



CITIZENS ADVISORY COMMITTEE

May 22, 2013

6:30 – 8:00 p.m.

McCloskey Room (#135)

*Suggested
Time:*

6:30pm

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. April 24, 2013
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. MTP Task Force
 - b. Project Updates

7:00pm

- V. Reports from MPO Staff
- VI. Old Business

7:15 pm

- VII. New Business
 - a. Statewide Bicycle Suitability Map
 - b. Fiscal Year 2014-2017 Transportation Improvement Program*
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Policy Committee – June 14, 2013 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee – June 26, 2013 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee – June 26, 2013 at 6:30 p.m. (McCloskey Room)

8:00 pm Adjournment

*(*Recommendations Requested / *Public comment prior to vote – limited to five minutes per speaker)*

Citizens Advisory Committee Meeting Minutes
April 24, 2013 McCloskey Conference Room 135, City Hall

*Citizens Advisory Committee (CAC) Minutes are transcribed in a summarized outline manner.
Audio recordings of the meeting are available in the Planning Department for reference.*

Attendance

Citizens Advisory Committee (Voting Members): Chair David Sabbagh (Citizen), Vice-Chair Laurel Cornell (Citizen), Paul Ash (McDoel NA), Elizabeth Cox-Ash (McDoel NA), John Kehrborg (Citizen), Sarah Clevenger (Citizen), Ted Miller (Citizen), Sarah Ryterband (Citizen), James Reed (Citizen), Bill Milroy (Old Northeast Downtown NA), Ken Campanella (Citizen), Tamby Wickle-Cassidy (Citizen), Cheryl Munson (County Council), Trent Carney (Citizen), Patrick Murray (Prospect Hill NA), Mary Jane Hall (Bloomington Board of Realtors), David Walter (6th & Ritter NA), and Jack Baker (McDoel Gardens).

Others in Attendance (including Non-Voting CAC Members): Sandra Flum (INDOT), Jim Ude (INDOT), Mary Jo Hamman (Michael Baker), Josh Desmond (BMCMPPO Staff), Vince Caristo (BMCMPPO Staff), Scott Robinson (BMCMPPO Staff), and Anna Dragovich (BMCMPPO Staff), Dani Rossi (SPEA Fellow), Adrian Reid (City of Bloomington), Dave Williams (City of Bloomington Parks), and Lew May (Bloomington Transit).

I. Call to Order and Introductions (~6:30 PM)

II. Approval of Minutes – The March 27, 2013 minutes were accepted by the Committee.

IV. Communications from the Chair – Mr. Sabbagh apologized for his election remarks at last month's meeting. Ms. Cornell thanked him for his apology.

V. Reports from Officers and/or Committees

A. MTP Task Force – Mr. Desmond reported that the consultant is working to process the transit survey data that was collected in March. MPO staff held a second public input workshop on April 1st and several individual stakeholder meetings. He also reported that staff will be compiling this information to report to the MTP Task Force in May. Ms. Clevenger suggested public education on transportation in the future.

B. Project Updates – Ms. Hamman gave an update on the I-69 project. She explained that they will be organizing "kitchen table" meetings for those who INDOT is buying right of way from. These meetings are voluntary and are intended to help those individuals navigate that process. Ms. Flum explained that David Butts from INDOT will be the local project manager to help facilitate coordination between local projects and I-69.

VI. Reports from MPO Staff – Ms. Rossi gave a presentation on the 2012 Crash Report. She explained that there were 12,056 crashes over the past three years. She went on to detail the causes and locations of the crashes, as well as, the type of vehicle involved and the severity. She reported that the intersection with highest crash frequency was SR 37 & 2nd Street. This may be due to the methods they used which counted the two interchanges counting as one intersection. She also reported that of the intersections with bicycle and pedestrian crashes, 7th & Jordan had the highest bike crashes while Dunn & Kirkwood had the highest pedestrian

crashes. Ms. Dragovich reported that staff continues to work on the TIP. She announced that the CAC will be asked for a recommendation at the May meeting. A public comment period will open for the TIP on May 3rd and continue until June 3rd. Ms. Ryterband asked why the City was doing a 2nd Street feasibility study. Mr. Reid replied that the project is to evaluate how effective a one-way pair might be feasible to improve the corridor. He explained that a one-way pair would reduce right of way costs and balance traffic. Mr. Sabbagh asked if Bloomington Transit was looking at extending any routes. Mr. May responded that funding has been flat for five consistent years and continues to be a barrier. Ms. Cornell suggested transit priorities be discussed further in the future.

VII. Old Business - None

VIII. New Business

A. Mr. Desmond presented the Unified Planning Work Program (UPWP). He explained that the MPO must revise its budget based on updated Federal funding as well as the incorporation of unspent funds from the previous UPWP. He also explained that new Planning Emphasis Areas from FHWA and INDOT must be incorporated into the UPWP. The final Federal funding amount for fiscal year 2014 is \$322, 886 with a local match of \$80,721. *****Ms. Cornell motioned to approve the UPWP amendment and Mr. Ash seconded and the amendment was approved***.**

IX. Communications from Committee Members

A. **Topic Suggestions for Future Agendas** – Ms. Cornell agreed with Ms. Clevenger on the importance to discuss public education how transportation is going to change over the next 50 years and a summary of what staff is working on in that arena. Several CAC members suggested talking about 10th street and the barriers faced by transit. Mr. Desmond suggested a refresher on the 10th Street Mobility Study and the ideas that came out of that study. CAC members agreed.

X. Upcoming Meetings

- A. **Policy Committee – May 10, 2013 (Council Chambers)**
- B. **Technical Advisory Committee – May 22, 2013 at 10:00am (McCloskey Room)**
- C. **Citizens Advisory Committee – May 22, 2012 at 6:30pm (McCloskey Room)**

Adjournment (~8:00 PM)

*These minutes were _____ by the CAC at their regular meeting held on May 22, 2012.
(date, initials)*

Indiana State Route Bicycle Suitability Rating Criteria (Draft)

Purpose

Bicycle riders on public roads have the same rights and responsibilities as motorists, and are subject to the same rules and regulations. These laws include stopping for stop signs and red lights, riding with the flow of traffic, using lights at night, yielding the right-of-way when entering a roadway, and yielding to pedestrians.

The purpose of the bicycle suitability analysis is to provide a snapshot of the quality of state roadways for use by experienced bicyclists. All streets where bicyclists are permitted to ride are technically classified as shared roadways. On shared roadways, bicyclists and motorists share the same travel lane. Motorist may have to cross over into the adjacent travel lane to pass a bicyclist. **Please Note:** *A bicyclist is not required to ride in a designated bike lane. Bicyclists have the right to use either the bike lane or the travel lane.*

The State Route Bicycle Suitability analysis assumes conditions of the roadway travel lanes and does not consider the availability of a dedicated bike lane. The analysis will be used to develop a bicycle suitability map that will serve as a dynamic tool for bicyclists to help select the most appropriate state route for their travel.

