interstate
- Level of Travel Time Reliability on non-Interstate NHS

The BMCMPPO agrees to support the 2019 and 2021 NHS Truck Travel Time Reliability targets established by the Indiana Department of Transportation for reporting 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 BMCMPPO 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 BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

#### ***Interstate Freight Reliability Targets***

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) 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 following performance measure:

- Interstate Freight Reliability

The BMCMPPO agrees to support the 2019 and 2021 Interstate Freight Reliability targets established by the Indiana Department of Transportation for reporting 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 BMCMPPO 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 BMCMPPO 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 (BMMPO) 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.

- CMAQ project reduction volatile organic compounds (VOC)
- CMAQ project reduction carbon monoxide (CO)
- CMAQ project reduction oxides of nitrogen (NO<sub>x</sub>)
- CMAQ project reduction particulate matter less than 10 microns (PM<sub>10</sub>)
- CMAQ project reduction particulate matter less than 2.5 microns (PM<sub>2.5</sub>)

The BMCMPPO agrees to support the 2019 and 2021 On-Road Mobile Source Emission reduction targets established by the Indiana Department of Transportation for reporting 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 (NO<sub>x</sub>) reduction of 1,600 kilograms per day
- 2019 Particulate Matter (PM<sub>10</sub>) less than 10 microns reduction of 0.30 kilograms per day
- 2019 Particulate Matter (PM<sub>2.5</sub>) 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 (NO<sub>x</sub>) reduction of 2,200 kilograms per day
- 2021 Particulate Matter (PM<sub>10</sub>) less than 10 microns reduction of 0.50 kilograms per day
- 2021 Particulate Matter (PM<sub>2.5</sub>) less than 2.5 microns reduction of 30 kilograms per day.

The BMCMPPO has and will continue 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 BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

### ***Transit Performance Measures***

The Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. The Federal Transit Administration (FTA) initially extended that deadline to January 1, 2018. The Planning Rule requires each MPO to establish targets not later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. The adopted BMCMPPO 2045 Metropolitan Transportation Plan recognizes the following FY 2021 targets established by Bloomington Transit (BT) in the following categories:

- ***Bloomington Transit Rolling Stock (Revenue Vehicles):*** Percent of revenue vehicles that have met or exceeded their useful life benchmark.
  - *FY 2021 Rolling Stock Target = 25%.*
  - *FY 2021 Cutaway Bus Target = 0%.*
  - *FY 2021 Minivan Target = 0%.*
  
- ***Bloomington Transit Equipment:*** Percent of service vehicles that have met or exceeded their useful life benchmark.
  - *FY 2021 Non-revenue automobiles = 35%*
  - *FY 2021 Trucks = 0%*
  - *FY 2021 Vans = 70%*
  - *FY 2021 Bus Wash = 100%*
  - *FY 2021 Forklift = 100%*
  
- ***Bloomington Transit Facility:*** Percent of facilities rated below 3 on the condition scale.
  - *FY 2021 Administration/Maintenance facility - 0%*
  - *FY 2021 Passenger facility (downtown transit center) - 0%*

# Appendix C:

## Environmental Justice

### Introduction

The U.S. Environmental Protection Agency defines Environmental Justice as “fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.”

### Federal Statutes

Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, or be denied the benefits of, or be subjected to discrimination under any provision or activity of federal aid recipients, sub-recipients or contractors. Title VI established a standard of conduct for all Federal activities that prohibits discrimination.

Executive Order 12898, issued on February 11, 1994 titled *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and the President’s Memorandum on Environmental Justice, directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on “minority populations and low-income populations”.

The institution of environmental justice (EJ) ensures equal protection under federal laws, including the following:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252),
- The National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. § 4321;
- The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended, 42 U.S.C. § 4601
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*) as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- The Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability)

All policies, programs, and other activities undertaken, funded, or approved by the FHWA, FTA, or other US DOT components must comply with EJ requirements from initial concept development through post-construction operations and maintenance (policy decisions, systems planning, project development and NEPA review, preliminary design, final design, right of way, construction, operations, and maintenance).

The underlying principle of Title VI for the *2045 Metropolitan Transportation Plan* is that minority and low-income residents should:

- Participate in the planning process;
- Benefit from planned transportation improvements; and
- Not bear an unfair burden of the environmental impacts.

The *2045 Metropolitan Transportation Plan* estimates growth patterns using 2010 Census data and future transportation needs which aid in assessing the benefits and burdens that future transportation projects might have on traditionally disadvantaged populations. Plan development provides growth projections to evaluate opportunities for all populations to provide input (Public Participation Plan), assess the effects of future decisions on neighborhoods, the environment, and the economy, and help ensure that the benefits and impacts of future transportation systems are equally distributed.

## **Methodology & Results**

The *2045 MTP* environmental justice methodology relied upon demographic and socioeconomic data from the U.S. Bureau of the Census, *American Community Survey (ACS) 2013-2017 Five-Year Estimate, Poverty Status* for each of Monroe County's sixteen (16) Census Tracts. Examinations of each census tract incorporated estimates of total population in relation to minority populations and percentage of population below poverty status. **Table 1** summarizes the percentage of non-white and below poverty populations per Census Tract for Monroe County given currently available data. Individual Census Tract identifications relied on two environmental justice characteristics:

- *High minority population tracts where 50 percent or more of the residents in the tract consists of "minority" populations; and*
- *Low income tracts where 50 percent or more of the individuals within the tract are classified as living below poverty level.*

Monroe County census tracts with 50 percent or more of either of the two environmental justice characteristics identify locations of importance for transportation planning and project

development needs. The identified areas with high proportions of minority population and poverty levels within Monroe County encompass:

- **Census Tract 1** covering the Bloomington Central Business District and immediate surrounding areas;
- **Census Tract 2.01** covering the northern portion of the Indiana University campus;
- **Census Tract 2.02** covering the southern portion of the Indiana University campus;
- **Census Tract 6.01** covering the west portion of the City of Bloomington
- **Census Tract 6.02** covering the northwestern portion of the City of Bloomington; and
- **Census Tract 16** covering the area north of downtown Bloomington and immediately northwest of the Indiana University campus.

**Figure 1** illustrates the Monroe County census tracts with 50 percent or more of the two environmental justice characteristics subject to compliance for current or future transportation system projects. The *2045 Metropolitan Transportation Plan* does not foresee any residential project displacements, commercial project displacements or adverse environmental impact for any project within Monroe County's identified Environmental Justice census tracts.

The Environmental Justice census tracts identified for this plan encompass most of the Indiana University campus and/or have high concentrations of off-campus housing desired by the university's student populations. The high percentage below poverty classification for these tracts is very likely a reflection of the large number of students residing within geographically established boundaries. Furthermore, Tract 2.02 has a high minority proportion possibly reflecting international student residents. By comparison, the Bloomington Housing Authority manages a large low-income housing complex within Tract 6.01 as do several other agencies within this tract. Tract 6.01 is close to meeting the EJ characteristics, but offers some context when comparing it to the balance of environmental justice census tracts that have high student populations. Projects that are within environmental justice census tracts shall require higher levels of analysis during Red Flag Investigations prior to Transportation Improvement Program (TIP) programming. This in turn may require the need to address specific EJ concerns as a project moves forward with implementation.

Public transit service is an additional Environmental Justice consideration. **Figure 1** provides a useful reference for assessing the spatial relationship between Transit services and Environmental Justice compliance. Bloomington Transit, Indiana University (IU) Campus Bus, and Rural Transit provide transit services within and in close proximity to Indiana University and the downtown area (Tracts 1, 2.01, 2.02, 6.01, 6.02, and 16). Taken together, Bloomington Transit, IU Campus Bus, and Rural Transit provide a thorough range of transit services to all Environmental Justice Tracts within Monroe County. Future transit investments supported by

the *2045 Metropolitan Transportation Plan* shall continue to enhance mobility and service for all Environmental Justice tract populations.

The multi-modal transportation improvements contained in the *2045 Metropolitan Transportation Plan* will benefit areas with a concentration of low-income households through improved mobility and accessibility without having a “disproportionately high” or “adverse” impacts. No households will undergo displacement in implementing transportation improvements within these low-income or high minority areas. Finally, the *2045 MTP* makes multi-modal transportation investments within, and to, low-income areas ensuring that low-income groups receive a proportionate share of benefits, without enduring adverse social, economic or environmental impacts. Given these consideration factors, the *2045 Metropolitan Transportation Plan* is in compliance with Title VI relative to Environmental Justice.

### **Environmental Justice Conclusions**

**Table 1** and **Figure 1** define current Monroe County Environmental Justice census tracts with respective minority populations and poverty thresholds meeting Title VI requirements as they relate to transportation planning. Census tracts 1, 2.01, 2.02, and 16 illustrate a high minority population and poverty level concentrations within and surrounding the Indiana University campus. Conversely, environmental justice census tracts 6.01 and 6.02 reflect the City of Bloomington’s poverty levels along the west and northwest corporate boundaries. No other environmental justice areas reside within balance of the metropolitan planning area or more rural areas of Monroe County.

### **Environmental Justice – Future Reassessments**

Future reassessments of identifiable Monroe County environmental justice census tracts will coincide with the release of the 2020 Census data in calendar years 2021-2022. At present (08-17-2020), Indiana’s self-response rate stands at only 67.2% in comparison to a national self-response rate of 63.0%. These low rates are a reflection of the once-in-a-century global and national COVID-19 pandemic plus current domestic economic, social, and political crises exacerbated by the pandemic. The U.S. Census Bureau requested from the U.S. Congress in April 2020 a four-month extension of the 2020 Census allowing for an October 31, 2020, targeted completion given the COVID-19 pandemic plus significant population undercounts in national urban areas with traditionally underrepresented environmental and social justice communities. The U.S. Census Bureau announced in August 2020 a prematurely shortened deadline supported by the national administration of September 30, 2020. This action will effectively limit non-response follow-up (NRFU) within the Bloomington urban area, Monroe County, the State of Indiana, and national communities leading to potentially significant undercounts of total populations plus disproportionate undercounts within vulnerable environmental justice and social justice populations who reside in urban political jurisdictions. The long-term consequential impacts of prematurely shortened statutory reporting deadlines on the Bloomington-Monroe County urban area includes (1) significant multi-million decade-long losses of federal-fund allocations supporting critical local transportation, social, economic, environmental needs, and (2) continued social inequities which local jurisdictions must solely



address without federal support for the linkage of environmental and social justice communities populations to jobs, education, health care, and greater respective jurisdictional communities.

**Table 1 - Monroe County Census Tracts - Environmental Justice Population Estimates\***

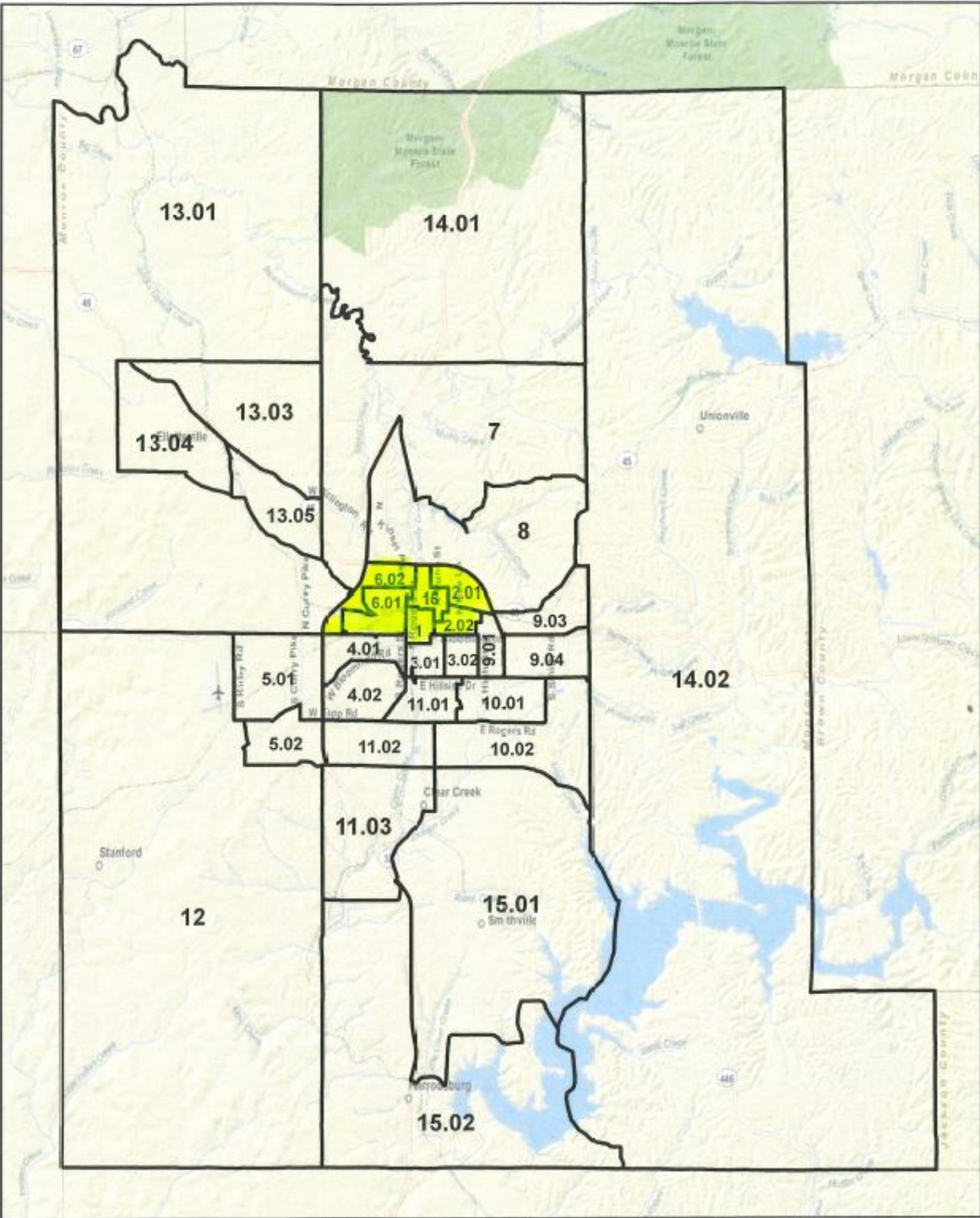
2013-2017 Census Tract	Estimated Population	Estimated White Only**	Estimated Non-White	Estimated % Minority	Est. Population Below Poverty Level	Est. % Population Below Poverty Level
1	5,248	4,651	597	11.4%	3,942	75.1%
2.01	323	53	270	83.6%	243	75.2%
2.02	60	45	15	25.0%	36	60.0%
3.01	3,930	3,332	598	15.2%	1,292	32.9%
3.02	2,871	2,733	138	4.8%	946	33.0%
4.01	4,171	3,329	842	20.2%	1,111	26.6%
4.02	4,697	3,744	953	20.3%	877	18.7%
5.01	4,370	3,903	467	10.7%	699	16.0%
5.02	3,450	2,781	669	19.4%	456	13.2%
6.01	3,956	2,822	1,134	28.7%	2,024	51.2%
6.02	3,428	2,748	680	19.8%	1,842	53.7%
7.00	3,021	2,792	229	7.6%	316	10.5%
8.00	5,713	4,818	895	15.7%	1,223	21.4%
9.01	3,262	2,393	869	26.6%	1,357	41.6%
9.03	5,198	4,145	1,053	20.3%	1,622	31.2%
9.04	5,434	3,214	2,220	40.9%	2,256	41.5%
10.01	5,604	4,601	1,003	17.9%	564	10.1%
10.02	6,032	4,814	1,218	20.2%	721	12.0%
11.01	5,775	4,276	1,499	26.0%	2,147	37.2%
11.02	4,422	3,322	1,100	24.9%	610	13.8%
11.03	2,955	2,762	193	6.5%	328	11.1%
12.00	5,994	5,702	292	4.9%	314	5.2%
13.01	5,780	5,376	404	7.0%	407	7.0%
13.03	5,931	5,677	254	4.3%	303	5.1%
13.04	4,278	4,036	242	5.7%	853	19.9%
13.05	2,122	2,029	93	4.4%	198	9.3%
14.01	2,082	2,018	64	3.1%	115	5.5%
14.02	5,749	5,566	183	3.2%	564	9.8%
15.01	5,593	5,237	356	6.4%	492	8.8%
15.02	2,910	2,818	92	3.2%	326	11.2%
16	4,953	4,336	617	12.5%	3,790	76.5%
<b>TOTAL</b>	<b>129,312</b>	<b>110,073</b>	<b>19,239</b>	<b>14.9%</b>	<b>31,974</b>	<b>24.7%</b>

\*Source: U.S. Census Bureau, ACS 2013-2017 Five-Year Estimate, Poverty Status in the past 12 months, December 2019.

\*\*White alone, not Hispanic or Latino.



Figure 1 - Monroe County, Indiana - Environmental Justice Census Tracts \*



\*Source: U.S. Census Bureau, ACS 2013-2017 Five-Year Estimate, Poverty Status in the past 12 months. Prepared December 2019.

# Appendix D:

## Air Quality and Climate Change Assessments

### Overview

The Clean Air Act of 1970 (CAA 1970) requires the development of a State Implementation Program (SIP) for achieving National Ambient Air Quality Standards (NAAQS) in non-attainment areas. The relationship between transportation planning and air quality planning formalized with the Clean Air Act Amendments of 1990. Locally, this led to the establishment of a direct relationship between projects in the Bloomington-Monroe County Metropolitan Planning Organization's (BMCMPPO) Transportation Improvement Program (TIP) and air quality compliance.

Air quality conformity determinations are required under current federal requirements for major transportation investments in designated air quality "non-attainment" and "maintenance" areas. The composite of major transportation investments contained in a Metropolitan Planning Area's (MPA) Long Range Transportation Plan (LRTP) must therefore demonstrate air quality improvement or, at minimum, no degradation in air quality relative to the "Existing Plus Committed" transportation network. The BMCMPPO study area that includes the urbanized area within Monroe County is an air quality attainment area.

The State of Indiana's Ambient Air Quality Monitoring Network includes the operation of one (1) air quality monitoring site within the Bloomington-Monroe County Metropolitan Planning Area. This monitoring site, located at Binford Elementary School (**Figure F1**) and active since April 1, 2009 ([https://www.in.gov/idem/airquality/files/monitoring\\_network\\_description.xls](https://www.in.gov/idem/airquality/files/monitoring_network_description.xls)), continuously samples fine particulate matter with a diameter of 2.5 microns or less (PM<sub>2.5</sub>) in hourly increments. The creation of this fine particulate matter primarily originates from industrial processes and fuel combustion.

As noted by the Indiana Department of Environmental Management (IDEM), "the annual standard for PM<sub>2.5</sub> is 12.0 micrograms per cubic meter (µg/m<sup>3</sup>). Attainment is determined by evaluating the average of the annual arithmetic means over a three-year period. The three-year average of the weighted annual mean of PM<sub>2.5</sub> concentrations from a single monitor must be less than or equal to 12.0 µg/m<sup>3</sup>. A monitor that measures 12.05 µg/m<sup>3</sup> or higher identifies as nonattainment. The annual site design value is the average of the annual mean over three-years. An annual mean is the average of that year's four quarterly averages, unrounded. A quarterly mean is the average of all available data from the respective quarter. The annual site design value rounds to one decimal place. The United States Environmental Protection Agency (USEPA) revised the annual standard for fine particulate matter on December 14, 2012. This standard was effective March 18, 2013. Therefore, design values are not comparable to the new annual standard until the year ending 2013."

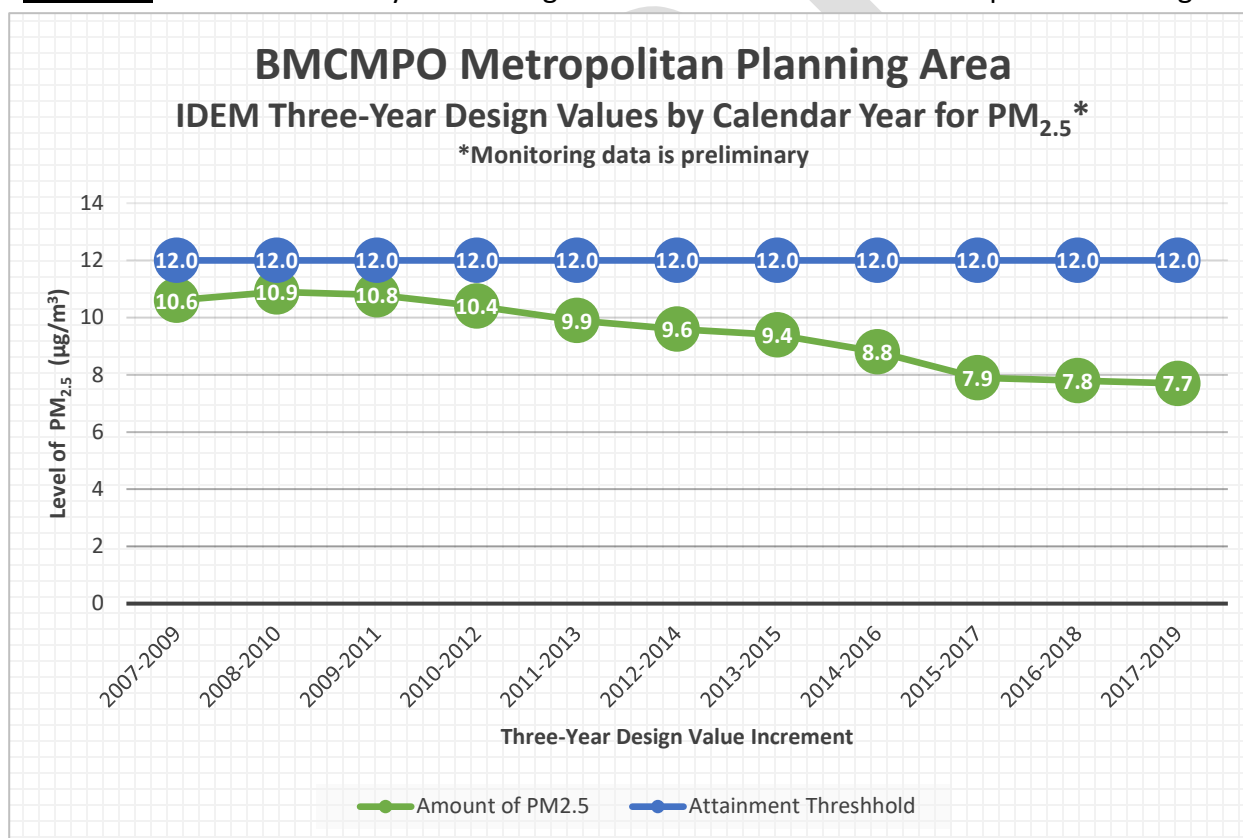
IDEM’s PM<sub>2.5</sub> Annual Monitoring Data from April 2009 through July 31, 2019 for the Bloomington-Monroe County Binford Elementary School site shows a consistent PM<sub>2.5</sub> decline within the urban area from 10.62 µg/m<sup>3</sup> to 7.70 µg/m<sup>3</sup> (**Table F1**). As previously noted, a monitor that measures 12.05 µg/m<sup>3</sup> or higher achieves nonattainment status.

The 2017-2019 three-year design value for the Bloomington-Monroe County PM<sub>2.5</sub> monitor is 18 µg/m<sup>3</sup>. Reference data are available at [https://www.in.gov/idem/airquality/files/monitoring\\_quick\\_view\\_pm25.xls](https://www.in.gov/idem/airquality/files/monitoring_quick_view_pm25.xls).

### Air Quality Compliance

Monroe County and the City of Bloomington currently meet federal air quality standards, and the region is therefore in “attainment” for criteria pollutants. The NAAQS set limits on atmospheric concentrations of six criteria pollutants—lead, carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone, and particulate matter—that cause smog, acid rain, and other health hazards.

**Figure F1:** Annual Air Quality Monitoring Data within the BMCMPPO Metropolitan Planning Area.



A conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area. The projects programmed in the *2045 Metropolitan Transportation Plan* should therefore result in an improvement to air quality given a system-wide investment focus on multimodal safety, maintenance and preservation, public transit, and

bicycle/pedestrian facilities. The travel demand model analysis completed for the *2040 Metropolitan Transportation Plan* indicates that vehicle miles of travel (VMT) will increase for the “No-Build, Do-Nothing” (Existing Plus Committed) and alternative transportation network over the next two decades years given forecast assumptions about:

- System-wide roadway network volume-to-capacity ratios;  
Roadway network miles operating below Level-of-Service “C”;  
Vehicle-miles of travel on facilities operating on below Level-of-Service “C”;  
Congested vehicle-hours of travel; and  
Total vehicle-miles of travel.

The BMCMPPO travel demand forecast model suggests that air quality could degrade over the Year 2045 forecast period if agencies within the Bloomington and Monroe County Metropolitan Planning Area make no further major transportation investments for system preservation. This finding assumes (1) continued growth of vehicles miles of travel, (2) a correlation of congestion and air quality to vehicle speeds, (3) total vehicles, and (4) vehicle miles of travel. Simply stated, an increase in mobile source generated carbon monoxide and ozone (hydrocarbons and nitrous oxides) could occur under a “no-build” Transportation Plan alternative scenario.

Conversely, the most favorable of the Travel Demand Model scenario alternatives for air quality (e.g., “Peak Oil”, a quantitative decrease of overall urban area vehicle miles traveled or a dedicated policy of a compact urban form, e.g., “Urban Infill”) documented in the *2040 Metropolitan Transportation Plan* and the *2045 Metropolitan Transportation Plan* focus on (1) public transportation and alternative transportation without adding capacity and (2) emphasizing system-wide capacity preservation and maintenance that could result in air quality improvements over the no-build condition through the achievement of reductions in:

- System-wide volume-to-capacity ratios;  
Congested roadways;  
Vehicle miles of travel on congested roadways;  
Congested vehicle hours of travel; and  
Continued implementation of federal automobile fuel efficiency standards (i.e., corporate average fuel economy known as “CAFE”).

Forecast growth in population, employment, households, and real disposable income will bring about increased transportation demands within the BMCMPPO Metropolitan Planning Area during the forecast period extending to Year 2045 under current economic assumptions. The recommendations of the *2045 Metropolitan Transportation Plan* will, however, contribute to overall air quality improvement through a systematic application of transportation capacity preservation, minimal capacity expansion projects, and continued multi-modal system growth of the public transportation, bicycle, and pedestrian systems.

One additional note not accounted for in the BMCMPPO travel demand modeling process involves a formal national-level rollback of the CAFE

(<https://www.federalregister.gov/documents/2009/03/30/E9-6839/average-fuel-economy-standards-passenger-cars-and-light-trucks-model-year-2011>) fuel economy standards for cars, light trucks and SUVs announced by the U.S. Department of Transportation and the Environmental Protection Agency on March 30, 2020. Final Rules published in the Federal Register (<https://www.regulations.gov/docket?D=NHTSA-2018-0067>) and (<https://www.regulations.gov/docket?D=EPA=HQ-OAR-2018-0283>) redirects Corporate Average Fuel Economy (CAFE) standards for vehicle manufacturers. This new federal rule takes effect in late calendar year 2020 directs manufacturers to achieve a 1.5% annual increase in vehicle fuel efficiency in place of a 5% annual increase under the current rule issued in 2012. Under this final federal rule issuance, new cars would have to average approximately 40 miles per gallon instead of closer to 50 miles per gallon by 2026. The major consequence of this decision is (1) an increased scientifically modeled probability of increased vehicle emission air pollutants, (2) a scientific modeled concomitant increase in atmospheric warming, and (3) scientifically documented climate change. A protracted set of near-term legal challenges are expected over the course of the next 1-3 calendar years. The transportation sector of the national economy is the largest source of climate change greenhouse gases in the United States according to USEPA scientifically documented data.

The USEPA *Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, External Review* ([https://www.epa.gov/sites/production/files/2019-09/documents/draft\\_policy\\_assessment\\_for\\_pm\\_naaqs\\_09-05-2019.pdf](https://www.epa.gov/sites/production/files/2019-09/documents/draft_policy_assessment_for_pm_naaqs_09-05-2019.pdf)) rigorously demonstrated that lowering particulate matter (PM) standards could save upward of 67,000 lives nationally. The USEPA nevertheless announced in April 2020 a proposal to retain, without changes, the National Ambient Air Quality Standards (NAAQS) for particulate matter (PM) including both fine particles (PM<sub>2.5</sub>) and coarse particles (PM<sub>10</sub>).

In July 2020, the Council on Environmental Quality (CEQ) published in the *Federal Register* a Final Rule to “modernize” National Environmental Policy Act (NEPA) Regulations. The final rule, the first major update to the CEQ regulations since their promulgation in 1978, will become effective on September 14, 2020

The final rule includes significant changes to the analysis of effects and alternatives including:

- Changes the definition of “major federal action,” which triggers NEPA review
- Eliminates direct, indirect, and cumulative effects (e.g., Climate Change), and focusing the analysis on effects that are reasonably foreseeable and that have a reasonably close causal relationship to the proposed action. The terms “reasonably foreseeable” and “reasonably close” are not quantifiably defined with scientific rigor thereby leaving them open to non-scientific legal arguments and/or interpretations.
- Redefines the term “reasonable alternatives” so that they must demonstrate technical and economic feasibility, and meet the proposed action purpose and need.

- Repeals the specific requirement to consider cumulative effects normally used for climate change analysis thereby undercutting substantive scientifically documented climate change data published since the mid-1800s in the United States and within Indiana by Purdue University and Indiana University climate scientists.
- Newly emphasizes the “need for disclosure” in contrast to a traditional focus on public participation. Public comments must have high specificity, and comment submissions must occur during prescribed comment periods. Agencies need only respond to “*substantive*” comments. Comments or objections not submitted within prescribed definitions will be deemed “*forfeited as unexhausted.*” Agencies would have the *discretionary* need for public meetings or hearings, formally a critical element in the development of an Environmental Impact Statement (EIS). The CEQ proposed rule additionally *eliminates* a mandatory 30-day comment period on Final Environmental Impact Statements (FEISs).

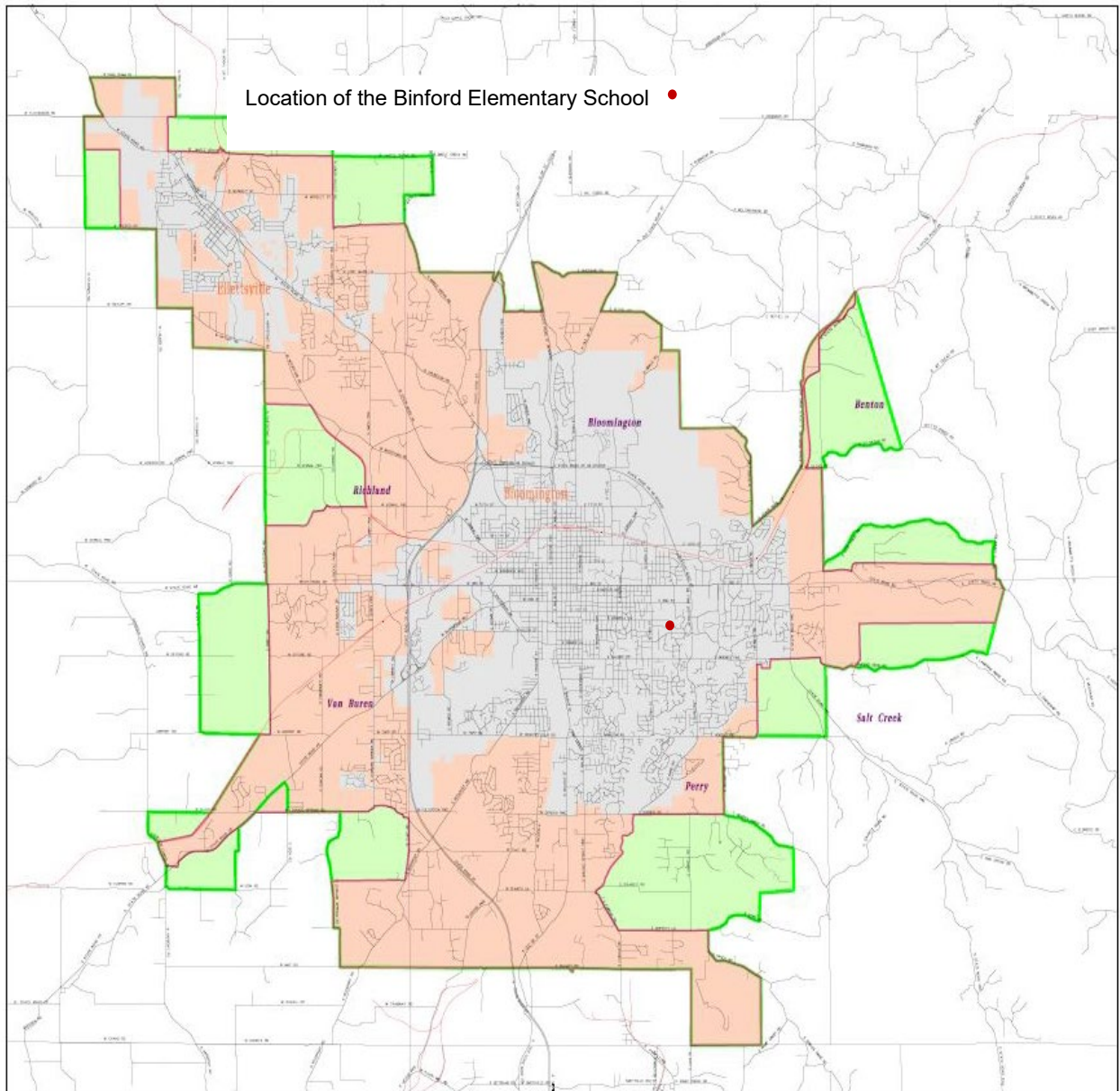
## Climate Change Scientific Assessments

Climate Change is a critical concern of the Bloomington-Monroe County Metropolitan Planning Organization. Climate change represents an immediate, near-term, and long-term threat to human health, welfare, economic activity, existing public infrastructure investments, public water resources, agriculture, forestry, energy generation and use, foreseen urban environments, and aggregate regional ecosystems. Climate change within the context of the *2045 MTP* means the long-term rise in the average temperature of the Earth’s climate system, a major aspect of climate change scientifically demonstrated by direct temperature measurements and by measurements of various effects of the warming.

The *Indiana Climate Change Impacts Assessment* (<https://docs.lib.purdue.edu/climatetr/2/>) identifies rising average annual temperatures and rising average annual precipitation for more than a century as the most significant climate change threats to the State of Indiana’s residents, Indiana’s food system, and the state’s economic viability. The conclusion of this March 2018 scientific study notes:

- *“This assessment documents that significant changes in Indiana’s climate have been underway for over a century, with the largest changes occurring in the past few decades. The findings in this assessment highlight the projected future changes using two scenarios representing the rise of heat-trapping gases over the next century. These projections generally suggest that the trends that are already occurring will continue and the rates of these changes will accelerate. They indicate that Indiana’s climate will warm dramatically in the coming decades, particularly in summer. Both the number of hot days and the hottest temperatures of the year are projected to increase markedly. Indiana’s winters and springs are projected to become considerably wetter, and the frequency and intensity of extreme precipitation events are expected to increase, although more research is needed in this area to better determine the details.”*

Climate change vulnerabilities for Monroe County documented through additional independent scientific research by the Indiana University Environmental Resilience Institute (<https://hri.eri.iu.edu/index.html> and (<https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead>) further identifies primary community metrics in a geographic information system (GIS) format identifying



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Planning Department



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forecast events of extreme temperatures, the alteration of precipitation levels, climate impacts on land use, and sociological/demographic individualities.



## **Climate Change Scientific Assessment Conclusions**

Irrefutable scientific data from the U.S. Environmental Protection Agency, the Indiana Department of Environmental Management, Purdue University, Indiana University, and countless national and international sources document climate change currently underway within the State of Indiana and the metropolitan planning area. This scientific fact has profound implications for resident health, economic livelihood, and all infrastructure. Planning for climate change adaptation is a critical next step (<https://www.epa.gov/arc-x/planning-climate-change-adaptation>).

Draft

## Appendix E: BMCMPPO Complete Streets Policy

The list of *FY 2022-2026 Transportation Improvement Program* projects identified within this section were subject to a BMCMPPO *Complete Streets Policy* review. Complete Streets are roadway projects 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.

The BMCMPPO's adopted Complete Streets Policy creates an equitable, balanced, and effective transportation system for all types of users integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the local community. The adopted Complete Streets Policy website posting is <https://bloomington.in.gov/sites/default/files/2019-02/BMCMPO%20Complete%20Streets%20Policy%20-%20FINAL%20-%20ADOPTED%2011-09-18.pdf>.

The following **Table X-x**, 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 adopted by the BMCMPPO 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 X-x** details the Transportation Improvement Program Project Prioritization Criteria using Complete Streets guidance reaffirmed by the Policy Committee in 2020.

**Table X-1: Recommended Place Measures and Metrics\***

PLACE MEASURE	APPLICATION SCALE	METRIC
<p><b>PLACE</b> 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.</p>		
<b>Quality of bicycling environment</b>	Project	<ul style="list-style-type: none"> <li>• Width of bicycle facilities</li> <li>• Pavement condition of bicycling facility</li> <li>• Bicyclist level of comfort. Comfort is in accord with separation of traffic, volume and speed of cars</li> <li>• Right turn on red restrictions</li> </ul>
<b>Quality of pedestrian environment</b>	Project	<ul style="list-style-type: none"> <li>• Crossing distance and time</li> <li>• Presence of enhanced crosswalks</li> <li>• Wait time at intersection</li> <li>• Width of walking facility</li> <li>• Right turn on red restrictions</li> <li>• Planting of new or maintaining existing trees</li> </ul>
<b>Quality of transit environment</b>	Project	<ul style="list-style-type: none"> <li>• Transit Level of Service/Multimodal Level of Service (MMLOS) at segment and/or intersection</li> <li>• Quality of accommodations for passengers at stops</li> <li>• Presence of wayfinding and system information</li> <li>• Real-time arrival information</li> <li>• Off-board payment option</li> </ul>
<b>Resident participation</b>	Project	<ul style="list-style-type: none"> <li>• Number of responses gathered</li> <li>• Number of people at meetings</li> </ul>
<b>Quality of automobile trips</b>	Project	<ul style="list-style-type: none"> <li>• Travel lane pavement condition</li> </ul>
<p><b>CRASH RISK</b> Safe travel is a fundamental transportation goal. Safety measures should watch for elements associated with injurious crashes and those associated with perceptions of safety.</p>		
<b>Compliance with posted speed limit</b>	Project	<ul style="list-style-type: none"> <li>• Percentage of drivers exceeding the posted speed limit</li> <li>• Match between target speed, design speed, and 85<sup>th</sup> percentile</li> </ul>
<b>Crashes</b>	Project	<ul style="list-style-type: none"> <li>• Number of crashes by mode on project (before and after)</li> <li>• Crash severity by mode and location</li> </ul>
<b>Crashes</b>	Network	<ul style="list-style-type: none"> <li>• Total Number</li> <li>• Rate and location by mode</li> </ul>
<b>Fatalities</b>	Project	<ul style="list-style-type: none"> <li>• Number of fatalities by mode on project (before and after)</li> </ul>
<b>Fatalities</b>	Network	<ul style="list-style-type: none"> <li>• Number of fatalities suffered by all modes</li> </ul>

**Table X-1: Recommended Place Measures and Metrics (continued)**

PLACE MEASURE	APPLICATION SCALE	METRIC
<p><b>EQUITY</b>                      Transportation services impact some populations and neighborhoods more than others. In project selection and evaluation, the distribution of impacts and benefits should examine the needs for traditional disadvantaged populations.</p>		
<b>Auto trips</b>	Project	<ul style="list-style-type: none"> <li>Driving trips as portion of total trips along project</li> </ul>
<b>Auto trips</b>	Network	<ul style="list-style-type: none"> <li>Driving trips to primary and secondary schools</li> <li>Vehicle Miles Traveled (VMT) per capita</li> <li>Driving commutes to work as portion of total commutes to work</li> </ul>
<b>Bicycle trips</b>	Project	<ul style="list-style-type: none"> <li>Bicycling trips as portion of total trips along project</li> </ul>
<b>Bicycle trips</b>	Network	<ul style="list-style-type: none"> <li>Bicycling trips as portion of total trips</li> <li>Bicycling commutes to work as portion of total commutes to work</li> </ul>
<b>Transit trips</b>	Network	<ul style="list-style-type: none"> <li>Transit trips as portion of total trips</li> <li>Transit commutes to work as portion of total commutes to work</li> </ul>
<b>Walk trips</b>	Project	<ul style="list-style-type: none"> <li>Walk trips as portion of total trips along project</li> </ul>
<b>Walk trips</b>	Network	<ul style="list-style-type: none"> <li>Walk trips as portion of total trips in community</li> <li>Walk commutes to work as portion of total commutes to work</li> </ul>

Source: BMCMPPO, Complete Streets Policy, November 2019.