Please Note: *Not every bicyclist will agree with all of the ratings within the Bicycle Suitability Map. All bicyclists must use good judgment regarding their skill levels to determine the routes most appropriate for them.*

Targeted Bicyclist

The Bicycle Suitability Analysis and Map and the rating criteria is designed for the experienced adult riders. The suitability map is not intended for children, inexperience riders, or riders who are not comfortable riding in roadway travel lanes. For the intent of this analysis, riders are classified into two experienced rider groups:

1. **Advanced Adult Bicyclist** – experienced riders who generally use their bicycle as they would a motor vehicle. Advanced Adult Bicyclists are generally more willing to ride on roadways that have no bicycle accommodations. They ride for convenience and speed and want direct access to destinations with a minimum of detour or delay. They prefer to have sufficient operating space on the street to eliminate the need for themselves or a passing motor vehicle to shift position. The Bicycle Federation of America estimates that five percent of all bicyclists fall into the Advanced Adult Bicyclists category.
2. **Basic Adult Riders** - Basic or less confident adult riders may still be using their bicycles for transportation purposes but have a higher aversion to interaction with traffic. These bicyclists have both a wide variation of skill and strength, and great differences in their self-assessment of

skills. For these reasons, this category contains the broadest cross-section of user profiles and operating characteristics. Basic riders are more comfortable riding on neighborhood streets and multi-use paths and prefer designated facilities such as bike lanes on busier streets. If possible, they avoid roads with fast and busy traffic unless they have additional space in which to operate. Despite their aversion to traffic, basic adult riders can still be expected to use major arterials. Many bicycle-dependent users are forced to travel on high-speed, high-volume streets in order to reach jobs or basic needs. Further compounding this problem, many of these bicycle-dependent riders live in central city areas and are employed in service industries with nontraditional work hours, often requiring them to commute in the dark. Many bicycle-dependent users have little enthusiasm or skills for bicycling, and in many cases they are not aware that they are required to follow traffic laws. **Source:** CHAPTER 16 *Bicycle and Pedestrian Facilities* Jennifer L. Toole, AICP and Bettina Zimny, AICP

Methodology

The Bicycle Suitability Map and the rating criteria method will continue to evolve as better information and professional input is made available. INDOT's Planning & Asset Management Team will be responsible for updating the rating criteria, routes, and maps as needed.

Data used for the suitability mapping derives from the INDOT's road inventory and HPMS data sets. Various categories were evaluated through assessment engineering input and consultation of knowledgeable staff experts at district offices and MPOs. Please note, these data sets and suitability analyses do not consider:

- **At grade rail-road crossings** - Rough and uneven railroad crossings and those that are set at an acute angle to the roadway and are obstacles to bicyclists.
- **Bridge Crossings** - Surface conditions on bridges and inadequate space to accommodate motor vehicles and bicycles can cause problems for cyclists and pedestrians.
- **Manhole and Utility Covers** – Recessed manholes covers that create obstacles to cyclists. These sometime appear after roadway resurfacing when a manhole is not raised to the new surface level.
- **Bicycle-Safe Drainage Gates** - Some types of drainage grates can trap a bicycle wheel and cause a crash, particularly those with bars that are parallel to the direction of travel and with wide openings between the bars.
- **Signed Shared Roadway** – At this time, there's no comprehensive database within the agency for signed shared roadways on state roadway facilities. As this information develops, the Planning & Asset Management Team will begin incorporating this information into suitability analyses.
- **Dedicated Bike Lanes** – The availability of dedicated bike lanes was not considered in the suitability analysis as bicyclists are not required to ride in a designated bike lane. Bicyclists have the right to use either the bike lane or the roadway travel lane. As more information develops

on designated bicycle lanes becomes available, the Asset Planning & Management Team will begin incorporating this information into suitability analyses.

The Asset Management Team used 4-category ratings for experienced bicyclist:

- **Suitable:** basic level rider would be able to travel with a moderate level of comfort, while an advanced rider would be very comfortable.
- **Moderately Suitable:** basic level rider would be somewhat uncomfortable, while an advanced rider would be moderately comfortable.
- **Not Suitable:** Roadway is not well suited for bicycle travel. Basic level riders should not travel on this type of facility and advanced riders should use extreme caution.
- **Prohibited** - Bicycles are not allowed on these types of facilities. These facilities are either full access controlled (interchange access only) or may be partial access control with INDOT future plans to upgrade to a full access controlled facility.

The Bicycle Suitability Map considers the following factors:

Access Control and Freight Traffic

- Full Access Control: Interstate, freeways, expressways, corridors with interchange access only, or corridors scheduled to be upgraded to freeways (Prohibited)
- Partial Access Control: divide facilities with interchanges at select roadways (Not Recommended to Moderately Suitable)
- No Access Control: no interchanges (Suitable)

Lanes Configuration

- >4 lanes (Not Recommended)
- 4-lane divided (In most cases Not Recommended. However, can be Moderately Suitable in cases where speed, traffic volume, and commercial freight volume is low.)
- 4-lane undivided (Moderately Suitable)
- 2-lanes (Suitable to Moderately Suitable) depending on speed, traffic volume, shoulders, and roadway geometrics

Lane Width

- < 11' – lanes (Not Recommended)
- Between 11-12' lanes (Moderately Suitable)
- 12' lanes and greater (Suitable)

Shoulder Type

- Gravel Shoulder (Not Suitable)
- Curb Shoulder (Moderately Suitable), depending on speed limit, and lane width
- Paved shoulder (Suitable), depending on shoulder width

Paved Shoulder Width

- No Shoulder (Not Suitable)
- Shoulder with rumble strips (Not Suitable)
- Between 1-3' shoulders (Moderately Suitable)
- >3' shoulders (Suitable)

Roadway speed limit

- >55 MPH (High speed, Not Suitable)
- < 55 MPH (Suitable) depends on lane configuration, shoulder width, access control, shoulder type, and traffic volume.

Traffic volumes (Automated process under development)

- Multi-Lane Facilities (speed limit, commercial volume, shoulder width, and lane width) :
 - >40,000 (not suitable)
 - 25,000-40,000 (Moderately Suitable)
 - 0-24,999 (Suitable)
- 2-lane Facilities:
 - >10,000 for 2-lane facilities (Not Suitable)
 - 6,000-10,000 for 2-lane roadways (Moderately Suitable)
 - 0-5,999 for 2-lane (Suitable)

Commercial Vehicle Volumes (Automated process under development)

Commercial volumes includes: buses, RVs, and all trucks (including delivery, utility, mining, garbage, and construction related trucks)

- High Commercial Vehicle Volume: >10% commercial (Not Suitable)
- Medium Commercial Vehicle Volume between 5-10% (Moderately Suitable)
- Low Commercial Vehicle Volume: 0-5% commercial (Suitable)

Roadway geometrics (Staff Observation)

- Poor Site Distance: blind curves, vertical alignment issues, hilly terrain, dense number of driveways per mile (Not Suitable)
- Moderate Site Distance: limited site distance concerns, moderately hilly, no-blind curves, moderate driveway cuts (Moderately Suitable)
- Good sight distance: no vertical alignment issues, no blind curves, and relatively flat terrain (Suitable)

Pavement Quality and Maintenance (Underdevelopment)

- Excellent (Suitable)
- Good (Suitable)
- Fair (Moderately Suitable)
- Poor (Not Recommended)

Results & Findings

A GIS Map was developed based on the 4-categories of suitability discussed. The MAP file will be converted into a common shapefile that can be downloaded by cyclists and special interest groups for use and comment. The shapefile will be stamped and dated by the Asset Management Division. As noted, the Asset Management Division will continue to improve the bike suitability map and process based on input and available information.

For more information on the Suitability Map or INDOT's Bike and Pedestrian Program, please contact our Bike and Pedestrian Coordinator, Jay Mitchell at jaymitchell@indot.in.gov or by telephone (317) 233-4713.

Indiana State Roadway Bicycle Suitability Map

Draft for Review Only

Targeted Riders

The Bicycle Suitability Analysis rating criteria is designed for experienced adult riders. The suitability map is not intended for children, inexperienced riders, or riders who are not comfortable riding in roadway travel lanes with traffic. For the intent of this analysis, riders are classified into two experienced rider groups:

- Advanced Adult Bicyclist** – Are generally more willing to ride on roadways that have no bicycle accommodations. They ride for convenience and speed and want direct access to destinations with a minimum of detour or delay.
- Basic Adult Riders** - Are less confident adult riders who are more comfortable riding on neighborhood streets and multi-use paths and prefer designated facilities such as bike lanes on busier streets. If possible, they avoid roads with fast and busy traffic unless they have additional space in which to operate.

Suitability Rating Criteria

Suitable: Basic level rider would be able to travel with a moderate level of comfort, while an advanced rider would be very comfortable. Criteria:

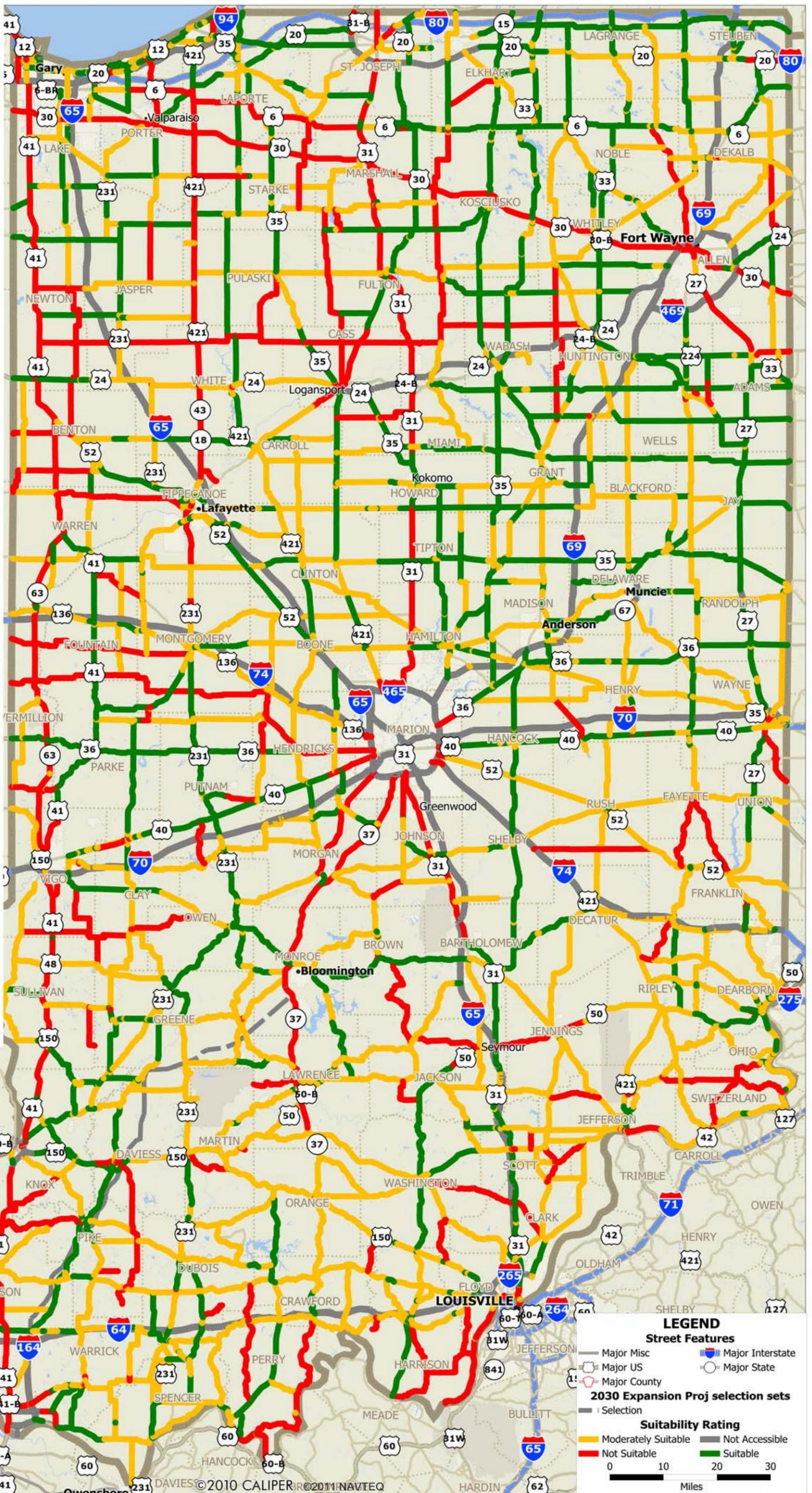
- 2-lane roadway
- 12' lanes or greater
- > 3' paved shoulder width
- Low auto & 0-5% commercial volume
- Speed limit <= 55 MPH
- Good sight distance

Moderately Suitable: Basic level rider would be somewhat uncomfortable, while an advanced rider would be moderately comfortable. Suitable criteria listed above considering the following exceptions:

- Multi-lane, non-divided roadway
- Between 11'-12' lanes
- 1-3' shoulders (no shoulder or curbs in urban areas)
- Moderate sight distance
- Moderate auto & 5-10% commercial volume

Not Suitable: Roadway is not well suited for bicycle travel; basic level riders should not travel on this type of facility and advanced riders should use extreme caution. Moderately Suitable Criteria Exceptions:

- Multi-lane divided roadways
- High auto and >10% commercial volume
- Less than 11'-lanes
- Less than 1' shoulders or shoulder rumble strips
- Speed limit >55 MPH
- Poor sight distance



Please Note: Not every bicyclist will agree with all of the ratings on the Bicycle Suitability Map. All bicyclists must use good judgment regarding their skill levels to determine the routes most appropriate for them. INDOT cannot guarantee the accuracy of the underlying data, nor will INDOT assume any liability for the misuse, misinterpretation or misrepresentation of this document.



MEMORANDUM

To: MPO Technical Advisory and Citizens Advisory Committee Members
From: Anna Dragovich, Senior Transportation Planner
Date: May 22, 2013
Re: Draft Fiscal Years 2014-2017 Transportation Improvement Program

Background

The Transportation Improvement Program (TIP) is similar to a capital improvement plan and must show how federal transportation funds will be spent on State and local projects within the Metropolitan Planning Area over the next four fiscal years. MPO staff has worked with the LPAs to compile a list of projects which has been used to develop a fiscally constrained Draft FY 2014 – 2017 TIP. Fiscal constraint simply means that the revenues must be greater than or equal to the expenditures. A thirty day public comment period is being held starting on May 3rd and ending on June 3rd. The draft TIP will be presented to the Policy Committee on June 14th, 2013.

MPO staff has initiated the following process to develop the draft TIP.

<u>Date</u>	<u>Description</u>
Jan. 31, 2013	Call for projects is issued to LPAs
Feb. 12, 2013	Kick-off meeting with LPAs to discuss funding and projects
Feb. 27, 2013	First review of draft TIP by Technical Advisory Committee and Citizens Advisory Committee
Mar. 1, 2013	Call for Projects ends, project submittals due
Mar. 21, 2013	Meeting with LPAs to discuss project submittals and available budget
Mar. 27, 2013.....	Second review of draft TIP by Technical Advisory Committee and Citizens Advisory Committee
Apr. 12, 2013.....	First review of draft TIP by the Policy Committee
Apr. 24, 2013.....	Review and recommendation by the Technical Advisory Committee and Citizens Advisory Committee
May 3 to Jun. 3, 2013.....	Thirty day public comment and review period (currently open)

The draft document in its entirety has been included in the meeting packet. A few things to note about the project tables included in the document.

- INDOT projects are included but project costs associated with State project do not draw down the local Surface Transportation Program (STP) allocation
- Projects in italics represent illustrative projects. Illustrative projects are those that rely on funding that cannot be guaranteed at this time. Specifically, projects using HSIP and TA funds will be shown in this fashion. These funding sources have specific project eligibility requirements that have yet to be finalized. MPO staff is awaiting INDOT and FHWA guidance to establish eligibility requirements for these funding sources. Once requirements are established, MPO staff will evaluate the proposed projects. Once projects are evaluated, the final funding amounts awarded under HSIP and TA may not match the amounts currently illustrated in the proposed TIP.

Complete Streets

None of the projects are new projects to the TIP and so trigger no need to evaluate for compliance of the Complete Streets Policy.

Requested Action

The TAC and CAC are requested to make a recommendation to the Policy Committee on the 2014 – 2017 Transportation Improvement Program.



Transportation Improvement Program Fiscal Years 2014 - 2017

Adopted

Pending

The preparation of this report has been financed in part through grant[s] 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.