The following Complete Streets Policy Project Prioritization Criteria serves the BMCMPPO 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).

**Table X-2 BMCMPPO Transportation Improvement Program – Project Prioritization Criteria**

BMCMPPO TIP - Project Prioritization Criteria			
	Weighting	Yes = 1, No = 0	
<b>System Preservation and Maintenance</b>			
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			
	<b>Total</b>	<b>0</b>	
<b>Safety</b>			
<b>Project addresses a known high crash risk location</b>			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%		
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations			
<b>Project incorporates strategies that reduce crash risk</b>			
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			
	<b>Total</b>	<b>0</b>	
<b>Multi-Modal Options</b>			
<b>Project incorporates Multi-Modal solutions</b>			
Project located along existing transit service	20%		
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			
	<b>Total</b>	<b>0</b>	
<b>Congestion Management</b>			
<b>Project incorporates congestion management strategies</b>			
Grade separation or dedicated travel space for individual modes	10%		
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			
	<b>Total</b>	<b>0</b>	
<b>Health and Equity</b>			
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			
	<b>Total</b>	<b>0</b>	
<b>Consistency with Adopted Plans</b>			
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			
	<b>Total</b>	<b>0</b>	
<b>Context Sensitivity and Land Use</b>			
<b>Project contributes to the sense of place and matches the surrounding land use</b>			
Project balances the need to move people with other desirable outcomes	15%		
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			
<b>Project supports high quality growth and land use principles</b>			
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			
	<b>Total</b>	<b>0</b>	
<b>Overall Total</b>		<b>0</b>	

Source: BMCMPPO, Complete Streets Policy, November 2019.

**BMCMPO FY 2022-2026 TIP  
New Projects Evaluated for Complete Streets Policy Compliance**

<b>Project</b>	<b>Brief Description</b>	<b>Compliant</b>	<b>Exempt</b>	<b>N/A</b>
<b>Crosswalk Safety Improvements</b>	<b>Safety</b> - Install or enhance pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge islands throughout the City of Bloomington prioritized to focus on areas of low accessibility compliance and high crash risk.	•		
<b>Downtown Curb Ramps - Phase IV</b>	<b>Safety</b> - Install or improve pedestrian curb ramps including new pedestrian curb ramps and refuge areas if high conflict between pedestrians and vehicular traffic in and near downtown Bloomington.	•		
<b>High St. Intersection Modernization &amp; Multiuse Path</b>		•		
Old SR 37 at Dillman Rd. Intersection Improvement	<b>Safety – Intersection improvements with dedicated turn lanes, crosswalks, sidewalks and multi-use path for a conventional traffic signal or, alternatively, a roundabout construction if topography, roadway grades, as available land will allow for construction to reduce crash frequency and crash severity.</b>	•		
West 2 <sup>nd</sup> St. Modernization & Safety Improvements		•		

Note: The BMCMPO Complete Streets Policy does not apply to Bloomington Transit, IU Campus Bus, and Rural Transit projects.

# Appendix F:

## Plan Development & Public Involvement Methodology

### Introduction

The FY 2022-2026 Transportation Improvement Program prepared by the BMCMPO staff relied on consultation guidance from the Federal Highway Administration-Indiana Division, The Federal Transit Administration (FTA) Region 5 office, the Indiana Department of Transportation Indianapolis central office and Seymour District staff, Monroe County, the Town of Ellettsville, Rural Transit, Bloomington Transit, IU Campus Bus, and the City of Bloomington.

This appendix highlights the public outreach efforts used by the MPO throughout development of the FY 2022-2026 TIP from March 2021 to September 2021 with guidance from federal, state, and local partners. The BMCMPO demonstrated explicit consideration and response to public input received during the development of the Transportation Improvement Program. The BMCMPO sought out and considered the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. The BMCMPO provided an additional opportunity for public comment on the Transportation Improvement Program made available for public comment given Centers for Disease Control and Prevention (<https://www.cdc.gov/>) constraints of the ongoing COVID-19 Pandemic.

The staff focused on an extensive public involvement/public input process through open virtual public meetings of the BMCMPO Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee. The adoption of Centers for Disease Control and Prevention (CDC) COVID-19 guidelines as a preventative safety measure beginning in April 2020 and continuing through calendar year 2021 necessitated a shift to virtual digital platforms for all meetings using Zoom and Facebook Live. All meetings of the Policy Committee routinely recorded for community viewing by the Citizens Access Television System (CATS <https://www.catstv.net/>) continued uninterrupted throughout FY 2021 and FY 2022 as the staff presented selective elements and the Draft FY 2022-2026 TIP. The Draft FY 2022-2026 TIP had additional postings on the BMCMPO website (<https://bloomington.in.gov/mpo/transportation-improvement-program>) along with a discussion/adoption schedule.

Staff presentations and public meeting discussions adhered to the following schedule throughout calendar year 2021:

- *March 12, 2021 - Policy Committee Meeting*
  - FY 2022-2026 Call for Projects
  - Development Timetable and Approval Schedule
  - Funding Guidance
    - No Rollovers
    - Anticipated Fiscal Year Program Funding Levels

- Additional Guidance
  - Letting Dates
  - Project Designation (DES#) Number Assignments
  - Construction Engineering (CE)
  - HSIP Project Priorities
  - Virtual Public Meeting Expectations
- Application Requirements
  - TIP Project Request Form for existing and new projects
  - Transportation Alternatives Application
  - HSIP Low Cost/Systemic Project Application for INDOT Review/Approval
  - HIS Intersection Improvements
- Application scoring consistent with the adopted BMCMPPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.
- *March 24, 2021 - Technical Advisory Committee Meeting*
  - FY 2022-2026 Call for Projects
  - Development Timetable and Approval Schedule
  - Funding Guidance
    - No Rollovers
    - Anticipated Fiscal Year Program Funding Levels
  - Additional Guidance
    - Letting Dates
    - Project Designation (DES#) Number Assignments
    - Construction Engineering (CE)
    - HSIP Project Priorities
    - Virtual Public Meeting Expectations
  - Application Requirements
    - TIP Project Request Form for existing and new projects
    - Transportation Alternatives Application
    - HSIP Low Cost/Systemic Project Application for INDOT Review/Approval
    - HIS Intersection Improvements
  - Application scoring consistent with the adopted BMCMPPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.
- *March 24, 2021 - Citizens Advisory Committee Meeting*
  - FY 2022-2026 Call for Projects
  - Development Timetable and Approval Schedule
  - Funding Guidance
    - No Rollovers
    - Anticipated Fiscal Year Program Funding Levels
  - Additional Guidance



- Letting Dates
  - Project Designation (DES#) Number Assignments
  - Construction Engineering (CE)
  - HSIP Project Priorities
  - Virtual Public Meeting Expectations
- Application Requirements
  - TIP Project Request Form for existing and new projects
  - Transportation Alternatives Application
  - HSIP Low Cost/Systemic Project Application for INDOT Review/Approval
  - HIS Intersection Improvements
- Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.
- *April 9, 2021 - Policy Committee Meeting*
  - FY 2022-2026 Call for Projects
  - Development Timetable and Approval Schedule
  - Funding Guidance
  - Additional Guidance
  - Application Requirements
  - Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.
- *April 28, 2021 - Technical Advisory Committee Meeting*
  - FY 2022-2026 Call for Projects
  - Development Timetable and Approval Schedule
  - Funding Guidance
  - Additional Guidance
  - Application Requirements
  - Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.
- *April 28, 2021 - Citizens Advisory Committee Meeting*
  - FY 2022-2026 Call for Projects
  - Development Timetable and Approval Schedule
  - Funding Guidance
  - Additional Guidance
  - Application Requirements
  - Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.

- *May 12, 2021- Policy Committee Meeting*
  - FY 2022-2026 Call for Projects
  - Development Timetable and Approval Schedule
  - New Local Project Applications Received
    - Purpose and Need
    - Project Elements
    - Supporting documentation
  - Preliminary Complete Streets scores consistent with the adopted BMCMPPO Complete Streets Policy
    - Crosswalk Safety Improvements
    - Downtown Curb Ramps Phase IV
    - High Street Intersection Modernization and Multiuse Path
    - Old SR 37 at Dillman Road Intersection Safety
    - West 2nd Street Modernization & Safety Improvements
  - Preliminary scoring advancing through the Technical Advisory Committee and the Citizens Advisory Committee May 2021 meetings.
  
- *May 26, 2021- Technical Advisory Committee Meeting*
  - FY 2022-2026 Call for Projects
  - Development Timetable and Approval Schedule
  - New Local Project Applications Received
    - Purpose and Need
    - Project Elements
    - Supporting documentation
  - Preliminary Complete Streets scores consistent with the adopted BMCMPPO Complete Streets Policy
    - Crosswalk Safety Improvements
    - Downtown Curb Ramps Phase IV
    - High Street Intersection Modernization and Multiuse Path
    - Old SR 37 at Dillman Road Intersection Safety
    - West 2nd Street Modernization & Safety Improvements
  - Draft FY 2022-2026 Transportation Improvement Program (Unconstrained)
    - Recommend advancement to the Policy Committee
  
- *May 26, 2021- Citizens Advisory Committee Meeting*
  - FY 2022-2026 Call for Projects
  - Development Timetable and Approval Schedule
  - New Local Project Applications Received
    - Purpose and Need
    - Project Elements
    - Supporting documentation

- Preliminary Complete Streets scores consistent with the adopted BMCMPPO Complete Streets Policy
  - Crosswalk Safety Improvements
  - Downtown Curb Ramps Phase IV
  - High Street Intersection Modernization and Multiuse Path
  - Old SR 37 at Dillman Road Intersection Safety
  - West 2nd Street Modernization & Safety Improvements
- Draft FY 2022-2026 Transportation Improvement Program (Unconstrained)
  - Recommend advancement to the Policy Committee
- *June 11, 2021 - Policy Committee Meeting*
  - Draft FY 2022-2026 Transportation Improvement Program (Fiscally Constrained)
    - Funding the Transportation Improvement Program
    - Projected Revenues and Expenditures for Transit Projects
    - Projected Revenues and Expenditures for Local Projects
    - Projected Revenues and Expenditures for State Projects
  - Performance Based Planning and Performance Measures
    - Safety Target Performance Measures
    - Pavement Condition Target Performance Measures
    - NHS Bridge Condition Target Performance Measures
    - NHS Truck Travel Time Reliability Target Performance Measures
    - Interstate Freight Reliability Target Performance Measures
    - On-Road Mobile Source Emission Target Performance Measures
    - Transit Performance Measures
    - Red Flag Investigations
  - Projects
    - Monroe County
    - City of Bloomington
    - Bloomington Transit
    - Rural Transit
    - Indiana Department of Transportation
  - Appendices
    - Transportation Planning Requirements
    - Performance-Based Transportation Planning Targets
    - Environmental Justice
    - Air Quality and Climate Change Assessments
    - BMCMPPO Complete Street Policy
    - Plan Development & Public Involvement Methodology
    - Glossary
    - Self-Certification
    - FY 2022-2026 TIP Approval Letter
    - Adoption Resolutions

- *June 12-13, 2021 - Legal Advertisements*
- *June 14, 2021 - Thirty-Day Public Comment Period Begins*
- *June 14, 2021 - Draft FY 2022-2026 TIP Submission for INDOT, FHWA. FTA Review*
- *June 14, 2021 - Draft FY 2022-2026 TIP Public Input Meeting (week of)*
- *July 13, 2021 - Thirty-Day Public Comment Period Ends*
- *August 25, 2021 –TAC/CAC Reviews of Final Draft FY 2022-2026 TIP*
  - Policy Committee Recommendations
- *September 10, 2021 – Policy Committee Meeting*
  - Final FY 2022-2026 TIP Adoption
- *September 13, 2021 – Submission of FY 2022-2026 TIP to INDOT, FHWA, FTA (week of)*
  - Formal Approval

### **Public Outreach Process**

The public outreach process for the FY 2022-2026 TIP will include:

- *Virtual Public Meeting from 6:30 p.m. - 8:30 p.m. the week of June 13, 2021.*  
Presentation materials included an overview of the FY 2022-2025 TIP purpose and need, an urban area boundary map, project types, funding constraints, and the draft program of projects for Monroe County, the city of Bloomington, Rural Transit, Bloomington Transit, and the Indiana Department of Transportation. Open discussion will include all relevant topics.

### **Interagency Consultation & Coordination – Calendar Years 2020 and 2021**

The BMCMPPO staff continuously consulted and coordinated with federal, state and local transportation agencies throughout the FY 2022-2026 TIP development process from December 2020 through September 2021 to ensure the attainment of federal and state requirements.

The consultation/coordination process is further ensured with the receipt of corresponding comments. This interagency consultation and coordination ensured the completion of appropriate technical level reviews prior Final FY 2022-2026 TIP adoption by the BMCMPPO Policy Committee on September 10, 2021.

## Appendix G: Glossary

**3C Planning** means the Comprehensive, Cooperative, and Continuous transportation planning process.

**ADA** means the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101), a civil rights law that prohibits discrimination based on disability and affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal, and later sexual orientation. The ADA Act of 1990 additionally requires covered employers to provide reasonable accommodations to employees with disabilities, and mandates accessibility requirements for public accommodations.

**Air Quality Conformity** means a determination required under current federal requirements for major transportation investments in designated air quality “non-attainment” and “maintenance” areas.

**Alternative Transportation Funds** means the City of Bloomington’s established funding mechanism exclusively for pedestrian and bicycle infrastructure maintenance, preservation, and facility expansions more than a decade ago. Fund allocations come through annual municipal budget approvals.

**Analysis Area** means any geographic area such as a zone or group of zones combined for the purpose of making an analysis.

**Apportionment** means any method for dividing federal funds by an established formula. An apportionment operates like a line of credit to sub-federal governments.

**Authorization** means the level of funding designated by Congress for specific legislation.

**Average Daily Traffic (ADT)** means the average number of vehicles passing a specified point during a 24 hour period.

**Bike Lane** means a portion of the road designated and designed for the exclusive use of bicycles with distinct signage and pavement markings.

**Bloomington Transit (BT)** is a municipal public transportation corporation (PTC) that provides public transportation within the City of Bloomington limits.

**Bottleneck** means the point of minimum capacity along a highway segment.

**BMCMPO** means the Bloomington-Monroe County Metropolitan Planning Organization established by the Governor of the State of Indiana for the for the Bloomington urbanized area in March 1982 as a prerequisite for obtaining approval of transportation improvement projects funded by the FHWA and/or FTA.

**Build Condition, Option, Alternative, or Alternate** means a transportation plan, program, or alternative involving a major capital investment.

**Capacity** means the maximum rate of flow at which persons or vehicles reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed in persons per hour or vehicles per hour.

**Capacity Expansion Project** means a major transportation investment that expands the capacity of any highway or transit system to accommodate additional vehicles. Highway expansion projects involve projects that add through travel lanes including major roadway widening, new roadways, new freeway interchanges, and substantial realignments of existing roadways.

**Capacity Preservation Project** means a transportation investment to preserve the capacity of the existing highway or transit system. Such projects include bridge rehabilitation and replacement, pavement rehabilitation and reconstruction, and low capital cost investments such as traffic signal improvements or safety improvements (e.g. guardrails and minor horizontal/vertical curve realignments). Typical transit projects involve bus and equipment replacement, transit shelters, and garage facility maintenance.

**Carpool** means any vehicle (usually a car) or arrangement in which two or more occupants, including the driver, share use or cost in traveling between fixed, multiple, or variable points (also referred to as ridesharing).

**Census Tract** means an area with generally stable boundaries, defined within counties and statistically equivalent entities, usually used to analyze smaller regions of a population. The U.S. Census Bureau establishes census tracts as relatively homogeneous with respect to population characteristics, economic status, and living conditions.

**Central Business District (CBD)** means an area of a city that contains the greatest concentration of commercial activity. The traditional downtown retail, trade, and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and services compared to adjacent land uses.

**CE** means construction engineering associated with project construction.

**Citizens Advisory Committee (CAC)** is a committee, organized under the Metropolitan Planning Organization comprised of residents representing a broad spectrum of the community tasked

with providing recommendations to the Policy Committee and Technical Advisory Committee on transportation-related topics within the Metropolitan Planning Area and that affect the Metropolitan Planning Organization.

**Climate Change** means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change demonstrated by direct temperature measurements and by measurements of various effects of the warming. The *Indiana Climate Change Impacts Assessment* (<https://docs.lib.purdue.edu/climatetr/2/>) identifies rising average annual temperatures and rising average annual precipitation as the most significant climate change impacts in the state. The climate vulnerabilities for Monroe County include extreme heat and extreme precipitation leading to adverse impacts on the built environment and people (<https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead> and <https://hri.eri.iu.edu/doc/hri-readiness-assessment-20200124.pdf>). Learn more about climate change impacts in Bloomington at [bloomington.in.gov/sustainability](http://bloomington.in.gov/sustainability).

**CN** means project construction.

**Committed Improvement** means funded transportation investments including under construction, but not yet open for operation. Committed projects may additionally involve projects for which design is completed and any environmental clearances approved for construction bid letting.

**Complete Streets** means a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

**Comprehensive Planning** means a planning process that requires inclusion of land use, transportation, water and sewage, education, health, and other elements.

**COVID-19** means the global novel Coronavirus infectious disease which originated in 2019 which is a severe acute respiratory syndrome primarily spread by close personal contact. January 2020 marked the first reported United States COVID-19 case with a subsequent evolution into a once-in-a-century national public health crisis of over 6.1 million documented cases and 185,000 deaths nationwide as of September 1, 2020. Documented cases are increasing unabated. Locally, as of September 1, 2020, Monroe County has had at least 1,180 confirmed cases of COVID-19 resulting in 36 deaths attributed to the disease. In many cases, survivors will experience long-term respiratory and health related symptoms. <https://coronavirus.jhu.edu/map.html>

**Cross-Town Routes** means a non-radial bus or rail service which does not enter the Central Business District.

**Cumulative Bridge Funds** provide revenues for construction, occasional maintenance, and repair of bridges, approaches, and grade separations. Cumulative bridge fund receipts come from a tax levied on each one hundred dollars (\$100) assessed valuation of all taxable personal and real property within the county or municipality.

**Cumulative Capital Development Funds** are sometimes used for major roadway capital investments or other purposes prescribed by the Indiana General Assembly.

**Daily Vehicle Miles Traveled (DVMT)** means the total number of miles driven per day in a specified area by all vehicle types.

**Deadhead Miles** means the miles a transit vehicle travels without passengers or cargo on board, often to and from a garage or from one route to another.

**Discrimination** means any intentional or unintentional act, or any failure to act, which has the effect of excluding or denying a person from participation in benefits, or has otherwise subjected a person to unequal treatment under any program or activity because of, but not limited to, race, color, or national origin.

**Divided Highway** means a multi-lane facility with a positive barrier median, or a median that is four (4) feet or wider.

**Economic Recession** means a periodic decline in industrial production, employment, real income, and wholesale-retail trade as defined by the National Bureau of Economic Research (NBER). The current United States national recession began in March 2020 with a sharp downturn of economic activities brought about by the COVID-19 pandemic.