TABLE OF CONTENTS

I. INTRODUCTION	1
A. Applicability	1
B. Air Quality	1
C. Fiscal Constraint	1
D. Year of Implementation Dollars	1
E. Complete Streets	2
F. Project Selection	2
G. Amendment Process	2
II. FISCAL YEAR 2014 - 2017 TIP DEVELOPMENT TIMELINE	3
III. TIP DEVELOPMENT PROCESS	4
IV. LOCAL REVENUE & EXPENDITURE SUMMARY	5
A. Projected Revenues for Local Projects	5
B. Programmed Expenditures for Local Projects	6
C. Programmed Expenditures for State Projects	6
D. Programmed Projects	6
Programmed Projects: State of Indiana	7
Programmed Projects: Monroe County	13
Programmed Projects: City of Bloomington	18
Programmed Projects: Town of Ellettsville	27
Programmed Projects: Bloomington Transit	30
APPENDIX I: ABBREVIATIONS AND DEFINITIONS LIST	I
APPENDIX II: COMPLETE STREETS COMPLIANCE	II
APPENDIX III: TOTAL EXPENDITURE CHARTS	IV
APPENDIX IV: LISTING OF PROJECTS BY YEAR	VIII
APPENDIX V: URBANIZED AREA BOUNDARY	XII
APPENDIX VI: SELF CERTIFICATION	VIII
APPENDIX VII: RESOLUTIONS	IX

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I. Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document used by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) to program funding for transportation projects. Pursuant to the most recent transportation legislation, Moving Ahead for Progress in the 21st Century, or MAP-21, the TIP must include at least four fiscal years. The TIP includes the list of priority projects to be carried out in each of the four years indicated in the document. The TIP must be consistent with the 2030 Long Range Transportation Plan, the Transit Development Plan, and other planning studies developed by the BMCMPPO and its local stakeholders.

A. Applicability

The TIP is a multi-modal capital budgeting tool that specifies an implementation timetable, funding sources, and agencies responsible for transportation related projects within the BMCMPPO metropolitan planning area (MPA). Projects come from any one of the following seven implementing agencies (refer to Appendix V for a map of the BMCMPPO's urbanized area boundary):

- The Indiana Department of Transportation*
- Monroe County*
- City of Bloomington
- Town of Ellettsville
- Bloomington Public Transportation Corporation (Bloomington Transit)
- Rural Transit*
- Indiana University

*Note: Some agencies serve an area larger than the BMCMPPO's urbanized area and may have projects that use federal funding which are not reflected in this document.

B. Air Quality

The BMCMPPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must all determine that new, or amended, TIP documents conform with 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 BMCMPPO is exempt from the air quality requirements because it has not been designated as a non-attainment area.

C. Fiscal Constraint

The TIP must be financially constrained by year and include only those projects for which funding has been identified - using current or reasonably available revenue sources. The financial plan in the TIP is developed by the BMCMPPO in cooperation with the State of Indiana and area transit operators. In order to enable the BMCMPPO to conduct adequate financial planning, both the state and transit operators provide the BMCMPPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of Federal and State funding available to the BMCMPPO.

D. Year of Implementation Dollars

MAP-21 mandates that the TIP reflect project costs in year of implementation dollars. By doing so, projects should anticipate less unforeseen cost over-runs which could jeopardize project implementation. Consequently, a four percent (4%) inflation factor was applied to all phases of all local projects identified in the TIP (FY 2014 was used as the base year). This inflation rate was agreed upon by Local Public Agencies (LPAs) in early 2008.

E. Complete Streets

On January 9, 2009 the Policy Committee adopted a Complete Streets Policy. The purpose of the policy is to ensure that all federally funded local road projects are designed and built to adequately accommodate all users of a corridor including: pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Project submittals by LPAs demonstrate compliance with the policy where applicable. This information is reviewed by the Citizens Advisory Committee and Technical Advisory Committee. The Policy Committee certifies through resolution that applicable projects are either compliant or exempt from the Complete Streets Policy. A table at the end of the document (Appendix II) illustrates local project compliance with the Complete Streets Policy.

F. Project Selection

Projects listed in the TIP typically originate in the Long Range Transportation Plan (LRTP) 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 TIP. As a result, the TIP serves as a strategic management tool that accomplishes the objectives of the BMCMPPO transportation plan.

Project prioritization is an important element of the TIP, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. State highway projects in the TIP have been prioritized by the Indiana Department of Transportation. Local Federal-aid highway improvement projects programmed by the City of Bloomington, Monroe County and the Town of Ellettsville have been prioritized according to resource availability. Transportation improvement projects in the BMCMPPO's urbanized area may be prioritized 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, and
5. Projects programmed for preliminary engineering and/or advanced studies.

Projects initiated locally are jointly prioritized according to the type of activity scheduled in the TIP and the Federal funding category. The process of prioritizing projects is also influenced by state and local policy-level decision making and the availability of Federal, state, and local funds. Wherever possible, technical and non-technical factors are jointly used to identify projects which have the greatest need for implementation.

G. Amendment Process

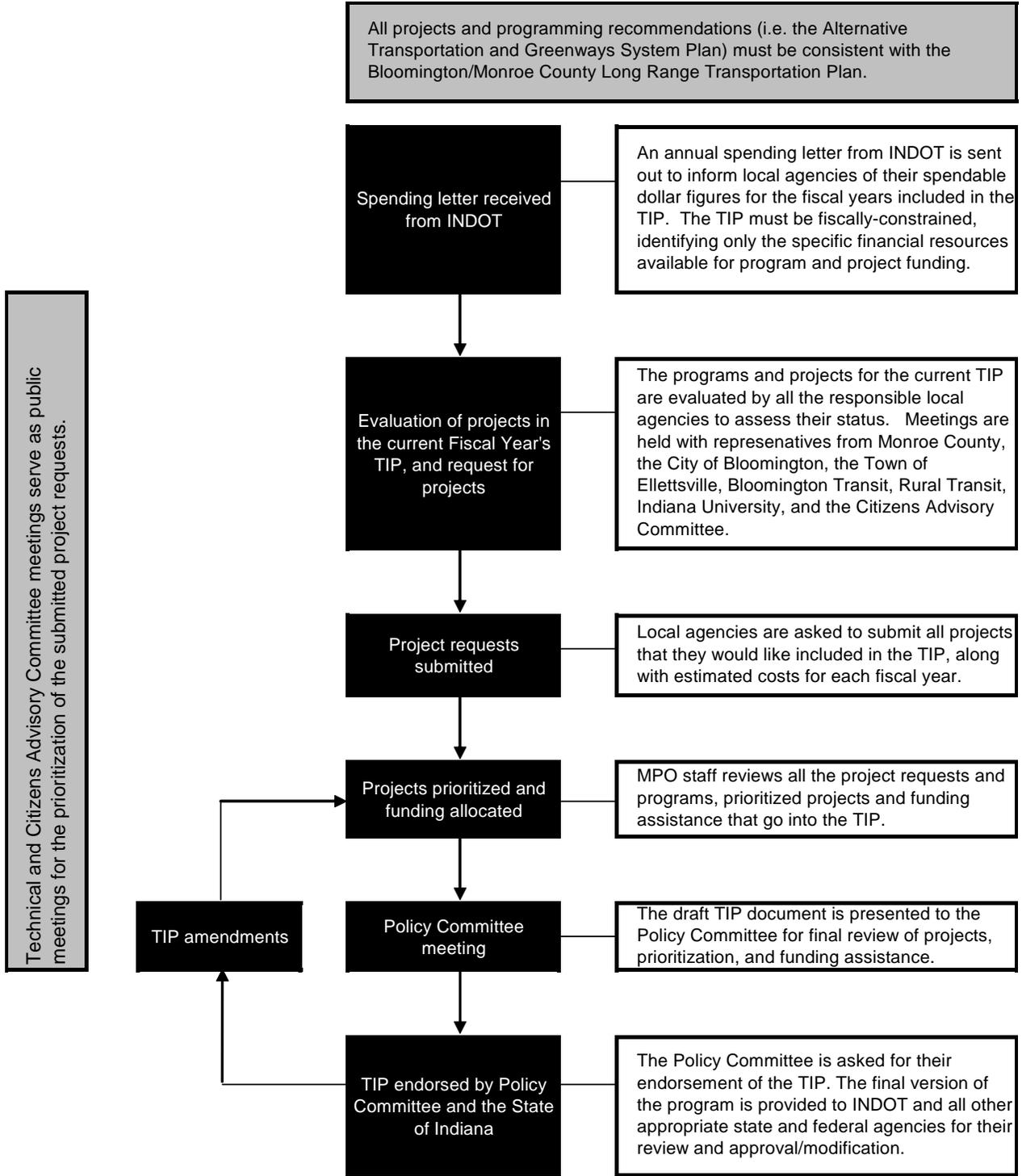
The TIP may be modified pursuant to the procedures outlined in the BMCMPPO's Public Participation Plan. The scope of a TIP amendment will dictate the level of public participation solicited (major amendment, minor amendment, administrative modification). The TIP must be approved by the BMCMPPO and the Governor of the State of Indiana. A conformity determination must also be made 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.

II. Fiscal Year 2014 - 2017 TIP Development Timeline

The following list provides a chronology of events that have taken place throughout the development of this document:

<u>Date</u>	<u>Description</u>
Jan. 31, 2013	Call for projects is issued to LPAs
Feb. 12, 2013	Kick-off meeting with LPAs to discuss funding and projects
Feb. 27, 2013	First review of draft TIP by Technical Advisory Committee Citizens Advisory Committee
Mar. 1, 2013	Call for Projects ends, project submittals due
Mar. 21, 2013	Meeting with LPAs to discuss project submittals and available budget
Mar. 27, 2013.....	Second review of draft TIP by Technical Advisory Committee and Citizens Advisory Committee
Apr. 12, 2013.....	First review of draft TIP by the Policy Committee
Apr. 24, 2013.....	Review and recommendation by the Technical Advisory Committee and Citizens Advisory Committee
May 3 to Jun. 3, 2013.....	Thirty day public comment and review period

III. TIP Development Process



Fiscal Year 2014 – 2017 Transportation Improvement Program
Bloomington/Monroe County Metropolitan Planning Organization

IV. Local Revenue & Expenditure Summary

In order to remain fiscally constrained, the Transportation Improvement Program must balance estimated project expenditures with expected funding revenues. In addition, each particular source of funding must be used in a manner consistent with its designated purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the BCMCPO stakeholders. The Fiscal Year used for the purposes of the TIP begins on July 1 and ends on June 30. Thus, Fiscal Year 2014 begins on July 1, 2013 and ends on June 30, 2018.

The tables in this section summarize the projected local revenues and expenditures for fiscal years 2014 through 2017. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the scope of the BCMCPO. Non-local revenue forecasts are based on past receipts, projections from the FHWA, FTA, and INDOT, anticipated Federal spending authorization levels, and consultations with appropriate Federal and State funding agencies. Local funding forecasts are derived from a similar methodology and through extensive coordination with local agencies. Project expenditures are based on realistic cost estimates provided by the implementing agency for each project.

A. Projected Revenues for Local Projects

The table below summarizes the projected funding available, by funding source, for programming in the FY 2014-2017 TIP. The STP line highlights estimated spending authority available through FY 2017. This table does not include Federal revenues that may be added in the future through special Congressional earmarks, discretionary funding sources, or other grants. Any project utilizing such funds has been marked as “Illustrative” and is not counted in the fiscal constraint analysis.

Funding Source	Fiscal Year				TOTAL
	2014	2015	2016	2017	
STP	\$ 5,587,268	\$ 2,732,834	\$ 2,732,834	\$ 2,732,834	\$ 13,785,770
TE	\$ 2,387,315	\$ -	\$ -	\$ -	\$ 2,387,315
TA	\$ 313,248	\$ 156,624	\$ 156,624	\$ 156,624	\$ 783,120
HSIP	\$ 872,942	\$ 407,221	\$ 407,221	\$ 407,221	\$ 2,094,605
Bridge	\$ 71,614	\$ -	\$ 66,106	\$ -	\$ 137,720
FTA 5307/09	\$ 2,091,128	\$ 3,448,337	\$ 3,400,178	\$ 2,534,854	\$ 11,474,497
FTA 5311	\$ 713,651	\$ 742,139	\$ 816,353	\$ 897,988	\$ 3,170,131
FTA 5316	\$ 286,047	\$ -	\$ -	\$ -	\$ 286,047
PMTF	\$ 2,857,110	\$ 2,971,394	\$ 3,109,649	\$ 3,255,373	\$ 12,193,527
Farebox	\$ 1,609,939	\$ 1,674,336	\$ 1,741,310	\$ 1,810,962	\$ 6,836,547
Local	\$ 4,954,504	\$ 4,011,246	\$ 3,278,427	\$ 3,974,049	\$ 16,218,225
TOTAL	\$ 21,744,766	\$ 16,144,131	\$ 15,708,702	\$ 15,769,905	\$ 69,367,504

B. Programmed Expenditures for Local Projects

The table below summarizes the programmed local expenditures, by funding source, for projects in the FY 2014-2017 TIP. The available STP funding has been programmed to ensure a 5 % reserve to cover project cost overruns. Any usage of funds from this reserve will be subject to the BMCMPPO's Change Order Policy.

Funding Source	Fiscal Year				TOTAL
	2014	2015	2016	2017	
STP	\$ 5,577,642	\$ 2,496,580	\$ 1,535,774	\$ 4,175,774	\$ 13,785,770
TE	\$ 2,387,315	\$ -	\$ -	\$ -	\$ 2,387,315
TA	\$ 158,800	\$ 8,000	\$ 220,800	\$ -	\$ 387,600
HSIP	\$ 148,500	\$ -	\$ 1,440,000	\$ -	\$ 1,588,500
Bridge	\$ 71,614	\$ -	\$ 66,106	\$ -	\$ 137,720
FTA 5307/09	\$ 2,091,128	\$ 3,448,337	\$ 3,400,178	\$ 2,534,854	\$ 11,474,497
FTA 5311	\$ 713,651	\$ 742,139	\$ 816,353	\$ 897,988	\$ 3,170,131
FTA 5316	\$ 286,047	\$ -	\$ -	\$ -	\$ 286,047
PMTF	\$ 2,857,110	\$ 2,971,394	\$ 3,109,649	\$ 3,255,373	\$ 12,193,527
Farebox	\$ 1,609,939	\$ 1,674,336	\$ 1,741,310	\$ 1,810,962	\$ 6,836,547
Local	\$ 4,954,504	\$ 4,011,246	\$ 3,278,427	\$ 3,974,049	\$ 16,218,225
TOTAL	\$ 20,856,250	\$ 15,352,032	\$ 15,608,597	\$ 16,649,000	\$ 68,465,879

C. Programmed Expenditures for State Projects

Funding Source	Fiscal Years				TOTAL
	2014	2015	2016	2017	
NHS	\$ 36,454,800	\$ 25,600,000	\$ 17,270,400	\$ 16,000,000	\$ 95,325,200
Bridge	\$ 1,376,000	\$ 1,280,000	\$ 480,000	\$ 1,316,000	\$ 4,452,000
State	\$ 9,457,700	\$ 6,720,000	\$ 4,437,600	\$ 4,329,000	\$ 24,944,300
TOTAL	\$ 47,288,500	\$ 33,600,000	\$ 22,188,000	\$ 21,645,000	\$ 124,721,500

D. Programmed Projects

The following tables provide a description of each project programmed in the Transportation Improvement Program for fiscal years 2014 to 2017. The tables are organized by implementing entity in the following order: Indiana Department of Transportation, Monroe County, City of Bloomington, Town of Ellettsville, Bloomington Transit and Rural Transit. At the end of each agency's section is a summary of programmed expenditures by funding source for each fiscal year.