**Environmental Justice (EJ)** means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

**Equity** means the just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. In the context of the *2045 MTP*, transportation equity means achieving the goal of sustainable mobility providing access to employment, education, healthcare, and an improved quality of life for all residents.

**Farebox Revenue** means all fare revenue from case fares, passes, and tickets.

**FAST Act** means the Fixing America's Surface Transportation Act enacted on December 4, 2015, funding surface transportation programs authorizing a \$305 billion investment over fiscal years 2016 through 2020 with provisions for streamlining, performance-based measurements and multi-modal transportation.



**Federal Fiscal Year (FFY)** means a twelve month period from October 1st to September 30th.

**Federal Highway Administration (FHWA)** is part of the U.S. Department of Transportation and is responsible for administering federal-aid transportation funds and programs.

**Federal Transit Administration (FTA)** is part of the U.S. Department of Transportation and is responsible for administering federal-aid public transportation funds and programs.

**Geographic Information System (GIS)** means spatial data, presented in an electronic map format, which geographically represents the geometry of the roadways, and its geographically referenced component attributes data integrated through cartography and technology to perform analysis.

**Grant** means an agreement between the federal government and a state or local government, whereby the federal government provides funds or aid-in-kind to carry out specified programs.

**Headway** means the time between consecutive services. If one catches a transit vehicle that “comes every half hour”, then the service you catch has a headway of 30 minutes.

**Highway Safety Improvement Program (HSIP)** is the FHWA’s “core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads.”

**Indiana Department of Transportation (INDOT)** is the agency that administers and funds multimodal transportation needs within the State of Indiana.

**Indiana Statewide Transportation Improvement Program (INSTIP or STIP)** is Indiana’s multi-year program of transportation projects that is comprised of the Transportation Improvement Programs from all of the State’s Metropolitan Planning Organizations.

**Land Use** means the purpose or use for land or a structure.

**Level of Service (LOS)** means a qualitative measure describing operational conditions within a traffic flow stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety. Typically, a scoring system of A through F describes the level of service. For highways, the LOS definitions found in the *Highway Capacity Manual* (Transportation Research Board Special Report 209) are used.

**LPA** means local public agency as defined under Indiana state statutes.

**Local Road and Street** means the account used exclusively for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of highway facilities. Local Road and Street account (LRS) funds, including accelerated allocations, are available for capital investment; however, a portion of the funds must be set aside for preservation projects such as resurfacing, intersection/signalization, and safety improvements.

**Local Share and Local Match** means the non-federal matching funds provided by a local entity for federal matching funds.

**Long Range Transportation Plan (LRTP, Plan or MTP)** means the official multi-modal transportation plan adopted by the MPO for the metropolitan area in accordance with Federal metropolitan transportation planning guidelines. As a minimum, the transportation plan must have a twenty (20) year horizon and updated every five years (every three years in air quality non-attainment areas). INDOT and FHWA/FTA primarily use LRTP. MPOs interchangeably use the term MTP (Metropolitan Transportation Plan).

**Maintenance Area** means any geographic region of the United States designated as non-attainment pursuant to the Clean Air Act Amendments of 1990 (Section 102e, United States Code 7410 et seq.), and subsequently re-designated to attainment status subject to the requirement to develop a maintenance plan under Section 175 of the Clean Air Act as amended.

**Major Bridge Fund** means (established under IC8-16-3.1) a special fund to address a major obstruction between commercial or population centers which is capable of causing an economic hardship because of excess travel time to conduct a normal level of commerce between the two (2) centers. A major bridge is defined as a structure of 200-feet or longer or 100-feet in a qualified city. The tax levy shall not exceed \$0.0333 per \$100 assessed valuation within the eligible county.

**Major (Metropolitan) Transportation Investment** means a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub-area scale.

**Mass Transportation/Mass Transit** means the provision of general or special transportation service, either publicly or privately, to the public on a regular and continuing basis in an urban area. This does not include a school bus, charter, or sightseeing service.

**Management System** means a systematic process, designed to assist decision-makers in selecting cost effective strategies/actions to improve efficiency and safety of, and protect the investment in the nation's infrastructure. Typical management systems include the pavement management system, bridge management system, transit management system, congestion management system, safety management system, and intermodal management system.

**MAP-21** means Moving Ahead for Progress in the 21st Century Act signed into law in July 2012. MAP-21 consolidated federal funding programs by two thirds, streamlined environmental reviews, altered pedestrian and bicycle funding, granted development of a national freight policy, and allowed for greater use of innovative financing.

**Metropolitan Planning Organization (MPO)** means the forum for cooperative transportation decision-making for the metropolitan planning area. An MPO, designated by the governor of each state, is composed of the chief-elected officials of the metropolitan planning area.

**Metropolitan Planning Area (MPA)** is the transportation planning area designed by the MPO. As a minimum, the MPA must cover the Urbanized Area (UZA) and the contiguous areas as likely urbanized within a minimum twenty (20) year forecast period covered by the metropolitan transportation plan.

**Metropolitan Transportation Plan (MTP)** means the official inter-modal transportation plan developed and adopted through the metropolitan transportation planning process for the metropolitan area. The MTP is a long range transportation plan with a minimum twenty (20) year horizon.

**Micro-transit** means a form of demand-response transit service offering flexible routing and/or flexible scheduling, often with minibus vehicles.

**Motor Vehicle Highway Account (MVHA)** means the account which derives receipts from motor vehicle registration fees, licenses, driver's and chauffeur's license fees, gasoline taxes, vehicle transfer fees, certificate of title fees, weight taxes or excise taxes, and all other special taxes, duties, or excises of all kinds on motor vehicles, trailers, motor vehicle fuel, or motor vehicle owners or operators.

**Multi-Use Trail or Path** means a hard surface, off-road path for use by bike, foot and other non-motorized traffic typically not within the road right-of-way.

**National Highway System (NHS)** means a federal transportation program, authorized in 1995, that includes the Interstate Highway System and other roads important to national defense, commerce, and mobility. The NHS in Indiana includes 2,897 miles of roadways developed by the U.S. Department of Transportation, in cooperation with INDOT and the State's MPOs.

**No Build Condition, Option, Alternative, or Alternate** means a transportation plan, program, or alternative involving no major capital investment, additionally known as the "do-nothing" option. The No Build condition typically includes the existing transportation system plus committed or already programmed improvements to the transportation system.

**Non-Attainment Area** means a geographic region of the United States that fails to meet National Ambient Air Quality Standards (NAAQS) for transportation related pollutants as designated by the Environmental Protection Agency (EPA).

**Operating Expense** means the total of all operating costs incurred during the reporting period.

**Operating Subsidy** means the revenue received through federal, state, and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

**Operational Improvement** means a capital investment for the installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, or programs.

**Pandemic** means the COVID-19 global coronavirus pandemic first identified in the latter half of calendar year 2019 leading to socioeconomic disruptions and a global economic recession bordering on economic depression.

**Pathway** means a hard surface path physically separated from the road with a grass or tree plot within a road right of way for the use of pedestrians, bicyclists, and other non-motorized users.

**Peak Direction** means the direction of higher demand during a peak commuting period.

**Peak Hour** means that one-hour period during which the maximum amount of travel occurs.

**Policy Committee (PC)** is a committee of the MPO which reviews and approves transportation policy. It is composed of local elected and appointed officials from area municipalities, Indiana University, and state and federal transportation agencies.

**Preliminary Engineering (PE)** means the first phase of a transportation improvement project which defines scope and project design.

**Primary Arterial** means a class of street serving major movement of traffic, typically carrying over 20,000 vehicles per day.

**Primary Collectors** means roadways that typically carry 3,000 to 10,000 vehicles per day.

**Public Mass Transportation Fund (PMTF)** means a special fund created under state statute (I.C. 8-23-3-8) to promote and develop transportation in Indiana. The funds are allocated to public transit systems on a performance based formula.

**Racial Justice** means the systematic fair treatment of people of all races that results in equitable opportunities and outcomes for everyone by ensuring that all people are able to achieve their full potential in life, regardless of race, ethnicity, or the community in which they live. A racial justice framework can move us from a reactive posture to a more powerful, proactive, and even preventive approach. The “Black Lives Matter” movement is an example of people coming together to promote and demand racial justice, and the MTP strives to follow its lead as a guiding principle.

**Radial Routes** means transit service patterns, in which most routes converge into and diverge from a central transfer point or hub, like spokes of a wheel. Routes timed to arrive and depart at the same time represent a “pulse system”.

**Regional Transit Authority** means a special-purpose district organized as either a corporation chartered by statute, or a governmental agency, created for the purpose of providing public transportation within a specific region.

**Revenue** means all operating funds associated with the provision of transit service in the context of public transportation.

**Roadway** means any road, street, parkway, or freeway/expressway that includes right-of-way, bridges, railroad/highway crossings, tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.

**Rural Transit (RT)** means a local public agency transportation service provide by the Area 10 Agency on Aging offering service in Monroe, Lawrence, Owen, and Putnam Counties.

**SAFETEA-LU** refers to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users. This is the five-year federal transportation program authorizing the annual funding for federal transportation programs and replaced TEA-21.

**Secondary Arterial** means a street typically carrying 10,000 to 20,000 vehicles per day.

**Secondary Collector** means roadways in Bloomington that typically carry less than 3,000 vehicles per day.

**Sidewalk** means a hard-surface path within the street right-of-way designated for the exclusive use of pedestrian traffic.

**Strategic Highway Safety Plan (SHSP)** means the *Indiana Strategic Highway Safety Plan* required under title 23 U.S.C. § 148 that identifies critical highway safety problems and opportunities for saving lives, reducing suffering and economic losses resulting from traffic crashes. The SHSP additionally coordinates the traffic safety activities of state agencies, municipal entities and private highway safety organizations.

**Signed Bike Routes** means a street that is safe for use by both vehicles and bicycles without a designated bike facility. These routes have appropriate signage markings.

**Social Justice** means that all people should have equal access to wealth, health, well-being, justice, privileges, and opportunity regardless of their legal, political, economic, or other circumstances.

**State Fiscal Year (FY)** means the State of Indiana’s twelve month period from July 1st to June 30th.

**Statewide Transportation Improvement Program (STIP or INSTIP)** means the official statewide, multi-modal transportation plan developed through the statewide transportation planning process.

**Surface Transportation Block Grant Program (STBG)** means the FAST Act [FAST Act § 1109(a)] conversion of the Surface Transportation Program (STP) into the Surface Transportation *Block Grant* Program (STBG) that promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

**Sustainable Development** means development that meets the needs of the present without compromising the ability of future generations to equitably meet their own environmental, economic, and social needs.

**Sustainability** means meeting our own present environmental, economic, and social needs without compromising the ability of future generations to meet their own environmental, economic, and social needs.

**Thoroughfare Plan** means the official plan for the designation and preservation of major public road rights-of-way in accordance with the Indiana Code (IC 36-7-4-506).

**Technical Advisory Committee (TAC)** is a committee of the MPO which provides technical advice on transportation projects and programs. It consists of planners, engineers, transit system managers, and other relevant managers from local public agencies from within an MPO metropolitan planning area.

**TIF (Tax Increment Financing Funds)** refers to taxes payable on assessed value in excess of taxes attributable to the assessed value constituting the base—the “base” being the assessed value of the property in the area that existed prior to the designation of the area as a designated redevelopment allocation area.

**Transportation Alternatives (TA)** means a set-aside of Fast Act STBG funding for transportation alternatives encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental

mitigation related to storm water and habitat connectivity. The FAST Act sets aside an average of \$844 million per year for TA. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects.

**Transportation Asset Management Plan (TAMP)** refers to INDOT's 10-year tactical-level management plan which focuses on the achievement of strategic objectives through analysis, options development, programs, delivery mechanisms, and reporting mechanisms established under 23 CFR Part 490.

**Transportation Demand Management (TDM)** means strategies or actions taken to reduce or shift the peak-hour of travel demand or to shift the mode of travel demand. Typical actions to shift or reduce the peak-hour of travel demand involve programs to shift work hours, limit the trip generation of new development, and congestion tools. Typical actions to shift the mode of travel include transit fare subsidy programs, control of parking fees, and expansions of transit services, construction/designation of high occupancy vehicle lanes or preferential parking areas, and construction of pedestrian and bicycle facilities.

**Transportation Equity Act for the 21st Century (TEA-21)** means a former six-year federal ground transportation program covering highways, transit, and transportation enhancement activities. TEA-21 authorized annual funding for federal transportation programs prior to the approval of SAFETEA-LU in 2005.

**Transportation Improvement Program (TIP)** means the staged, multi-year, multi-modal program of transportation projects which is consistent with the metropolitan transportation plan.

**Transportation System Management (TSM)** means a variety of low-cost capital investments or programs to preserve roadway capacity including signal system improvements, intersection improvements (adding turn lanes), access control policies, and transportation demand management strategies.

**Urbanized Area (UZA)** means a statistical geographic area defined by the U.S. Census Bureau that consists of a central core and adjacent densely settled territory containing a population of at least 50,000 people.

**Unified Planning Work Program (UPWP)** means the document describing urban transportation and transportation related activities undertaken in an area during a specified period of time. The Metropolitan Planning Organization (MPO) prepares the UPWP.

**Vision Zero** means a multi-national road traffic safety program that aims to achieve a highway system with no fatalities or serious injuries involving road traffic.

**Volume to Capacity (V/C) Ratio** means the observed number of vehicles or persons passing a point on a lane, roadway, or travel-way compared to the maximum rate of flow at that point.

**Wheel Tax** means the motor vehicle excise surtax and wheel tax that are county option taxes on motor vehicles which provide revenue to counties, cities, and towns for road construction, reconstruction, repair, or maintenance of streets, roads, and bridges.

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# Appendix H: Self-Certification

## TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, Self-Certification and Federal Certifications, the Indiana Department of Transportation and the Bloomington-Monroe County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303 and 23 CFR part 450.300;
2. Sections 174 and 176© of the Clean Air Act, as amended (42 U.S.C. 7504, 750(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 20000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L. 114357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of the equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of the 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bloomington-Monroe County Metropolitan  
Planning Organization

Indiana Department of Transportation

\_\_\_\_\_  
Patrick P. Martin

\_\_\_\_\_  
Roy S. Nunnally

\_\_\_\_\_  
Senior Transportation Planner

\_\_\_\_\_  
Director, INDOT Technical Planning & Programming

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

# Appendix I: FY 2022 - 2026 TIP Approval Letter

**Note:** To be issued by INDOT in September/October 2021 after BMCMPPO Policy Committee Final Adoption.

Draft

# Appendix J:

## BMCPO FY 2022 - 2026 TIP Adoption Resolution

### DRAFT ADOPTION RESOLUTION FY 2021-XX

**RESOLUTION ADOPTING THE FISCAL YEARS 2022 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on September 10, 2021.

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

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

**WHEREAS**, public comment on the proposed FY 2022 - 2026 TIP was sought and received during the public comment period from June 14, 2021 through July 13, 2021; and

**NOW, THEREFORE, BE IT RESOLVED:**

- (1) That the Bloomington/Monroe County Metropolitan Planning Organization adopts the Fiscal Year 2022 - 2026 Transportation Improvement Program; and
- (2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee upon this 10<sup>th</sup> day of September 2021.

---

Lisa J. Ridge  
Chair, Policy Committee  
Bloomington/Monroe County MPO

---

Attest: Patrick P. Martin  
Senior Transportation Planner  
Bloomington-Monroe County  
Metropolitan Planning Organization

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Draft



## FY 2022 - 2026 Transportation Improvement Program

### Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

### Section 1: Local Public Agency Information

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

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

### Section 2: Verification

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

Lisa Ridge  
 Employee in Responsible Charge (ERC)

4-29-2021  
 Date

### Section 3: Project Information

- A. Project Name: Bicentennial Pathway
- B. Is project already in the TIP?  
 Yes     No
- C. DES # (if assigned): # 0902215
- D. Project Location (detailed description of project termini): Roadway and drainage improvements from Audubon Drive to Fire Station Hill for alternative transportation safety enhancements.

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

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

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

G. Allied Projects:

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: 10/14/2021

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	TAP (TE)	\$231,200.00	\$	\$	\$	\$	\$
	Local	\$57,800.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	TAP (TE)	\$1,539,200.00	\$	\$	\$	\$	\$
	Local	\$384,800.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$2,213,000.00	\$	\$	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

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





## FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

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

### Section 1: Local Public Agency Information

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

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

### Section 2: Verification

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

Lisa Ridge  
Employee in Responsible Charge (ERC)

4-29-2021  
Date

### Section 3: Project Information

- A. Project Name: Illinois Central Trail
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): #1592323
- D. Project Location (detailed description of project termini): The new trail will begin at Church Lane and extend south to the INDOT I69 mitigation site at Victor Pike.

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

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

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

G. Allied Projects: Fullerton Pike, Phase I and Phase II

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: TBD

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	RTP	\$	\$ 34,850.00	\$	\$	\$	\$
	Local	\$	\$8,713.00	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
	RTP	\$	\$ 100,000.00	\$	\$	\$	\$
	Local	\$	\$25,000.00	\$	\$	\$	\$
<b>Totals:</b>		\$	\$168,563.00	\$	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

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



## FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

### Section 1: Local Public Agency Information

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

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

### Section 2: Verification

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

*Lisa Ridge*

Employee in Responsible Charge (ERC)

*4-20-2021*

Date

### Section 3: Project Information

- A. Project Name: Curry Pike/Woodyard Road/Smith Pike Roundabouts
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): #1700733
- D. Project Location (detailed description of project termini): Intersection improvement including a new roundabout at the intersections of Curry Pike Woodyard Road and Smith Pike located approximately 0.65 miles west of SR 46.

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

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

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

G. Allied Projects:

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

- Yes     No

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

- Yes     No

I. Anticipated Letting Date: 4/7/2021

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$50,000.00	\$248,400.00	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$102,965.80	\$200,000.00	\$	\$	\$	\$
	Group II	\$1,901,926.20	\$	\$	\$	\$	\$
	STPB	\$511,782.00	\$	\$	\$	\$	\$
<b>Totals:</b>		<b>\$2,566,674.00</b>	<b>\$448,400.00</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>

## Section 5: Complete Streets Policy

### A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
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*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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



# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

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

## Section 1: Local Public Agency Information

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

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

## Section 2: Verification

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

Lisa Ridge  
Employee in Responsible Charge (ERC)

4/29/2021  
Date

## Section 3: Project Information

- A. Project Name: Vernal Pike Connector Road
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): #1702957, #1900406, #1902093
- D. Project Location (detailed description of project termini): The new road and bridge construction will connect the new Profile Parkway extension, to Sunrise Greetings Court and Vernal Pike.



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

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

F. Project Support (local plans, LRTP, TDP, etc.): Monroe County Master Thoroughfare Plan

G. Allied Projects: Profile Parkway Extension

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: 11/16/2022

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$2,000,000.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Group III		\$888,000.00	\$	\$	\$	\$
	Local Match	\$	\$813,844.00	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Group III	\$	\$5,920,000.00	\$	\$	\$	\$
	Local Match	\$	\$5,425,630.00	\$	\$	\$	\$
				\$	\$	\$	\$
<b>Totals:</b>		\$2,000,000.00	\$13,047,474.00	\$	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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



## FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

### Section 1: Local Public Agency Information

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

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

### Section 2: Verification

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

Lisa Ridge  
Employee in Responsible Charge (ERC)

4-29-2021  
Date

### Section 3: Project Information

- A. Project Name: Fullerton Pike/Gordon Pike/Rhorer Road, Phase III
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): #1802977 & #2001721
- D. Project Location (detailed description of project termini): 500' west of Rogers Street to Rockport Road intersection. This is for the roadway extension and the new bridge.