Additionally, each project which involves an identifiable location is also accompanied by a visualization of the approximate project boundaries. The dashed white lines provide an estimation of project location based on best information available at the time this document was developed. These graphics are provided for the sake of reference only and should not be interpreted as exact delineations of project alignment.

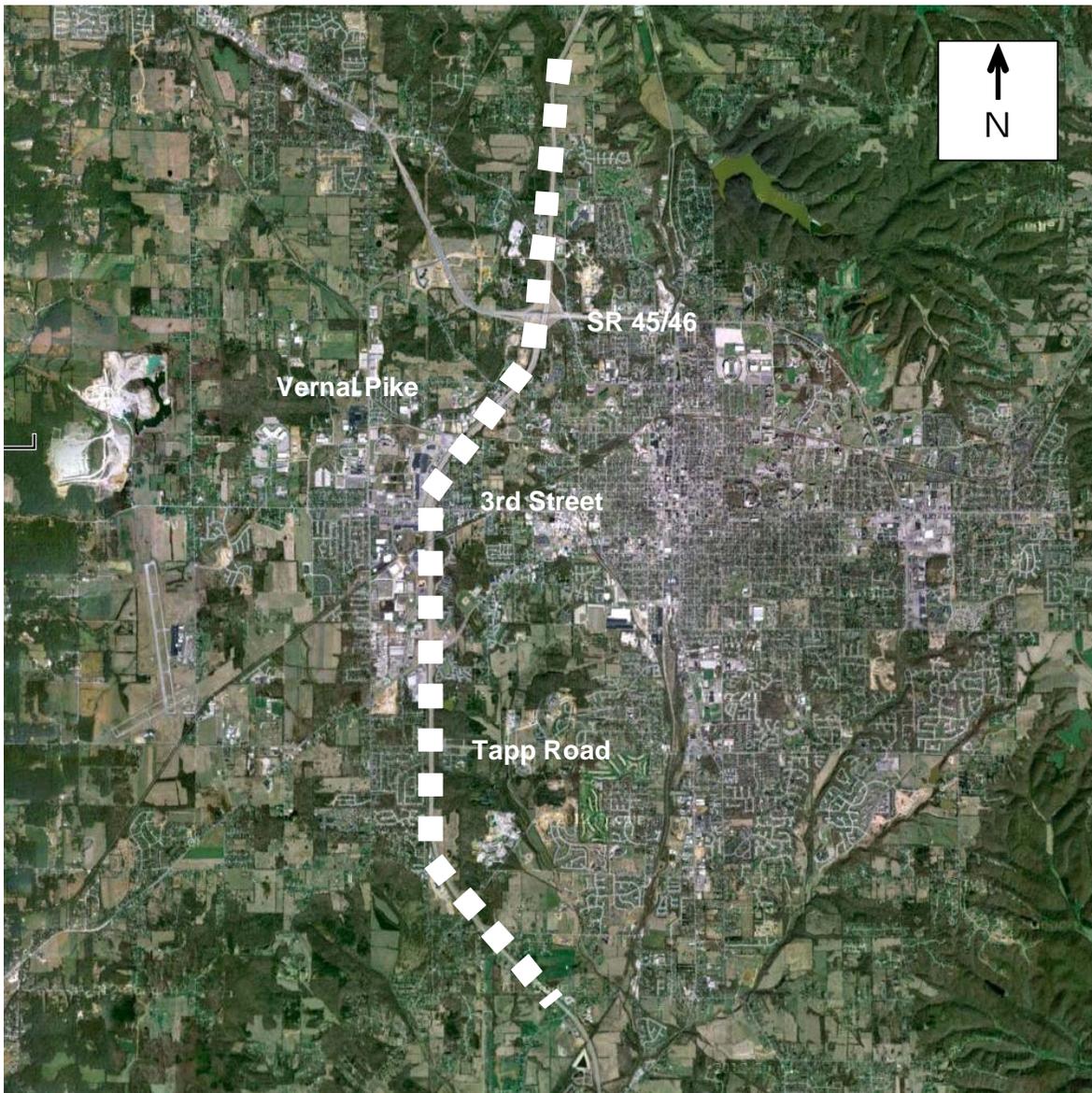
Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	New Signal Installation					
Location:	SR 46 and Matthews Drive at RP 47 + 08 in Ellettsville					
Description:	Signal modernization at State Route 46 and Matthews Drive in Ellettsville					
DES #:	1173647	NHS	\$ 172,800			
Support:		State	\$ 43,200			
Allied Projects		TOTAL:	\$ 216,000			



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	I-69 Section 5	NHS State	\$ 6,400,000	\$ 1,600,000		
Location:	Kinser Pike to Victor Pike		\$ 1,600,000	\$ 400,000		
Description:	Conversion of State Route 37 to fully access controlled interstate from Kinser Pike to Victor Pike	NHS	\$ 13,840,000	\$ 8,000,000		
		State	\$ 3,460,000	\$ 2,000,000		
Des #:	1297885	NHS State	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000
Support:			\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000
Allied Projects	I-69 Section 4	TOTAL:	\$ 45,300,000	\$ 32,000,000	\$ 20,000,000	\$ 20,000,000



Fiscal Year 2014 – 2017 Transportation Improvement Program
Bloomington/Monroe County Metropolitan Planning Organization

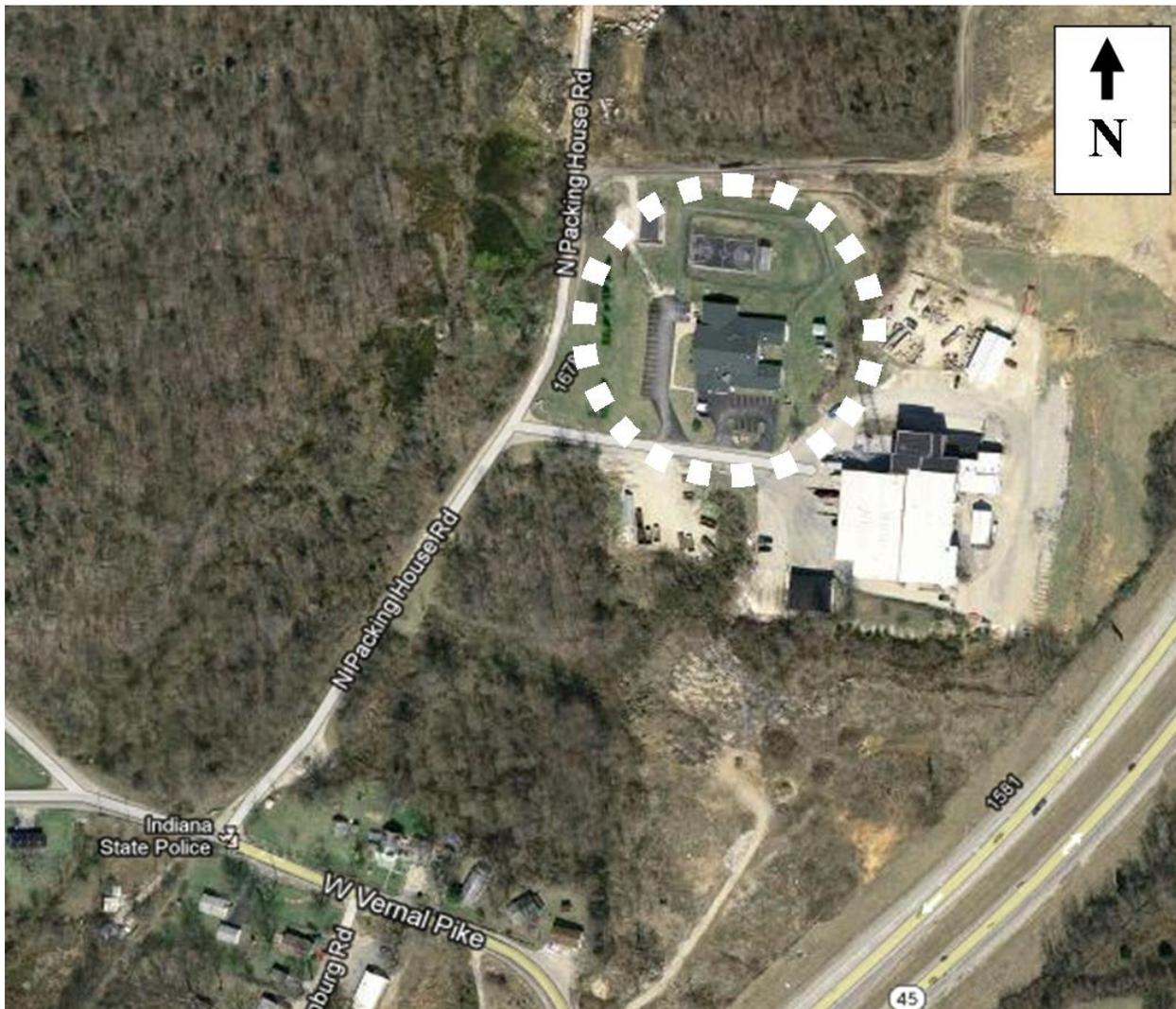
Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Pavement Project					
Location:	On State Route 45 from State Route 46 to ECL of Unionville	PE				
Description:	HMA Overlay, Preventive Maintenance	RW				
DES #:	1296962	CN			\$ 1,270,400	
Support:		State			\$ 317,600	
Allied Projects		TOTAL:			\$ 1,588,000	