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

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

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

G. Allied Projects: Fullerton Pike, Phase I and II have been completed.

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: July 12, 2023

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local	\$ 377,000.00	\$100,000.00	\$10,000.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	STPB	\$421,934.00	\$	\$	\$	\$	\$
	Local Match	\$ 278,066.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$1,500,00.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STPB	\$	\$	\$2,750,133.00	\$	\$	\$
	Local Match	\$	\$	\$12,125,485.00	\$	\$	\$
		\$	\$		\$	\$	\$
<b>Totals:</b>		<b>\$ 1,077,000.00</b>	<b>\$ 100,000.00</b>	<b>\$ 16,385,618</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>

## Section 5: Complete Streets Policy

### A. Select one of the following:

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*Justification for Exemption:* \_\_\_\_\_

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## FY 2022 - 2026 Transportation Improvement Program Project Request Form

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### Section 1: Local Public Agency Information

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- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- \_\_\_\_\_

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

### Section 2: Verification

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

Lisa Ridge  
Employee in Responsible Charge (ERC)

4-29-2021  
Date

### Section 3: Project Information

- A. Project Name: Karst Farm Greenway-Connector Trail
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): #1900405
- D. Project Location (detailed description of project termini): The connection will begin at SR 45 and Liberty Drive, travel north to Liberty Drive, cross Curry Pike, turn west on Sierra Drive and connect with the existing Karst Trail at Gifford Road.



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

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

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

G. Allied Projects:

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: **Fall 2023**

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local	\$213,400.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local		\$270,000.00	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$ 114,000.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	TAP	\$	\$	\$155,801.00	\$	\$	\$
	Local	\$	\$	\$ 758,199.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$	\$ 270,000.00	\$ 1,028,000.00	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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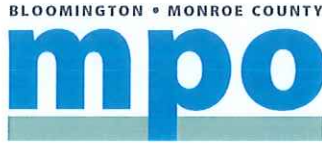
*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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## FY 2022 - 2026 Transportation Improvement Program Project Request Form

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**Fax:** (812) 349-3530

### Section 1: Local Public Agency Information

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- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- \_\_\_\_\_

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

### Section 2: Verification

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

Lisa Ridge  
Employee in Responsible Charge (ERC)

4-29-2021  
Date

### Section 3: Project Information

A. Project Name: Pedestrian Trail Crossing Improvements

B. Is project already in the TIP?  
 Yes  No

C. DES # (if assigned): #1900406

D. Project Location (detailed description of project termini): This project was originally set up to replace 25 inlets in a subdivision for bicycle safety. We replaced the inlets in-house with a paving project. We would like to change this project to install Pedestrian Flashing Beacons at various locations in the county to improve the safety of pedestrians/bicyclists crossing county roads at trail locations.

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

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

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

G. Allied Projects:

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: 10/12/2023

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local Match	\$20,000.00		\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	HSIP	\$	\$	\$ 88,184.00	\$	\$	\$
	Local Match	\$	\$	\$ 9,800.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$ 20,000.00		\$ 97,984.00	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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## FY 2022 - 2026 Transportation Improvement Program

### Project Request Form

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### Section 1: Local Public Agency Information

- City of Bloomington  
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 INDOT  
 \_\_\_\_\_

**Employee in Responsible Charge (ERC):** Lisa Ridge  
**Phone:** 812-349-2555  
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### Section 2: Verification

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Lisa Ridge  
Employee in Responsible Charge (ERC)

4-29-2021  
Date

### Section 3: Project Information

A. Project Name: Rockport Road, Bridge #308

B. Is project already in the TIP?  
 Yes  No

C. DES # (if assigned): #1902772

D. Project Location (detailed description of project termini): Bridge replacement for #308 on Rockport Road, just south of Bolin Lane.

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

- Bicycle & Pedestrian  
 Bridge



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

F. Project Support (local plans, LRTP, TDP, etc.): Monroe County 5-year bridge replacement plan.

G. Allied Projects:

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: 12/11/2024

### Section 4: Financial Plan

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*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local Bridge	\$ 256,560.00	\$	\$	\$	\$	\$
	Local Match	\$64,140.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local Bridge	\$	\$	\$120,000.00	\$	\$	\$
	Local Match	\$	\$	\$30,000.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local Bridge	\$	\$	\$	\$336,000.00	\$	\$
	Local Match	\$	\$	\$	\$84,000.00	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local Bridge	\$	\$	\$	\$1,324,800.00	\$	\$
	Local Match	\$	\$	\$	\$331,200.00	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		<b>\$ 320,700.00</b>	<b>\$</b>	<b>\$ 150,000.00</b>	<b>\$2,076,000.00</b>	<b>\$</b>	<b>\$</b>

## Section 5: Complete Streets Policy

### A. Select one of the following:

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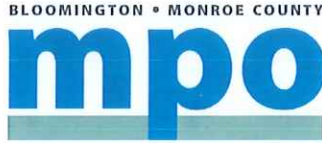
*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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- \_\_\_\_\_

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**Email:** ljridge@co.monroe.in.us

## Section 2: Verification

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

*Lisa Ridge*

Employee in Responsible Charge (ERC)

*4-29-2021*

Date

## Section 3: Project Information

- A. Project Name: 2022-2026 Bridge Safety Inspection & Inventory
- B. Is project already in the TIP?  
 Yes     No
- C. DES # (if assigned): 2100084
- D. Project Location (detailed description of project termini): Various locations in Monroe County for all county owned bridges.

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

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

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

G. Allied Projects:

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: N/A

## 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 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local Bridge	\$ 120,501.00	\$9,725.00	\$104,783.00	\$6,915.00	\$	\$
	Local Match	\$ 30,125.00	\$2,431.00	\$26,196.00	\$1,729.00	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$ 150,626.00	\$12,156.00	\$130,979.00	\$8,644.00	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

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



## FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

### Section 1: Local Public Agency Information

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

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

### Section 2: Verification

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

*Lisa Ridge*

*4-29-2021*

Employee in Responsible Charge (ERC)

Date

### Section 3: Project Information

A. Project Name: Old SR 37 South at Dillman Road

B. Is project already in the TIP?  
 Yes  No

C. DES # (if assigned):

D. Project Location (detailed description of project termini): 1,000' on Old SR 37 South and 400' on Dillman Road for intersection improvements



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

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

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

G. Allied Projects: INDOT intersection improvements at SR 37 and Dillman Road

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: 01/2026

### 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 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local		\$125,000	\$ 125,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
	Local	\$	\$	\$100,000	\$275,000	\$	\$
		\$	\$	\$	\$	\$	\$
CE	HSIP	\$	\$		\$	\$225,000	\$
	Local	\$	\$		\$	\$ 25,000	\$
		\$	\$	\$	\$	\$	\$
CN	HSIP	\$	\$		\$	\$ 1,800,000	\$
	Local	\$	\$		\$	\$ 200,000	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>			\$125,000	\$225,000	\$ 275,000	\$ 2,250,000	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

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



**City of Bloomington  
Engineering Department**

April 29, 2021

**1<sup>st</sup> Street Reconstruction**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

The City of Bloomington is pleased to submit this application to utilize federal funding. The project will improve safety, accessibility, and mobility for all modes of transportation in this important corridor. This project is also part of an effort to facilitate infill redevelopment of the current hospital site. All required project application forms are attached with this letter.

Preliminary engineering for the project is already underway utilizing local funding. If any right of way acquisition is necessary, then that would also utilize local funding. The total construction and construction engineering project costs are estimated at \$4,125,000 and we are requesting federal funding in the amount of \$2,919,646 in FY 2023. Additional funding details are included within the attached application forms.

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

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.  
Underwood, CPA

Digitally signed by Jeffrey H. Underwood, CPA  
DN: cn=Jeffrey H. Underwood, CPA, o=City of  
Bloomington, ou=Office of the Controller,  
email=underwoj@bloomington.in.gov, c=US  
Date: 2021.04.30 12:11:31 -0400

Jeff Underwood, Controller



# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@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):** Patrick Dierkes  
**Phone:** 812-318-2507  
**Email:** patrick.dierkes@bloomington.in.gov

## Section 2: Verification

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

4/29/2021

Employee in Responsible Charge (ERC)

Date

## Section 3: Project Information

A. Project Name: 1<sup>st</sup> Street Reconstruction

B. Is project already in the TIP?  
 **Yes**  No

C. DES # (if assigned): 1900399

D. Project Location (detailed description of project termini):  
1<sup>st</sup> Street from Fairview Street to College Avenue (some utility and infrastructure work may extend west as far as Patterson Drive or as far east as Walnut Street depending on detailed design)

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

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

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

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

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

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

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

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

**BMCMPPO FY2020-2024 Transportation Improvement Program** – Project is currently programmed for federal funding.

G. Allied Projects:

IU Health Hospital Redevelopment, Switchyard Park

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

- Yes     No

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

- Yes     No

I. Anticipated Letting Date: October 13, 2022

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local	\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$ 90,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$ 475,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$ 730,354	\$	\$	\$	\$
	STP	\$	\$ 2,750,133	\$	\$	\$	\$
	TAP	\$	\$ 169,513	\$	\$	\$	\$
<b>Totals:</b>		\$ 90,000	\$ 4,125,000	\$	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

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

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

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

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

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

Project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. Project will comply with PROWAG, the City's adopted accessibility standards. Project will comply with all required environmental and historical regulations per the federal process. Project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

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



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

Preliminary engineering is underway. Public participation is expected in 2022. Right of way acquisition, if necessary, is expected in 2022. Construction is expected in 2024.

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

All permits will be applied for at the appropriate time in project development. Preliminary engineering is underway. Public participation is expected in 2022. Right of way acquisition, if necessary, is expected in 2022. Construction is expected in 2024.

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

Local funding match is being provided by an existing Tax Increment Financing district.

7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

Project will be presented to the MPO committees and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. The Hospital Re-Use Steering Committee will also provide input on the project. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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

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

## FY 2022-2026 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov).

### Detailed Project Description (not to exceed 250 words)

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

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

### Primary Purpose (Select one)

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

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

### Project Elements (All that apply)

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

### Community Support (20 points maximum)

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

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

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

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



## Bloomington/Monroe County Metropolitan Planning Organization

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

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

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

**BMCMPPO FY2020-2024 Transportation Improvement Program** – Project is currently programmed for federal funding.

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

No. This project supports the efforts of numerous community organizations, but it has not sought endorsement letters. This project is already programmed in the TIP.

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

All of the local planning documents supporting this project included extensive public outreach. Additionally, these infrastructure recommendations for hospital redevelopment from the Urban Land Institute and the Hospital Re-Use Steering Committee involved numerous public meetings.

### Safety (25 points maximum)

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

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

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

462 total crashes (2016-2020 data)

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

36 incapacitating injury crashes (2016-2020 data)

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

- X Pedestrians**

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

**Utility (25 points maximum)**

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

*Please check all that apply.*

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

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

*Please check all that apply.*

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

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

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

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

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

**Project Readiness (30 points maximum)**

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

Conceptual design and topographic survey have been completed for this project. The proposed timeline leaves adequate time to complete all design work.

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



**Bloomington/Monroe County Metropolitan Planning Organization**

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

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

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

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

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

**PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:**

- **FY 2022-2026 TIP Project Request Form**
- **Cover letter signed by the highest elected local official as well as the highest financial officer of the LPA**
- **Project Map**
- **NEPA Approval Letter (if applicable)**
- **Letters of support (if applicable)**

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

Signature

4/29/2021

Date

# First Street Reconstruction





**City of Bloomington  
Engineering Department**

April 29, 2021

**West 2<sup>nd</sup> Street Modernization and Safety Improvements**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

The City of Bloomington is pleased to submit this application to utilize federal funding. The project will improve safety, accessibility, and mobility for all modes of transportation in this important corridor. This project is also part of an effort to facilitate infill redevelopment of the current hospital site. All required project application forms are attached with this letter.

Preliminary engineering for the project will utilize local funding. If any right of way acquisition is necessary, then that would also utilize local funding. The total construction and construction engineering project costs are estimated at \$4,377,000 and we are requesting federal funding in the amount of \$3,161,756 in FY 2025. Additional funding details are included within the attached application forms.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2025. Patrick Dierkes will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.  
Underwood, CPA

Digitally signed by Jeffrey H. Underwood, CPA  
DN: cn=Jeffrey H. Underwood, CPA, o=City of  
Bloomington, ou=Office of the Controller,  
email=underwoj@bloomington.in.gov, c=US  
Date: 2021.04.30 11:42:11 -0400

Jeff Underwood, Controller



# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@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):** Patrick Dierkes  
**Phone:** 812-318-2507  
**Email:** patrick.dierkes@bloomington.in.gov

## Section 2: Verification

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

Employee in Responsible Charge (ERC)

4/29/2021

Date

## Section 3: Project Information

- A. Project Name: West 2<sup>nd</sup> Street Modernization and Safety Improvements
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini): 2<sup>nd</sup> Street from Walker Street to the B-Line Trail. (Work may extend west to Patterson Drive or east to College Avenue if desirable based on detailed design.)



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

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

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

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

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

**Bloomington Comprehensive Plan** – Policies include “In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl;” “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities;” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.” The plan also lists “West 2<sup>nd</sup> Street – Former Bloomington Hospital” as a focus area for significant change in land use activities.

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

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

**Bloomington Hospital Site Redevelopment Master Plan** – This report specifically recommends reducing the width of 2<sup>nd</sup> Street, providing better accommodations for pedestrians, and installing a protected bicycle lane.

G. **Allied Projects: 2<sup>nd</sup>-Bloomfield Multimodal Improvements, 1<sup>st</sup> Street Reconstruction, IU Health Hospital Redevelopment, B-Line Trail, Switchyard Park**

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

- Yes     No

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

- Yes     No

I. Anticipated Letting Date: October 9, 2024

## Section 4: Financial Plan

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

Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local	\$ 500,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$	\$	\$ 100,000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$ 86,244	\$	\$
	STP	\$	\$	\$	\$ 338,756	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$ 777,000	\$	\$
	STP	\$	\$	\$	\$ 2,653,487	\$	\$
	TAP	\$	\$	\$	\$ 169,513	\$	\$
<b>Totals:</b>		\$ 500,000	\$	\$ 100,000	\$ 4,377,000	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

This project will construct multimodal safety and mobility improvements on West 2<sup>nd</sup> Street from Walker Street to the B-Line Trail. Project improvements are expected to include sidewalks, bus stops, a two-way protected bicycle lane, pavement maintenance, and traffic signal replacements.

The project seeks to reduce conflicts between modes by providing accessible sidewalks on both sides of the street as well as a physically protected bicycle lane to connect the existing multiuse paths west of Walker to the existing B-Line Trail. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Walker Street and at Rogers Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, improved detection, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The street will be surfaced because it requires maintenance and also to reallocate street space for the protected bicycle lanes. This work will include signage and marking updates to improve predictability. By reducing the width of the existing 16' travel lanes, the project will have a traffic calming effect that is expected to reduce crash risk for all modes. The new cross section will provide an opportunity for shorter and improved pedestrian crosswalks. The project will also incorporate access management by removing the old hospital's driveways and facilitating an urban street grid within the hospital site.

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

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

Project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. Project will comply with PROWAG, the City's adopted accessibility standards. Project will comply with all required environmental and historical regulations per the federal process. Project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

Project priorities include improving safety (as detailed in #1) and expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City's ability to transport people while also working toward goals of equity and sustainability. This street is expected to receive increased pressure as the area redevelops. Furthermore, this project connects to the existing B-Line Trail and is less than half a mile from Building Trades Park, Seminary Park, Waldron/3<sup>rd</sup> Street Park, and the Banneker Community Center. The project is also less than one mile from four elementary schools, one high school, the MCCSC Academy of Science and Entrepreneurship, and Indiana University. The project also connects to multiple lower income residential areas and the area is expected to redevelop with significantly more residential housing. This project also provides a regional connection by linking the B-Line trail to the existing 2<sup>nd</sup>/Bloomfield multiuse paths which are now connected all the way to Liberty Drive (with projects underway that will connect to the Karst trail system).

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

Preliminary engineering consultant selection and design will begin in 2022. Public participation is anticipated in 2023. The project will be constructed within existing right of way, but any minor acquisitions will be completed in 2024. Construction would take place during 2025.

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

All permits will be applied for at the appropriate time in project development. Key milestones will include Stage 3 and Final Tracings plan submissions.

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

The City’s local match portion will depend upon available/awarded federal funding levels.

- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

Project will be presented to the MPO committees and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. The Hospital Re-Use Steering Committee may also provide input on the project. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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

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



## FY2022 - 2026 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov).

### Detailed Project Description (not to exceed 250 words)

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

This project focuses on multimodal safety and mobility improvements on West 2nd Street from Walker Street to the B-Line Trail. The project seeks to reduce conflicts between modes by providing accessible sidewalks on both sides of the street as well as a physically protected bicycle lane to connect the existing multiuse paths west of Walker to the existing B-Line Trail. Accessible bus stops will be constructed to complement the existing transit on the street. The traffic signals at Walker Street and at Rogers Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, improved detection, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The street will be surfaced because it requires maintenance and also to reallocate street space for the protected bicycle lanes. This work will include signage and marking updates to improve predictability. By reducing the width of the existing 16' travel lanes, the project will have a traffic calming effect that is expected to reduce crash risk for all modes. The new cross section will provide an opportunity for shorter and improved pedestrian crosswalks. The project will also incorporate access management by removing the old hospital's driveways and facilitating an urban street grid within the hospital site.

### Primary Purpose (Select one)

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

- X Construction of Bicycle/Pedestrian Facilities**
- Safe Routes to School
- Multi-use trail project

### Project Elements (Select all that apply)

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

### Community Support (20 points maximum)

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

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

**BMCMPPO 2040 Metropolitan Transportation Plan** – Goals include “Promote projects that focus on improving safety for all;” “Encourage development patterns that are walkable, bikeable, and readily served by public transit;” and “Encourage infill development to most effectively utilize existing utilities and infrastructure.” This project



## Bloomington-Monroe County Metropolitan Planning Organization

improves multimodal safety and serves to facilitate infill development in a very central area of Bloomington where short trip lengths are particularly conducive to walking and bicycling.

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

**Bloomington Comprehensive Plan** – Policies include “In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl;” “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities;” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.” The plan also lists “West 2<sup>nd</sup> Street – Former Bloomington Hospital” as a focus area for significant change in land use activities.

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

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

**Bloomington Hospital Site Redevelopment Master Plan** – This report specifically recommends reducing the width of 2<sup>nd</sup> Street, providing better accommodations for pedestrians, and installing a protected bicycle lane.

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

This project supports the efforts of numerous community organizations, but it has not sought endorsement letters.

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

All of the local planning documents supporting this project included extensive public outreach. Additionally, these infrastructure recommendations for hospital redevelopment from the Urban Land Institute and the Hospital Re-Use Steering Committee involved numerous public meetings.

### Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO’s crash reports from the previous five (5) years? **(10 points maximum)**  
*Please check each list on which the project location appears and indicate which year’s crash report the list is in.*

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

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

516 crashes (2016-2020 data)

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

1 fatal and 46 incapacitating crashes (2016-2020 data)

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

*Please check all that apply.*

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

**Utility (25 points maximum)**

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

*Please check all that apply.*

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

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

*Please check all that apply.*

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

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

This project is within ¼ mile of the downtown transit center, thus every transit route in the City is in the project area. Currently, Route 4 travels on 2<sup>nd</sup> Street in this area and the project is within ¼ mile of dozens of bus stops. Potential BT route optimizations may add microtransit to this area.

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



## Bloomington-Monroe County Metropolitan Planning Organization

This project borders census tract 1, but does not fall directly within one of the census tracts specified in the MPO 2040 Long Range Transportation Plan. Primary goals of this project include enhancing bicycle/pedestrian access and facilitating dense, infill development which can improve housing affordability in the community.

### Project Readiness (30 points maximum)

a. What percentage of design work is currently completed for the project? **(10 points maximum)**  
Conceptual design was planned through hospital redevelopment discussions, but no detailed design has been completed. There is more than sufficient time to complete design in compliance with INDOT timelines.

b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**  
100%. 2<sup>nd</sup> Street is currently entirely within City right of way and additional permanent right of way acquisition is not anticipated. It is possible that some unexpected right of way or temporary right of way will be necessary.

c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**  
Yes, it is expected that this project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering is farther along and a determination is made by INDOT/FHWA.

d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**  
Yes, with the funds requested the project would be fully funded. Preliminary engineering and potential right of way acquisition is assumed to be 100% locally funded.

### PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:

- **FY 2022 - 2026 TIP Project Request Form**
- **Cover letter signed by the highest elected local official as well as the highest financial officer of the LPA**
- **Project Map**
- **NEPA Approval Letter (if applicable)**
- **Letters of support (if applicable)**

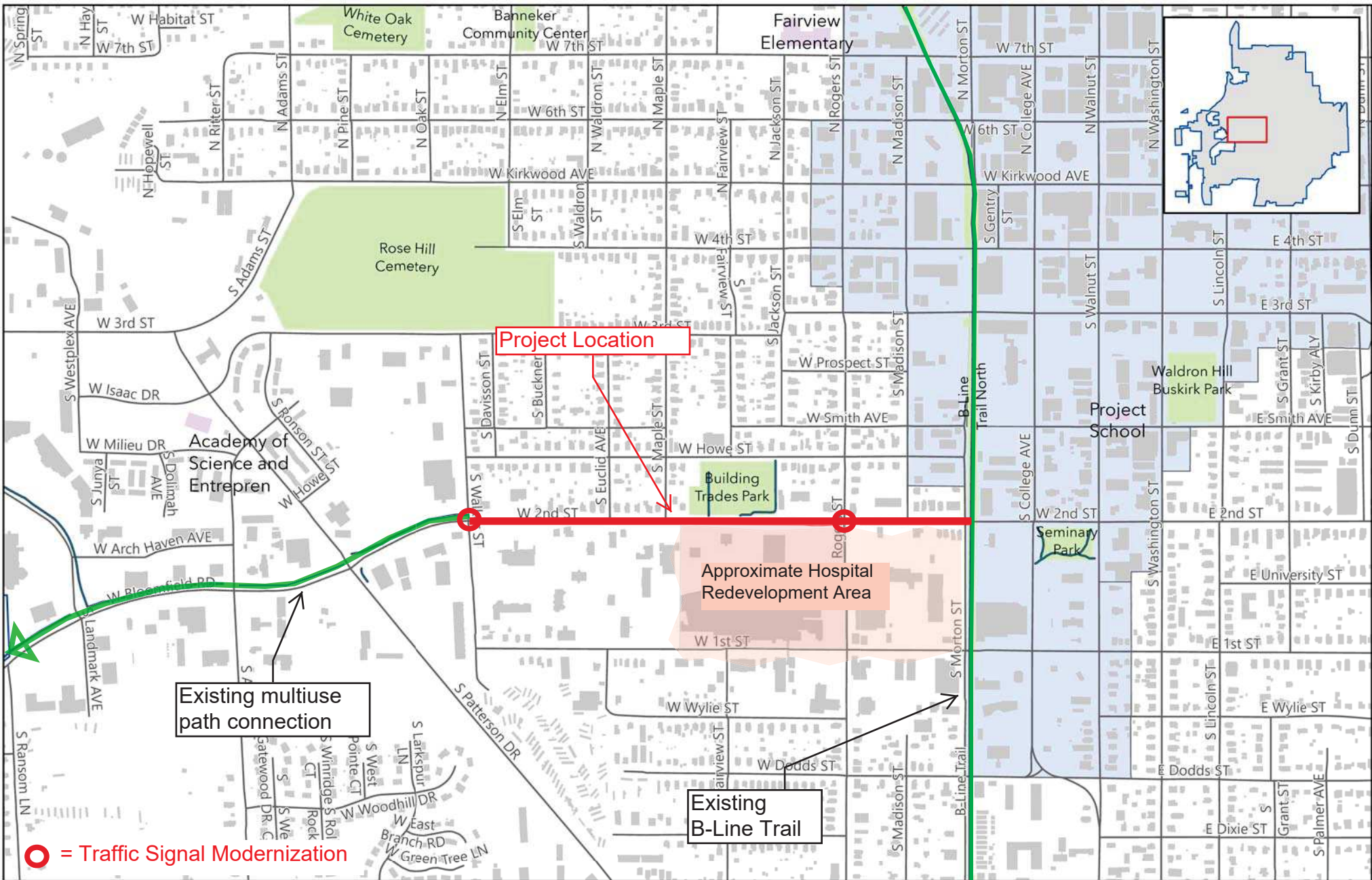
I hereby certify that the information submitted as part of this application is accurate.

Signature

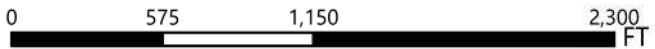
4/29/2021

Date





## 2nd St (Walker to B-Line) MPO Project Candidate



For use as map information only, information is NOT warranted.





**City of Bloomington  
Engineering Department**

April 29, 2021

**17<sup>th</sup> Street Multimodal Improvements**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

The City of Bloomington is pleased to submit this funding application to utilize federal funding. The project will improve safety, accessibility, and mobility for all modes of transportation in this important corridor. All required project application forms are attached with this letter.

Preliminary engineering and right of way acquisition for the project is already underway and utilizes local funding. The total construction and construction engineering project costs are estimated at \$2,957,000 and we are requesting federal funding in the amount of \$2,307,822 in FY 2022. Additional funding details are included within the attached application forms.

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

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.  
Underwood,  
CPA

Jeff Underwood, Controller

Digitally signed by Jeffrey H. Underwood,  
CPA  
DN: cn=Jeffrey H. Underwood, CPA, o=City  
of Bloomington, ou=Office of the  
Controller,  
email=underwoj@bloomington.in.gov,  
c=US  
Date: 2021.04.30 12:13:39 -04'00'



# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

## Section 1: Local Public Agency Information

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

**Employee in Responsible Charge (ERC):** Neil Kopper

**Phone:** 812-349-3423

**Email:** koppern@bloomington.in.gov

## Section 2: Verification

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

*Neil Kopper*

*4/30/2021*

Employee in Responsible Charge (ERC)

Date

## Section 3: Project Information

- A. Project Name: 17<sup>th</sup> Street Multimodal Improvements
- B. Is project already in the TIP?  
 **Yes**    No
- C. DES # (if assigned): 1900402
- D. Project Location (detailed description of project termini): 17<sup>th</sup> Street from Monroe Street to Grant Street

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

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

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

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

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

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

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

**BMCMPO FY2020-2024 Transportation Improvement Program** – Project is currently programmed for federal funding.

G. Allied Projects:

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

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

- Yes     No

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

- Yes     No

I. Anticipated Letting Date: March 10, 2022

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
RW	Local	\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$ 71,000	\$	\$	\$	\$	\$
	STP	\$ 284,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$ 578,178	\$	\$	\$	\$	\$
	STP	\$ 1,854,309	\$	\$	\$	\$	\$
	TAP	\$ 169,513	\$	\$	\$	\$	\$
	<b>Totals:</b>	\$ 2,957,000	\$	\$	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

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

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

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

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

Project will be constructed to improve safety and comfort for users of all ages and abilities and all modes of transportation. Project will comply with PROWAG, the City’s adopted accessibility standards. Project will comply with all required environmental and historical regulations per the federal process. Project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

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

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

Preliminary engineering is underway. Public participation is expected 2021. Right of way acquisition is expected in 2021. Construction is expected in 2022.

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

All permits will be applied for at the appropriate time in project development. Preliminary engineering is underway. Public participation is expected 2021. Right of way acquisition is expected in 2021. Construction is expected in 2022.

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

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

- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

Project will be presented to the MPO committees and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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

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



## FY 2022-2026 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov).

### Detailed Project Description (not to exceed 250 words)

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

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

### Primary Purpose (Select one)

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

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

### Project Elements (All that apply)

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

### Community Support (20 points maximum)

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

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

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

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

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



## Bloomington/Monroe County Metropolitan Planning Organization

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

**BMCMPO FY2020-2024 Transportation Improvement Program** – Project is currently programmed for federal funding.

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

No. This project supports the efforts of numerous community organizations, but it has not sought endorsement letters. This project is already programmed in the TIP.

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

Yes, this project has been discussed at the Bicycle and Pedestrian Safety Commission. All of the local planning documents supporting this project included extensive public outreach. The Bloomington Transportation Plan explicitly lists this project as a part of its high priority network.

### Safety (25 points maximum)

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

- X** ‘Top Locations by Crash Total’ (Year(s): 2013-2015 )
- ‘Top Locations by Crash Rate’ (Year(s): \_\_\_\_\_ )
- ‘Top Locations by Crash Severity’ (Year(s): \_\_\_\_\_ )
- ‘Eligible HSIP Locations’ (Year(s): \_\_\_\_\_ )
- ‘Top Bicycle and Pedestrian Crash Locations’ (Year(s): \_\_\_\_\_ )

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

596 total crashes (2016-2020 data)

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

46 incapacitating, 1 fatal (2016-2020 data)

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

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



**Utility (25 points maximum)**

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

*Please check all that apply.*

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

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

*Please check all that apply.*

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

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

3 transit lines and 25 transit stops

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

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

**Project Readiness (30 points maximum)**

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

Design is approximately 80% complete. The proposed timeline for this project leaves adequate time to complete all design work.

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

The majority of the 17<sup>th</sup> Street corridor is within existing city right of way. However, small areas of additional right of way acquisition are required from numerous adjacent parcels and the City is in the ROW acquisition phase.

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

Yes, the project is eligible for and has completed a Categorical Exclusion.



**Bloomington/Monroe County Metropolitan Planning Organization**

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

Yes, with the funds requested the project’s construction, and construction inspection would be fully funded. Preliminary engineering and right of way acquisition will be funded locally.

**PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:**

- **FY 2022-2026 TIP Project Request Form**
- **Cover letter signed by the highest elected local official as well as the highest financial officer of the LPA**
- **Project Map**
- **NEPA Approval Letter** (if applicable)
- **Letters of support** (if applicable)

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

---

Signature

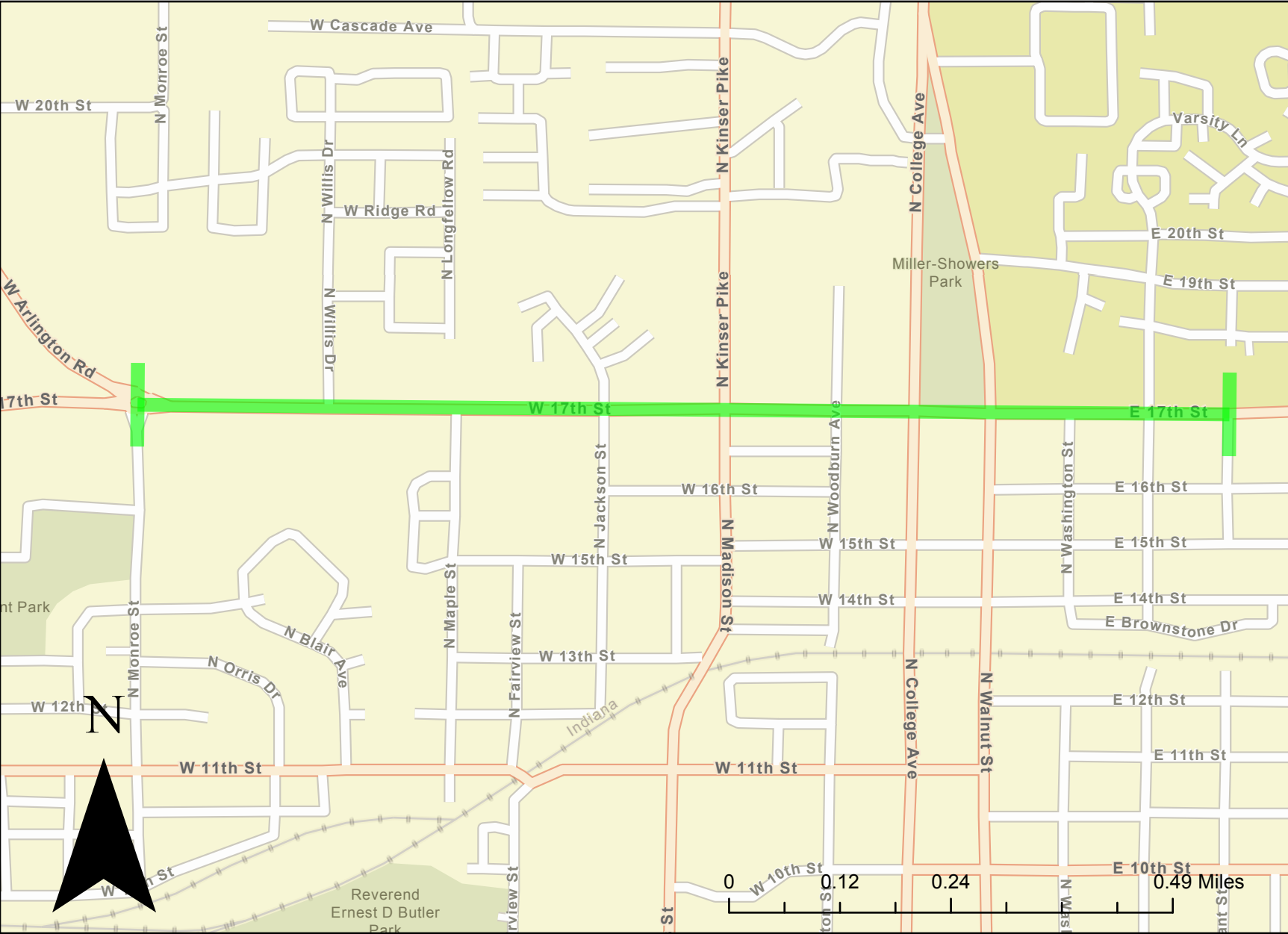
*Neil Kopper*

---

Date

*4/30/2021*

# 17th Street Multimodal Improvements





**City of Bloomington  
Engineering Department**

April 29, 2021

**B-Line Trail Connection**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects


Dear Mr. Martin:

The City of Bloomington is pleased to submit this funding application to utilize federal funding. This project will provide important connectivity between City and County trail networks while improving safety, accessibility, and mobility for all modes of transportation. All required project application forms are attached with this letter.

The project's preliminary engineering and right of way acquisition are already underway. The total construction and construction engineering project costs are estimated at \$2,025,000 and we are requesting STP and CARES federal funding in the amount of \$582,161 in FY 2023. Additional funding details are included within the attached application forms.

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

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.  
Underwood, CPA

Digitally signed by Jeffrey H. Underwood, CPA  
DN: cn=Jeffrey H. Underwood, CPA, o=City of  
Bloomington, ou=Office of the Controller,  
email=underwoj@bloomington.in.gov, c=US  
Date: 2021.04.30 12:08:24 -0400

Jeff Underwood, Controller



## FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

### Section 1: Local Public Agency Information

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

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

### Section 2: Verification

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

*Roy Aten*

04/29/2021

Employee in Responsible Charge (ERC)

Date

### Section 3: Project Information

A. Project Name: B-Line Trail Connection

B. Is project already in the TIP?  
 Yes  No

C. DES # (if assigned): 1700735

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

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

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

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

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

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

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

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

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

**BMCMPPO FY2020-2024 Transportation Improvement Program** – Project is currently programmed for federal funding.

This project has also been the source of discussions between City of Bloomington and Monroe County officials regarding the need to improve connectivity between the trails systems of these two entities.

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

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: October 13, 2022

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021, and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	Local	\$	\$	\$	\$	\$	\$

RW	STP	\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$ 225,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$ 1,217,839	\$	\$	\$	\$
	STP	\$	\$ 242,110	\$	\$	\$	\$
	CARES	\$	\$ 340,051	\$	\$	\$	\$
	<b>Totals:</b>	\$	\$ 2,025,000	\$	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).  
Project will connect the existing B-Line Trail terminus at Adams Street with the multiuse path on the 17th Street I-69 overpass. The project follows the railroad corridor from Adams Street to Fountain Drive (multiuse trail), follows Fountain Drive from the railroad corridor to Crescent Road (multiuse path), and then follows Crescent Road from Fountain Drive to 17th Street (multiuse path). Project also includes intersection modifications along the corridor to improve both safety and mobility, accessible transit stop improvements, sidewalk connections, and other improvements.
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

Project will be constructed to improve safety and comfort for users of all ages and abilities, including efforts to reduce intersection corner radii and shorten crosswalk lengths. Project will comply with PROWAG, the City's adopted accessibility standards. Project will comply with all required environmental and historical regulations per the federal process. Project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).  
Project seeks to improve safety, comfort, and accessibility for people using active transportation. Project will improve overall street capacity by providing transportation options and by updating two street intersections to better accommodate the dominant traffic movements.
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.  
Preliminary engineering is underway and nearly complete. Public participation was completed in 2019. Right of way acquisition is underway. Construction is expected in 2023.
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).  
All permits will be applied for at the appropriate time in project development. Engineering is nearly completed. Public participation was completed in 2019. Right of way acquisition is expected to be completed in 2021. Construction is expected in 2023.
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.  
Project is limited by amount of available MPO funding. Local match is expected to be significantly larger than 20%.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).  
Project will be discussed at the MPO and the Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. A public information meeting was held in 2019. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.  
INDOT, BMCMPPO, various City of Bloomington Departments, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.





**City of Bloomington  
Engineering Department**

April 29, 2021

**Crosswalk Improvements Project DES 1700976**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

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

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

Preliminary engineering is already complete for the project. This project was unsuccessfully bid in FY2021. We believe that minor updates to the bid documents will yield a successful bid, and we believe that this important projects deserves to reach construction. The total construction and construction engineering project costs are estimated at \$502,500 and we are requesting HSIP and Section 164 funding in the amount of \$351,255 in FY 2022. Additional funding details are included within the attached application forms.

With design already complete and right of way already cleared, we are committed to pursuing a construction contract letting in FY 2022. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.  
Underwood,  
CPA

Jeff Underwood, Controller

Digitally signed by Jeffrey H. Underwood,  
CPA  
DN: cn=Jeffrey H. Underwood, CPA,  
o=City of Bloomington, ou=Office of the  
Controller,  
email=underwoj@bloomington.in.gov,  
c=US  
Date: 2021.04.30 11:41:12 -04'00'



# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

## Section 1: Local Public Agency Information

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

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

## Section 2: Verification

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

*Neil Kopper*

*4/30/2021*

Employee in Responsible Charge (ERC)

Date

## Section 3: Project Information

A. Project Name: Crosswalk Improvements Project

B. Is project already in the TIP?  
 **Yes**  No

C. DES # (if assigned): 1700976

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

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

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

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

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

**BMCMPPO 2040 Metropolitan Transportation Plan** – Goals include “Promote projects that focus on improving safety for all.”

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

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

**Bloomington Transportation Plan** – “In order to improve walking conditions throughout the City, street design should prioritize the safety and comfort of pedestrians....”

**BMCMPPO FY2020-2024 Transportation Improvement Program** – Project previously programmed for federal funding.

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

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

- Yes  No

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

- Yes  No

I. **Anticipated Letting Date:** October 14, 2021

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021, and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$ 52,500	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$98,745	\$	\$	\$	\$	\$
	HSIP	\$ 240,795	\$	\$	\$	\$	\$
	Sect 164	\$ 110,460	\$	\$	\$	\$	\$
<b>Totals:</b>		\$ 502,500	\$	\$	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

This project will install and enhance pedestrian crosswalks at up to 8 different intersections. Improvements include marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuge islands, curb bulbouts, and traffic signal equipment improvements.

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

Project will be designed and constructed to meet current accessibility requirements.

- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

Project seeks to reduce crash risk for pedestrians by improving safety and accessibility of crosswalks.

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

Consultant selection, public participation, and design are complete. Minor design updates will be required before bidding project. Work takes place within existing right of way. Construction and completion are expected in 2022.

- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.). All applicable permits and approvals will be secured at appropriate times. Key milestones will include Stage 3 and Final Tracings submissions.
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.  
None.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).  
Public involvement is currently expected to involve one meeting to discuss location and type of crosswalk improvements. This discussion may be scheduled to be a part of another public meeting for a relevant group such as the Bicycle and Pedestrian Safety Commission (BPSC).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.  
Project may receive input from city staff, MPO TAC, MPO CAC, BPSC, and the general public.

# Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

**SPONSOR**

Date  Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone  Email

**PROJECT**

Request  Des No. of existing project

Road Name

Improvement Type

**SIGN UPGRADE PROJECT QUESTION**

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

Sign Inventory

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

**LOCATION DESCRIPTION**

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

The project includes improvements at numerous crosswalks on streets maintained and operated by the City of Bloomington.  
 County = Monroe County  
 Townships = Bloomington and Perry  
 City = City of Bloomington

**SCHEDULE AND FUNDING**

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

Existing project funding type

P/E	<input type="text" value="118,500"/>	Est. Start Date	<input type="text" value="Jan 1, 2019"/>
Land Acquisition	<input type="text"/>	Est. Start Date	<input type="text"/>
Construction	<input type="text" value="450,000"/>	Est. Start Date	<input type="text" value="Oct 1, 2021"/>
Construction Eng.	<input type="text" value="52,500"/>		
Total	<input type="text" value="621,000"/>		

**PROJECT INTENT (required)**

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

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

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

**Special Rule Narrative (attach additional pages if needed)**

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

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

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



**City of Bloomington  
Engineering Department**

April 29, 2021

**Crosswalk Safety Improvements Project**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

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

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

Preliminary engineering fees are estimated at \$100,000 and we are requesting \$70,571 FY2023 Section 164 funding. The total construction and construction engineering project costs are estimated at \$604,000 and we are requesting HSIP and Section 164 funding in the amount of \$541,255 in FY 2025. No right of way acquisition is anticipated. Additional funding details are included within the attached application forms.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2025. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.  
Underwood, CPA

Digitally signed by Jeffrey H. Underwood,  
CPA  
DN: cn=Jeffrey H. Underwood, CPA, o=City of  
Bloomington, ou=Office of the Controller,  
email=underwoj@bloomington.in.gov, c=US  
Date: 2021.04.30 11:43:49 -04'00'

Jeff Underwood, Controller





# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

## Section 1: Local Public Agency Information

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

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

## Section 2: Verification

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

*Neil Kopper*

*4/30/2021*

Employee in Responsible Charge (ERC)

Date

## Section 3: Project Information

A. Project Name: **Crosswalk Safety Improvements Project**

B. Is project already in the TIP?  
 Yes  **No**

C. DES # (if assigned):

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

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

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

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

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

**BMCMPO 2040 Metropolitan Transportation Plan** – Goals include “Promote projects that focus on improving safety for all.”

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

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

**Bloomington Transportation Plan** – “In order to improve walking conditions throughout the City, street design should prioritize the safety and comfort of pedestrians....”

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

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

- Yes  No

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

- Yes  No

I. **Anticipated Letting Date: October 9, 2024**

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local	\$	\$ 29,429	\$	\$	\$	\$
	Sec 164	\$	\$ 70,571	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$	\$	\$	\$ 7,745	\$	\$
	HSIP	\$	\$	\$	\$ 66,255	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$ 55,000	\$	\$
	HSIP	\$	\$	\$	\$ 364,540	\$	\$
	Sec 164	\$	\$	\$	\$ 110,460	\$	\$
<b>Totals:</b>		\$	\$ 100,000	\$	\$ 604,000	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

This project will install or enhance pedestrian crosswalks. Improvements may include marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuge islands, curb bulbouts, raised crosswalks, signal equipment upgrades, and other features. Project locations will be prioritized to focus on areas with low accessibility compliance and high crash risk.

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

Project will be designed and constructed to meet current accessibility requirements.

- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

Project seeks to reduce crash risk for pedestrians by improving safety and accessibility of crosswalks.

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

Consultant selection, public participation, and design expected to begin in late 2022. Work is expected to take place within existing right of way. Construction and completion are expected in 2025.

- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.). All applicable permits and approvals will be secured at appropriate times. Key milestones will include Stage 3 and Final Tracings submissions.
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.  
None.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).  
Public involvement is currently expected to involve one meeting to discuss location and type of crosswalk improvements. This discussion may be scheduled to be a part of another public meeting for a relevant group such as the Bicycle and Pedestrian Safety Commission (BPSC).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.  
Project may receive input from city staff, MPO TAC, MPO CAC, CCA, BPSC, and the general public.

# Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

**SPONSOR**

Date	<input type="text" value="Apr 30, 2021"/>	Submitted by	<input type="text" value="BMCMPPO"/>
Local Public Agency	<input type="text" value="City of Bloomington"/>		
Official Signatory	<input type="text" value="Andrew Cibor"/>		
Office Title	<input type="text" value="City Engineer"/>		
Project Contact	<input type="text" value="Neil Kopper"/>		
Telephone	<input type="text" value="812-349-3913"/>	Email	<input type="text" value="koppenn@bloomington.in.gov"/>

**PROJECT**

Request	<input type="text" value="New Project"/>	Des No. of existing project	<input type="text"/>
Road Name	<input type="text" value="Various City Maintained Streets"/>		
Improvement Type	<input type="text" value="05 Install new pedestrian crosswalk warning signs, flashing beacons, special pavem"/>		

**SIGN UPGRADE PROJECT QUESTION**

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

Sign Inventory

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

**LOCATION DESCRIPTION**

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

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

**SCHEDULE AND FUNDING**

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

Existing project funding type

P/E       Est. Start Date

Land Acquisition       Est. Start Date

Construction       Est. Start Date

Construction Eng.

Total

**PROJECT INTENT (required)**

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

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

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

**Special Rule Narrative (attach additional pages if needed)**

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

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

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



**City of Bloomington  
Engineering Department**

April 29, 2021

**Downtown Curb Ramps Phase III**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

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

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

Preliminary engineering for the project is already underway and utilizes FY2021 HSIP funding. The total construction and construction engineering project costs are estimated at \$522,983, and we are requesting HSIP and Section 164 funding in the amount of \$470,684 in FY 2023. No right of way acquisition is anticipated. Additional funding details are included within the attached application forms.

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

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.  
Underwood, CPA

Digitally signed by Jeffrey H. Underwood, CPA  
DN: cn=Jeffrey H. Underwood, CPA, o=City of  
Bloomington, ou=Office of the Controller,  
email=underwoj@bloomington.in.gov, c=US  
Date: 2021.04.30 11:46:31 -0400

Jeff Underwood, Controller



## FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@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):** Patrick Dierkes  
**Phone:** 812-318-2507  
**Email:** patrick.dierkes@bloomington.in.gov

### Section 2: Verification

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

4/29/2021

Employee in Responsible Charge (ERC)

Date

### Section 3: Project Information

- A. Project Name: Downtown Curb Ramps Phase 3
- B. Is project already in the TIP?  
 **Yes**  No
- C. DES # (if assigned): 1900403
- D. Project Location (detailed description of project termini): Numerous locations in and near downtown Bloomington that require accessible curb ramps.



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

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

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

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

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

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

**BMCMPO FY2020-2024 Transportation Improvement Program** – Project is currently programmed for federal funding.

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

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

- Yes  No

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

- Yes  No

I. **Anticipated Letting Date:** October 13, 2022

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	HSIP	\$	\$	\$	\$	\$	\$
	Local	\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	HSIP	\$	\$ 61,393	\$	\$	\$	\$
	Local	\$	\$ 6,822	\$	\$	\$	\$
CN	HSIP	\$	\$ 369,402	\$	\$	\$	\$
	Sect 164	\$	\$ 39,889	\$	\$	\$	\$
	Local	\$	\$ 45,477	\$	\$	\$	\$
<b>Totals:</b>		\$	\$ 522,983	\$	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

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

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

Project will be designed and constructed to meet current accessibility requirements.

- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

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

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

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

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

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

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

None.

7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

This project is primarily a maintenance effort to bring curb ramps into compliance with accessibility requirements. Public involvement is currently expected to involve one meeting and focus on prioritization of curb ramp locations. This discussion may be scheduled to be a part of another public meeting for a relevant group such as the Council for Community Accessibility (CCA) or the Bicycle and Pedestrian Safety Commission (BPSC).

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

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

# Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

**SPONSOR**

Date  Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone  Email

**PROJECT**

Request  Des No. of existing project

Road Name

Improvement Type

**SIGN UPGRADE PROJECT QUESTION**

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

Sign Inventory

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

**LOCATION DESCRIPTION**

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

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

**SCHEDULE AND FUNDING**

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

Existing project funding type

P/E  Est. Start Date

Land Acquisition  Est. Start Date

Construction  Est. Start Date

Construction Eng.

Total

**PROJECT INTENT (required)**

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

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

**Special Rule Narrative (attach additional pages if needed)**

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

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

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



**City of Bloomington  
Engineering Department**

April 29, 2021

**Downtown Curb Ramps Phase IV**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

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

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

Preliminary engineering fees are estimated at \$115,000 and we are requesting \$110,460 FY2024 Section 164 funding. The total construction and construction engineering project costs are estimated at \$604,000 and we are requesting HSIP and Section 164 funding in the amount of \$541,255 in FY 2026. No right of way acquisition is anticipated. Additional funding details are included within the attached application forms.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2026. Patrick Dierkes will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.

Underwood, CPA

Jeff Underwood, Controller

Digitally signed by Jeffrey H. Underwood, CPA  
DN: cn=Jeffrey H. Underwood, CPA, o=City of  
Bloomington, ou=Office of the Controller,  
email=underwoj@bloomington.in.gov, c=US  
Date: 2021.04.30 11:45:42 -04'00'



# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@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):** Patrick Dierkes  
**Phone:** 812-318-2507  
**Email:** patrick.dierkes@bloomington.in.gov

## Section 2: Verification

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

4/29/2021

Employee in Responsible Charge (ERC)

Date

## Section 3: Project Information

- A. Project Name: Downtown Curb Ramps Phase 4
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini): Numerous locations in and near downtown Bloomington that require accessible curb ramps.

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

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

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

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

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

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

**Bloomington Transportation Plan** – Prioritizes “building pedestrian ... infrastructure that is accessible to all users....”

G. Allied Projects: Downtown Curb Ramps Phase 1, Downtown Curb Ramps Phase 2, Downtown Curb Ramps Phase 3.

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

- Yes  No

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

- Yes  No

I. **Anticipated Letting Date:** October 8, 2025

## 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 BCMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	S164	\$	\$	\$ 110,460	\$	\$	\$
	Local	\$	\$	\$ 4,540	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	HSIP	\$	\$	\$	\$	\$ 66,255	\$
	Local	\$	\$	\$	\$	\$ 7,745	\$
CN	HSIP	\$	\$	\$	\$	\$ 364,540	\$
	Sec. 164	\$	\$	\$	\$	\$ 110,460	\$
	Local	\$	\$	\$	\$	\$ 55,000	\$
<b>Totals:</b>		\$	\$	\$ 115,000	\$	\$604,000	\$



## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

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

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

Project will be designed and constructed to meet current accessibility requirements.

- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

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

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

Consultant selection will begin in late 2023. Public participation and design will be in 2024 and 2025. Work is expected to take place within existing right of way. Construction and completion are expected in 2026.

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

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

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

None.

7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

This project is primarily a maintenance effort to bring curb ramps into compliance with accessibility requirements. Public involvement is currently expected to involve one meeting and focus on prioritization of curb ramp locations. This discussion may be scheduled to be a part of another public meeting for a relevant group such as the Council for Community Accessibility (CCA) or the Bicycle and Pedestrian Safety Commission (BPSC).

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

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

# Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

**SPONSOR**

Date  Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone  Email

**PROJECT**

Request  Des No. of existing project

Road Name

Improvement Type

**SIGN UPGRADE PROJECT QUESTION**

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

Sign Inventory

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

**LOCATION DESCRIPTION**

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

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

**SCHEDULE AND FUNDING**

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

Existing project funding type

P/E  Est. Start Date

Land Acquisition  Est. Start Date

Construction  Est. Start Date

Construction Eng.

Total

**PROJECT INTENT (required)**

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

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

**Special Rule Narrative (attach additional pages if needed)**

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

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

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



**City of Bloomington  
Engineering Department**

April 29, 2021

**Guardrail Improvement Project**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects

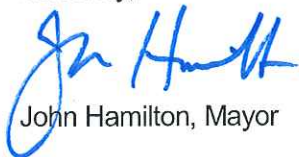
Dear Mr. Martin:

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

Preliminary engineering is already underway and will be completed using local funding. The project will not require right of way acquisition. The total construction and construction engineering project costs are estimated at \$245,000 and we are requesting HSIP funding in the amount of \$190,000 in FY 2022. Additional funding details are included within the attached application forms.

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

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.

Underwood, CPA

Jeff Underwood, Controller

Digitally signed by Jeffrey H. Underwood, CPA  
DN: cn=Jeffrey H. Underwood, CPA, o=City of  
Bloomington, ou=Office of the Controller,  
email=underwoj@bloomington.in.gov, c=US  
Date: 2021.04.30 12:16:14 -0400



# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@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):** Patrick Dierkes  
**Phone:** 812-318-2507  
**Email:** patrick.dierkes@bloomington.in.gov

## Section 2: Verification

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

4/29/2021

Employee in Responsible Charge (ERC)

Date

## Section 3: Project Information

- A. Project Name: Guardrail Improvement Project
- B. Is project already in the TIP?  
 **Yes**  No
- C. DES # (if assigned): 1900404
- D. Project Location (detailed description of project termini): Numerous locations throughout the City of Bloomington that require guardrail replacement.

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

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

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

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

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

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

**BMCMPO FY2020-2024 Transportation Improvement Program** – Project is currently programmed for federal funding.

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

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

- Yes     No

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

- Yes     No

I. **Anticipated Letting Date:** October 14, 2021

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021, and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$30,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	HSIP	\$ 190,000	\$	\$	\$	\$	\$
	Local	\$ 25,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$ 245,000	\$	\$	\$	\$	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

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

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

Project will be designed and constructed to meet current requirements for guardrails.

- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

Project seeks to reduce crash severity by improving/installing guardrails.

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



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

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

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

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

None.

7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

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

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

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

# Highway Safety Improvement Program

## Low Cost Systemic LPA Project Eligibility Request

**SPONSOR**

Date	Apr 29, 2021	Submitted by	BMCMPPO
Local Public Agency	City of Bloomington		
Official Signatory	Andrew Cibor		
Office Title	City Engineer		
Project Contact	Patrick Dierkes		
Telephone	812-318-2507	Email	patrick.dierkes@bloomington.in.gov

**PROJECT**

Request	Existing Project	Des No. of existing project	1900404
Road Name	Various City Maintained Streets		
Improvement Type	22 Upgrade guardrail end treatments to current standards		

**SIGN UPGRADE PROJECT QUESTION**

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

Sign Inventory

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

**LOCATION DESCRIPTION**

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

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

**SCHEDULE AND FUNDING**

If LPA is to contribute more than 10% match      Local Contribution Amount 162,948

Existing project funding type No existing project

P/E	107,948	Est. Start Date	Jun 15, 2020
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Land Acquisition	0	Est. Start Date	
------------------	---	-----------------	--

Construction	215,000	Est. Start Date	Jan 3, 2022
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Construction Eng.	30,000
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Total	352,948
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**PROJECT INTENT (required)**

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

Project will 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. Replacing guardrail runs will also be necessary.

**Special Rule Narrative (attach additional pages if needed)**

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

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



**City of Bloomington  
Engineering Department**

April 29, 2021

**High Street Intersection Modernizations and Multiuse Path**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects

Dear Mr. Martin:

The City of Bloomington is pleased to submit this application to utilize federal funding. The project will improve safety, accessibility, and mobility for all modes of transportation in this important corridor.

Preliminary engineering for the project will utilize local funding. Right of way costs are estimated at \$1,100,000 and we are requesting federal funding in the amount of \$242,110 in FY 2024. The total construction and construction engineering project costs are estimated at \$6,440,000 and we are requesting federal funding in the amount of \$3,161,756 in FY 2026. Please note that these requests are limited by the amount of available federal funding. We are interested in options to increase these funding levels, but we are open to phasing the project or reducing scope based on funding availability. Additional funding details are included within the attached application forms.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY 2026. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.  
Underwood, CPA

Digitally signed by Jeffrey H. Underwood,  
CPA  
DN: cn=Jeffrey H. Underwood, CPA, o=City of  
Bloomington, ou=Office of the Controller,  
email=underwoj@bloomington.in.gov, c=US  
Date: 2021.04.30 11:44:45 -04'00'

Jeff Underwood, Controller



# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

## Section 1: Local Public Agency Information

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

**Employee in Responsible Charge (ERC):** Neil Kopper

**Phone:** 812-349-3913

**Email:** koppern@bloomington.in.gov

## Section 2: Verification

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

*Neil Kopper*

4/30/2021

Employee in Responsible Charge (ERC)

Date

## Section 3: Project Information

- A. Project Name: High Street Intersection Modernizations and Multiuse Path
- B. Is project already in the TIP?  
 Yes  No
- C. **DES # (if assigned):**
- D. Project Location (detailed description of project termini): High Street from Arden Drive to 3<sup>rd</sup> Street. This project may be reduced or phased based on federal funding award or other constraints.

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

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

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

**BMCMPO 2040 Metropolitan Transportation Plan** – Goals include “Promote projects that focus on improving safety for all” and “Pursue possible funding opportunities to increase trail/path use and investment.”

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

**Bloomington Comprehensive Plan** – Policies include “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

**Bloomington Transportation Plan** – “The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington.” The plan also notes that “All facilities for pedestrians must be designed for safety, accessibility, and comfort.” This multiuse path is specifically listed as MU-8 recommended project.

G. **Allied Projects:**

**Jackson Creek Trail Project (which includes multiuse path on High from Rogers to Arden)**

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

- Yes     No

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

- Yes     No

I. **Anticipated Letting Date:**   October 8, 2025  

## 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 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local	\$	\$ 800,000	\$	\$	\$	\$
RW	Local	\$	\$	\$ 857,890	\$	\$	\$
	STP	\$	\$	\$ 242,110	\$	\$	\$
CE	Local	\$	\$	\$	\$	\$ 640,000	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$	\$ 2,638,244	\$
	STP	\$	\$	\$	\$	\$ 2,992,243	\$
	TAP	\$	\$	\$	\$	\$ 169,513	\$
<b>Totals:</b>		\$	\$ 800,000	\$ 1,100,000	\$	\$ 6,440,000	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

This project will construct multimodal safety and mobility improvements on High Street from Arden Drive to 3<sup>rd</sup> Street. Project improvements are expected to include sidewalk curb ramps, accessible bus stops, multiuse path, and traffic signal modernizations.

The project seeks to reduce conflicts between modes by constructing a multiuse path to connect to the existing (currently under construction) multiuse path and Jackson Creek Trail south of Arden Drive. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Hillside Drive, 2<sup>nd</sup> Street, and 3<sup>rd</sup> Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, accessible pedestrian pushbuttons and countdown timers, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The intersection at 3<sup>rd</sup> Street will be evaluated for a realignment that is expected to significantly reduce delay by removing split phasing. All intersections will be evaluated for options to provide shorter pedestrian crosswalks. The project will also pursue other geometric modifications to reduce crash risk by encouraging speed limit compliance. The project will include signage and marking updates to improve predictability.

- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent

design component in relation to current conditions, during implementation/construction, and upon project completion.

Project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. Project will comply with PROWAG, the City's adopted accessibility standards. Project will comply with all required environmental and historical regulations per the federal process. Project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

Project priorities include improving safety (as detailed in #1) and expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City's ability to transport people while also working toward goals of equity and sustainability. This project connects to the existing Jackson Creek Trail and is less than half a mile from Southeast Park and the YMCA. The project is also less than one mile from five elementary schools and Indiana University.

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

Preliminary engineering consultant selection and design will begin in 2023. Public participation is anticipated in 2024. The project will be constructed along an existing right of way, but additional right of way acquisitions will be completed in 2025. Construction would take place during 2026.

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

All permits will be applied for at the appropriate time in project development. Key milestones will include Stage 3 and Final Tracings plan submissions.

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

The City's local match portion will depend upon available/awarded federal funding levels. This project may need to be reduced or phased based on federal funding award or other constraints.

7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

Project will be presented to the MPO committees and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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

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





## FY2022 - 2026 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov).

### Detailed Project Description (not to exceed 250 words)

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

This project will construct multimodal safety and mobility improvements on High Street from Arden Drive to 3rd Street. Project improvements are expected to include sidewalk curb ramps, accessible bus stops, multiuse path, and traffic signal modernizations.

The project seeks to reduce conflicts between modes by constructing a multiuse path to connect to the existing (currently under construction) multiuse path and Jackson Creek Trail south of Arden Drive. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Hillside Drive, 2nd Street, and 3rd Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, accessible pedestrian pushbuttons and countdown timers, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The intersection at 3rd Street will be evaluated for a realignment that is expected to significantly reduce delay by removing split phasing. All intersections will be evaluated for options to provide shorter pedestrian crosswalks. The project will also pursue other geometric modifications to reduce crash risk by encouraging speed limit compliance. The project will include signage and marking updates to improve predictability.

### Primary Purpose (Select one)

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

- X Construction of Bicycle/Pedestrian Facilities**
- Safe Routes to School
- Multi-use trail project

### Project Elements (Select all that apply)

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



**Community Support (20 points maximum)**

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

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

**BMCMPO 2040 Metropolitan Transportation Plan** – Goals include “Promote projects that focus on improving safety for all” and “Pursue possible funding opportunities to increase trail/path use and investment.”

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

**Bloomington Comprehensive Plan** – Policies include “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

**Bloomington Transportation Plan** – “The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington.” The plan also notes that “All facilities for pedestrians must be designed for safety, accessibility, and comfort.” This multiuse path is specifically listed as MU-8 recommended project.

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

*Please include a copy of each letter.*

This project supports the efforts of numerous community organizations, but it has not sought endorsement letters.

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

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

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

**Safety (25 points maximum)**

- a. Does the project location occur on any of the following lists in the MPO’s crash reports from the previous five (5) years? **(10 points maximum)**

*Please check each list on which the project location appears and indicate which year’s crash report the list is in.*

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

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

239 crashes (2016-2020 data)

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

16 incapacitating injury crashes (2016-2020 data)

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

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

**Utility (25 points maximum)**

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

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

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

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

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

3 transit routes (3, 4, and 5) and 18 transit stops

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

This project borders census tract 2.02, but does not fall directly within one of the census tracts specified in the MPO 2040 Long Range Transportation Plan.



**Project Readiness (30 points maximum)**

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

Only conceptual design has begun. No design work is underway, but there is more than sufficient time to complete design in compliance with INDOT timelines.

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

The majority of High Street is currently within City right of way, but additional acquisition is anticipated for multiuse path installation. Topographic survey and title searches will be necessary to determine the extent of right of way acquisition required.

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

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

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

The City is committed to providing local match sufficient for this project. However, the amount of federal funding currently available does not fully fund this project.

**PLEASE ATTACH THE FOLLOWING TO THE COMPLETED TAP APPLICATION:**

- **FY 2022 - 2026 TIP Project Request Form**
- **Cover letter signed by the highest elected local official as well as the highest financial officer of the LPA**
- **Project Map**
- **NEPA Approval Letter** (if applicable)
- **Letters of support** (if applicable)

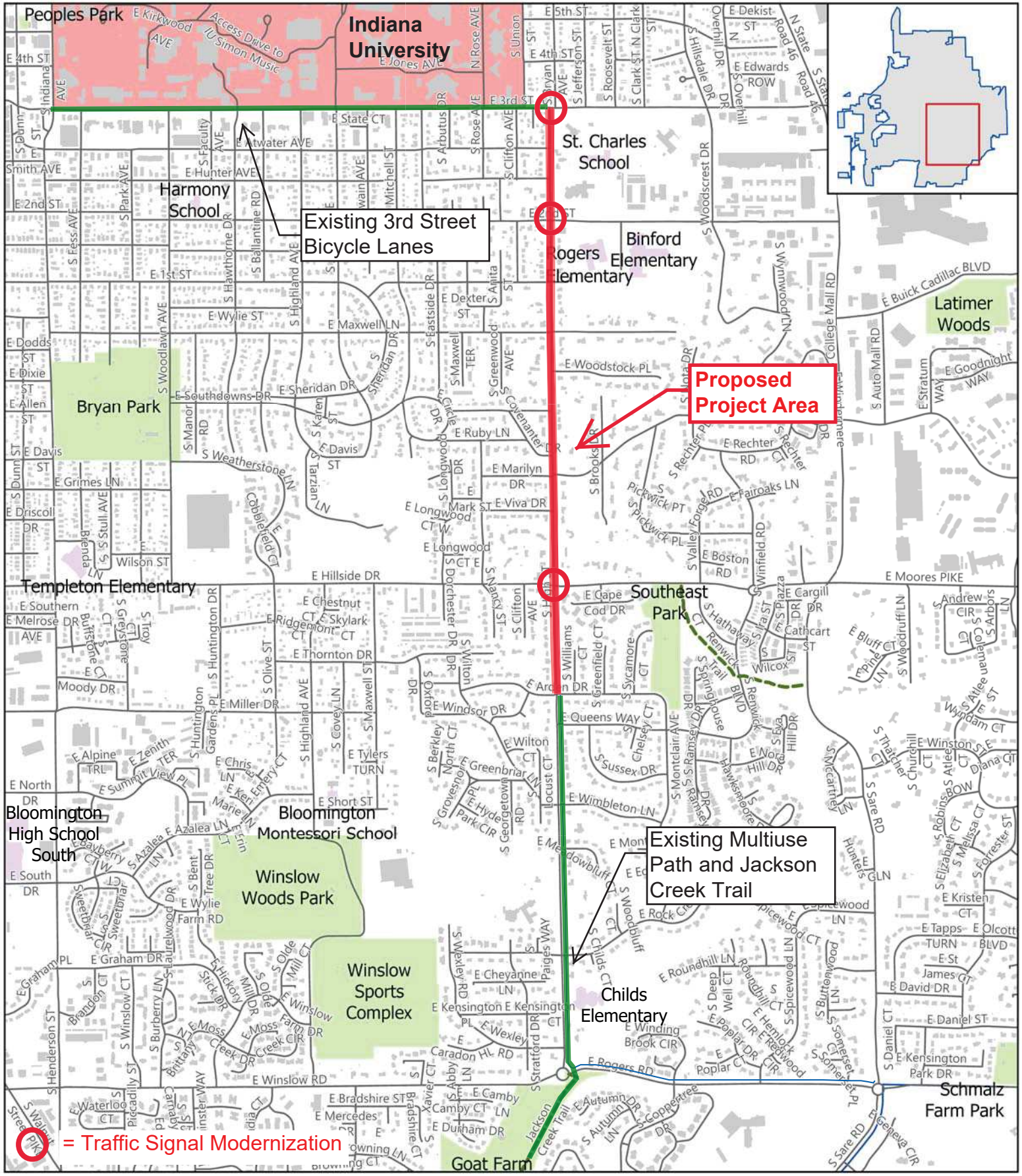
I hereby certify that the information submitted as part of this application is accurate.

*Neil Kopper*

*4/30/2021*

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date



**PK** = Traffic Signal Modernization



# High St (Arden to 3rd)

## MPO Project Candidate



For use as map information only, information is NOT warranted.

Produced: 4/29/2021  
Author: karina.pazos



Project: Location Maps  
File: LocationMapLP



**City of Bloomington  
Engineering Department**

April 29, 2021

**Signal Timing Project**

RE: Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) Call for Projects

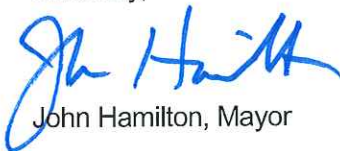
Dear Mr. Martin:

The City of Bloomington is pleased to submit this funding application to utilize Highway Safety Improvement Program (HSIP) funding. This project will update the signal timing of all of the City's traffic signals, pedestrian hybrid beacons, and rectangular rapid-flashing beacons. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including making changes to yellow interval traffic signal timing or signal interconnect to improve safety. Other required project application forms are attached with this letter.

The implementation of these improvements does not require construction and the project will only require a preliminary engineering phase. Preliminary engineering costs are estimated at \$425,000 and we are requesting HSIP funding in the amount of \$382,500 in FY 2024. Additional funding details are included within the attached application forms.

We are committed to initiating the preliminary engineering for this project in FY 2024 and pursuing project completion in a timely manner. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

  
John Hamilton, Mayor

Jeffrey H.  
Underwood,  
CPA  
Jeff Underwood, Controller

Digitally signed by Jeffrey H. Underwood, CPA  
DN: cn=Jeffrey H. Underwood, CPA, o=City of  
Bloomington, ou=Office of the Controller,  
email=underwoj@bloomington.in.gov, c=US  
Date: 2021.04.29 11:40:10 -04'00'



# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

## Section 1: Local Public Agency Information

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

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

## Section 2: Verification

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

*Neil Kopper*

*4/30/2021*

Employee in Responsible Charge (ERC)

Date

## Section 3: Project Information

- A. Project Name: **Signal Timing Project**
- B. Is project already in the TIP?  
 **Yes**    No
- C. DES # (if assigned): **1900400**
- D. Project Location (detailed description of project termini): **Signalized intersections, including pedestrian hybrid beacons and rectangular rapid-flashing beacons, located throughout the City of Bloomington.**

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

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

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

**BMCMPPO 2040 Metropolitan Transportation Plan** – Goals include “Enhance the safe, efficient, and effective movement of people and goods through maintenance, operational and capital investment decisions.” “Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities.” and “Support projects that maximize the use of existing infrastructure through systematic, systemic, and operational best practices.”

**BMCMPPO Complete Streets Policy** – Goals include “To ensure that the safety and mobility of all users of the transportation system are accommodated....” and “To ensure the use of the latest and best design standards, policies and guidelines.”

**Bloomington Comprehensive Plan** – Policies include “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.” Programs include “Continually monitor traffic patterns and evaluate changes (e.g., signal timing adjustments) to enhance efficient flow of traffic.”

**BMCMPPO FY2020-2024 Transportation Improvement Program** – Project is currently programmed for federal funding.

G. Allied Projects: FY2016 Signal Retiming Project

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

- Yes     No

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

- Yes     No

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

#### Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	HSIP	\$	\$	\$ 382,500	\$	\$	\$
	Local	\$	\$	\$ 42,500	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$	\$	\$ 425,000	\$	\$	\$



## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

Project will collect traffic data, model traffic patterns, determine timings that optimize safety and mobility for all modes of transportation, implement new timings, and verify optimal system performance for all of the City’s traffic signals, pedestrian hybrid beacons, and rectangular rapid-flashing beacons. The project will focus on updating yellow and all-red clearance intervals with current best practices. Additional improvements may include optimized progression along corridors, leading pedestrian intervals, and other signal phasing changes.

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

Project is intended to comply with best practice signal timing guidance and also ensure that signal timing prioritizes pedestrian, bicycle, and transit safety and mobility.

- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

Project will evaluate delay and level of service before and after implementation.

- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.  
Consultant selection, public participation, and design expected to begin in 2024. No right of way acquisition or construction is anticipated.
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).  
Minimal permits and approvals are anticipated for this project. Key milestones will include consultant selection and final project completion.
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.  
None.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).  
Public involvement is currently expected to involve one public meeting before timing implementation begins. This meeting may be scheduled to be a part of another public meeting for a relevant group such as the Traffic Commission (TC) or the Bicycle and Pedestrian Safety Commission (BPSC).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.  
Project may receive input from city staff, MPO TAC, MPO CAC, TC, BPSC, Traffic Commission, and the general public.

# Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

**SPONSOR**

Date  Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone  Email

**PROJECT**

Request  Des No. of existing project

Road Name

Improvement Type

**SIGN UPGRADE PROJECT QUESTION**

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

Sign Inventory

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

**LOCATION DESCRIPTION**

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

Signalized intersections, including pedestrian hybrid beacons and RRFBs, located throughout the City of Bloomington.  
 County = Monroe County  
 Townships = Bloomington and Perry  
 City = City of Bloomington

**SCHEDULE AND FUNDING**

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

Existing project funding type

P/E  Est. Start Date

Land Acquisition  Est. Start Date

Construction  Est. Start Date

Construction Eng.

Total

**PROJECT INTENT (required)**

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

Project will collect traffic data, model traffic patterns, determine timings that optimize safety and mobility for all modes of transportation, implement new timings, and verify optimal system performance for all of the City's traffic signals, pedestrian hybrid beacons, and rectangular rapid-flashing beacons. The project will update the signal timing parameters to reflect recommended yellow change intervals and required ADA walk/ flashing don't walk phase lengths. Additionally, a key project metric will be to minimize vehicle stops while also attempting to manage the vehicle progression speed. Updating the change intervals and minimizing vehicle stops are expected to mitigate rear end and angle crash types. Providing sufficient time for pedestrians to cross the intersections is anticipated to improve pedestrian safety. Managing progression speeds is anticipated to enhance bicyclist safety and reduce crash severity. The project will also evaluate locations for possible use of leading pedestrian intervals, left-turn signal phasing changes, and identify additional beneficial traffic signal investments (e.g., interconnect, signal heads, flashing yellow arrow left-turn signals, etc.) to further enhance safety in the City of Bloomington.



**Special Rule Narrative (attach additional pages if needed)**

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

Most locations with high crash numbers and rates in the City of Bloomington are at signalized intersections per the Bloomington/Monroe County Metropolitan Planning Organization Crash Report. Risk tends to be greatest at signalized intersections due to their high traffic volumes and conflict points. Additionally, signalized intersections are multimodal nodes that process conflicting traffic ranging from large trucks and buses to pedestrians and bicyclists. The City of Bloomington has a significant amount of pedestrian and bicycle traffic and the City's signalized intersections are preferred crossing locations for many of these vulnerable users.

The proposed signal timing project will reduce severe crashes by using recommended yellow change intervals, minimizing vehicle stops, providing sufficient pedestrian crossing times, and managing vehicle speed. These changes are anticipated to reduce the frequency and severity of angle, rear end, pedestrian, and bicycle crashes. Additionally, potential changes to left-turn signal phasing could also result in a reduced number of turning crashes. The City of Bloomington does not have a signal timing specialist on staff and has not initiated a full signal retiming project since 2016 (this application is for a 2024 project). This combination leads the City to believe this project will have significant and noticeable safety improvements.



## FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

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

### Section 1: Local Public Agency Information

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

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

### Section 2: Verification

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

Chris Myers  
Employee in Responsible Charge (ERC)

4/9/2021  
Date

### Section 3: Project Information

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

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

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

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

G. Allied Projects:

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

- Yes     No

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

- Yes     No

I. Anticipated Letting Date: \_\_\_\_\_

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2022	FY 2024	FY 2025	FY 2026	Outlying Years
PE (operational)	FTA 5311	\$ 875524	\$ 910545	\$ 946967	\$ 984845	\$ 1024239	\$
	PMTF - state	\$ 312096	\$ 324579	\$ 337563	\$ 351065	\$ 365108	\$
	Local, fares & in-kind	\$ 563428	\$ 585965	\$ 609403	\$ 633780	\$ 659131	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$ 1751048	\$ 1821089	\$ 1893933	\$ 1969690	\$ 2048478	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

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

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

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





# FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

## Section 1: Local Public Agency Information

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

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

## Section 2: Verification

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

\_\_\_\_\_  
Employee in Responsible Charge (ERC)

\_\_\_\_\_  
Date

## Section 3: Project Information

- A. Project Name: 35-Foot Replacement Battery Electric Buses, Charging Stations, and Installation of Charging Stations.
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): 1700763, 1700764, 1700765, 1700766, 1700767
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

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

G. Allied Projects: n/a

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

- Yes     No

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

- Yes     No

I. Anticipated Letting Date: 2022, 2024, 2026

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
	5339	\$ 2,896,000	\$ 2,595,840	\$	\$ 1,371,774	\$ 473,322	\$
	STPB	\$ 432,000	\$ 648,960	\$	\$ 500,000	\$ 500,000	\$
	Local	\$832,000		\$	\$467,944	\$243,331	
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	<b>Totals:</b>	\$ 4,160,000	\$ 3,244,800	\$	\$ 2,339,718	\$ 1,216,653	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

### B. Additional Information:

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**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

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

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

### Section 2: Verification

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

---

Employee in Responsible Charge (ERC)

Date

### Section 3: Project Information

- A. Project Name: BT Access Vehicle Replacement
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): 1700763, 1700764, 1700765, 1700766, 1700767
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

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

G. Allied Projects: n/a

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: 2022-2026

### Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
	5310	\$ 138,445	\$ 143,982	\$ 149,742	\$ 155,731	\$ 161,962	\$
	Local	\$ 34,611	\$ 35,996	\$ 37,436	\$ 38,933	\$ 40,490	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	<b>Totals:</b>	\$ 173,056	\$ 179,978	\$ 187,178	\$ 194,664	\$ 202,452	\$

### Section 5: Complete Streets Policy

**A. Select one of the following:**

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

**B. Additional Information:**

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## FY 2022 - 2026 Transportation Improvement Program Project Request Form

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**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

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

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

### Section 2: Verification

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

---

Employee in Responsible Charge (ERC)

Date

### Section 3: Project Information

- A. Project Name: Bus Stop Accessibility Improvements
- B. Is project already in the TIP?  
 Yes  No (Pending Approval as of 4/30/21)
- 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: 2022, 2024, 2026

### Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
	5310	\$ 120,000	\$	\$ 134,984	\$	\$ 145,998	\$
	Local	\$ 30,000	\$	\$ 31,200	\$	\$ 31,200	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	<b>Totals:</b>	\$ 150,000	\$	\$ 166,184	\$	\$ 177,198	\$

### Section 5: Complete Streets Policy



**A. Select one of the following:**

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

**B. Additional Information:**

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- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
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## FY 2022 - 2026 Transportation Improvement Program Project Request Form

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**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

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### Section 1: Local Public Agency Information

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

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

### Section 2: Verification

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

---

Employee in Responsible Charge (ERC)

Date

### Section 3: Project Information

- A. Project Name: Fixed Route Service Expansion Electric Vehicles, Charging Stations and Charging Station Installation.
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned):
- 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
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- 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: 2023

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
	5339	\$	\$ 1,730,560	\$	\$	\$	\$
	Local	\$	\$ 432,640	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	<b>Totals:</b>	\$	\$ 2,163,200	\$	\$	\$	\$

## Section 5: Complete Streets Policy

**A. Select one of the following:**

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

### Section 2: Verification

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

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Employee in Responsible Charge (ERC)

Date

### Section 3: Project Information

- A. Project Name: Purchase and Rebuild Major Vehicle Components
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): 1700763, 1700764, 1700765, 1700766, 1700767
- D. Project Location (detailed description of project termini): City of Bloomington

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

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

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

G. Allied Projects: n/a

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: 2022-2026

### Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
	5307	\$ 144,000	\$ 149,760	\$ 155,750	\$ 161,980	\$ 168,460	\$
	Local	\$ 36,000	\$ 37,440	\$ 38,938	\$ 40,495	\$ 42,115	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	<b>Totals:</b>	\$ 180,000	\$ 187,200	\$ 194,688	\$ 202,476	\$ 210,575	\$

### Section 5: Complete Streets Policy

**A. Select one of the following:**

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

*Justification for Exemption:* \_\_\_\_\_

**B. Additional Information:**

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

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



## FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

### Section 1: Local Public Agency Information

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

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

### Section 2: Verification

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

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Employee in Responsible Charge (ERC)

Date

### Section 3: Project Information

- A. Project Name: Operational Assistance for Fixed Route and Paratransit Service.
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): 1700763, 1700764, 1700765, 1700766, 1700767
- D. Project Location (detailed description of project termini): City of Bloomington



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

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

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

G. Allied Projects: n/a

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

- Yes     No

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

- Yes     No

I. Anticipated Letting Date: 2022-2026

## Section 4: Financial Plan

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

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
	5307	\$ 2,436,585	\$ 2,485,317	\$ 2,535,023	\$ 2,585,724	\$ 2,637,438	\$
	PMTF	\$ 2,729,092	\$ 2,783,674	\$ 2,839,347	\$ 2,896,134	\$ 2,954,057	\$
	Fares	\$ 1,710,383	\$ 1,744,591	\$ 1,779,483	\$ 1,815,072	\$ 1,851,374	\$
	Local	\$2,332,806	\$2,427,052	\$2,475,593	\$2,525,105	\$2,575,607	
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	<b>Totals:</b>	\$ 9,255,523	\$ 9,440,633	\$ 9,629,446	\$ 9,822,035	\$ 10,018,476	\$

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

### B. Additional Information:

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- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
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