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	ISP parking lot maintenance	PE				
Location:	Parking lot @ Indiana State Police in Bloomington	RW				
Description:	HMA Overlay, Preventative Maintenance	CN	State	\$ 52,500		
DES #:	1173506					
Support:						
Allied Projects		TOTAL:	\$	52,500		



Fiscal Year 2014 – 2017 Transportation Improvement Program
Bloomington/Monroe County Metropolitan Planning Organization

Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Bridge Rehabilitation	BR	\$ 16,000			
Location:	3.00 miles E of SR-446 over Stephens Creek on SR-46	State	\$ 4,000			
Description:	Bridge rehabilitation over Stephens Creek on State Route 46, 3 miles east of State Route 446.	RW				
DES #:	1297004	CN				\$ 436,000
Support:		State				\$ 109,000
Allied Projects		TOTAL:	\$ 20,000			\$ 545,000



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Bridge Inspections	PE BR State	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000
Location:	Various		\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
Description:	Statewide underwater bridge inspections	RW				
Des #:	1297250	CN				
Support:						
Allied Projects		TOTAL:	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Bridge Inspections	PE BR State	\$ 400,000	\$ 400,000		
Location:	Various		\$ 100,000	\$ 100,000		
Description:	Statewide fracture critical bridge inspections	RW				
Des #:	1297452	CN				
Support:						
Allied Projects		TOTAL:	\$ 500,000	\$ 500,000	\$ -	\$ -

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Bridge Inspections	PE BR State	\$ 480,000	\$ 400,000		\$ 400,000
Location:	Various		\$ 120,000	\$ 100,000		\$ 100,000
Description:	Statewide bridge load rating inspections	RW				
DES#:	1297451	CN				
Support:						
Allied Projects:	n/a	TOTAL	\$ 600,000	\$ 500,000	\$ -	\$ 500,000

Summary of Programmed Expenditures for State of Indiana Projects

Funding Source	Fiscal Years				
	2014	2015	2016	2017	TOTAL
NHS	\$ 36,454,800	\$ 25,600,000	\$ 17,270,400	\$ 16,000,000	\$ 95,325,200
Bridge	\$ 1,376,000	\$ 1,280,000	\$ 480,000	\$ 1,316,000	\$ 4,452,000
State	\$ 9,457,700	\$ 6,720,000	\$ 4,437,600	\$ 4,329,000	\$ 24,944,300
TOTAL	\$ 47,288,500	\$ 33,600,000	\$ 22,188,000	\$ 21,645,000	\$ 124,721,500

Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Fullerton Pike/Gordon Pike/Rhorer Rd.	STP Local	\$ 385,400			
Location:	475 feet west of the intersection of Old SR 37 and proceed east to the end point, 200 feet east of Walnut Street Pike					
Description:	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. This includes turn lanes and the installation of a new traffic sigal at the Walnut Street Pike intersection	STP Local		\$ 811,800		
		STP Local			\$ 1,399,132	\$ 1,399,132
DES#:	0801059				\$ 349,783	\$ 349,783
Support:	GPP, LRTP					
Allied Projects:	SR 37/I-69, Sare Road	TOTAL	\$ 385,400	\$ 811,800	\$ 1,748,915	\$ 1,748,915

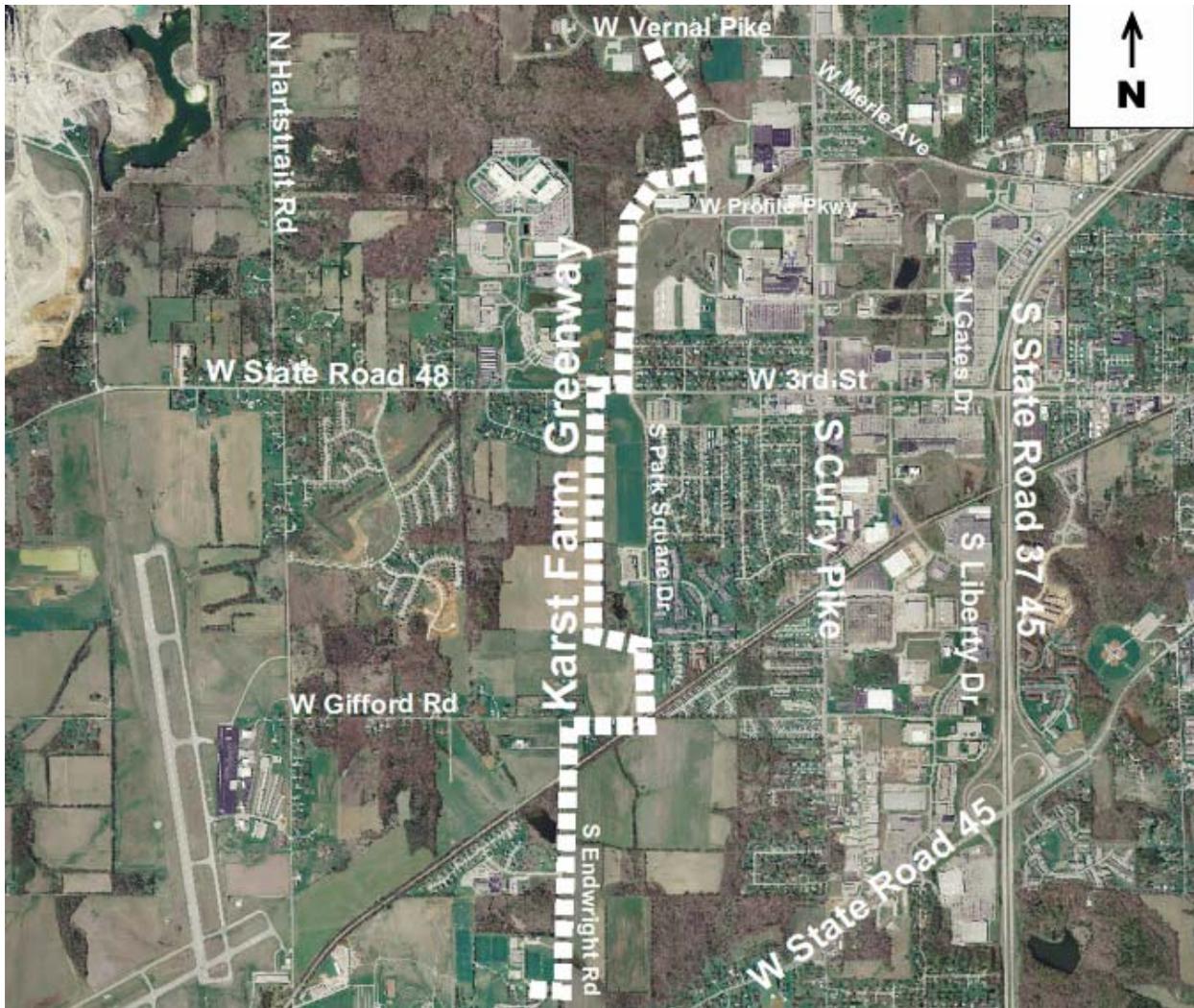
Note: This project is expected to incur \$22,415,800 in additional costs through Federal and local funding in outlying years beyond what is reflected in the project table.



Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Karst Farm Greenway (Phase I)					
Location:	South of Vernal Pike to Karst Farm Park	PE				
Description:	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)	RW				
DES#:	0600370	TE*	\$ 1,500,000			
Support:	LRTP, MCATGSP, BATGSP, ERCP	Local	\$ 401,328			
Allied Projects:	Ellettsville Heritage Trail, B-Line Trail	TOTAL	\$ 1,901,328	\$ -	\$ -	\$ -

*TE funds were awarded through the statewide transportation enhancements program



Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Karst Farm Greenway (Phase IIa)	Local	\$ 8,000			
Location:	Vernal Pike to Woodyard Rd.	PE				
Description:	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~1.1 miles long)	Local	\$ 91,200			
DES#:	0902263	TE*	\$ 430,000	Note: The figures in italics represent illustrative funding		
Support:	LRTP, MCATGSP, BATGSP, ERCP	TA	\$ 120,400			
		Local	\$ 137,600			
Allied Projects:	Ellettsville Heritage Trail, B-Line Trail	TOTAL	\$ 787,200	\$ -	\$ -	\$ -

*TE funds were awarded through the local transportation enhancements program



Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Karst Farm Greenway (Phase 3)	TA	\$ 38,400	Note: The figures in italics represent illustrative funding		
Location:	From railbanked area to Hartstrait Road	Local	\$ 9,600			
Description:	Multi-use trail with amenities	TA		\$ 8,000		
		Local		\$ 2,000		
DES#:	1382431	TA			\$ 220,800	
Support:	LRTP, MCATGSP, BATGSP, ERCP	Local			\$ 55,200	
Allied Projects:	Other Karst Farm Phases, Ellettsville Heritage Trail, B-Line Trail	TOTAL	\$ 48,000	\$ 10,000	\$ 276,000	\$ -



Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Mt. Tabor Road Bridge #33					
Location:	Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road	BE Local	\$ 43,000			
Description:	Bridge replacement	RW Local	\$ 15,500			
DES#:	0801060	STP	\$ 1,781,000			
Support:	Bridge Inventory & Safety Inspection, LRTP	CS Local	\$ 445,250			
Allied Projects:		TOTAL	\$ 2,284,750	\$ -	\$ -	\$ -



Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Bridge Safety Inspection & Inventory	BR	\$ 71,614		\$ 66,106	
Location:	various locations in Monroe County	Local	\$ 17,904		\$ 16,526	
Description:	Bridge safety inspection and rating					
DES#:	1382121					
Support:	LRTP, NBIS					
Allied Projects:		TOTAL	\$ 89,518	\$ -	\$ 82,632	\$ -

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Upgrade Signs					
Location:	Various locations					
Description:	Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices (MUTCD) retroreflectivity requirements on roadways					
DES#:	1006377	HSIP	\$ 58,500			
Support:	MUTCD	Local	\$ 6,500			
Allied Projects:		TOTAL	\$ 65,000	\$ -	\$ -	\$ -

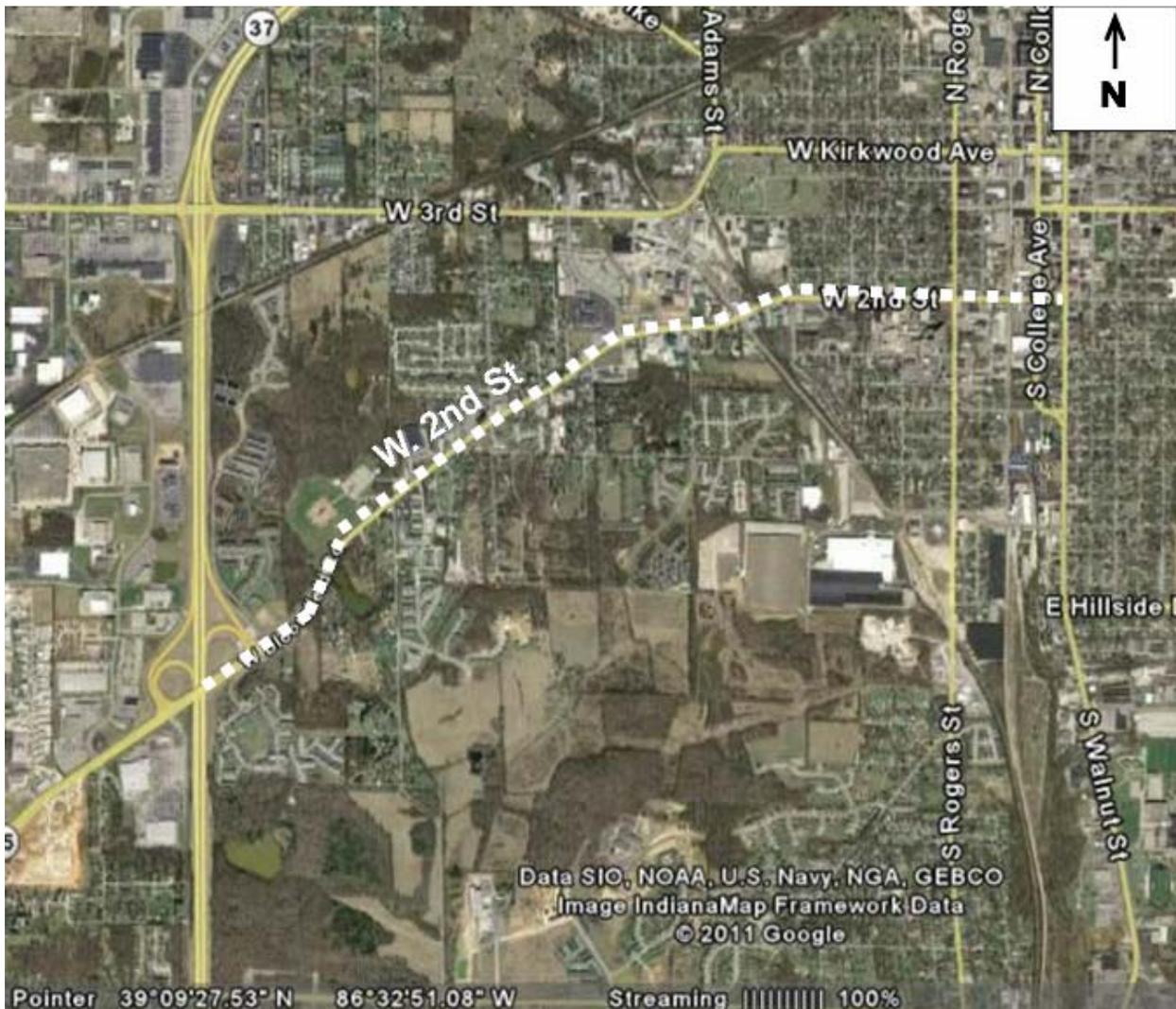
Summary of Programmed Expenditures for Monroe County

Funding Source	Fiscal Year					TOTAL
	2014	2015	2016	2017		
STP	\$ 1,781,000	\$ -	\$ 1,399,132	\$ 1,399,132	\$ 4,579,264	
TE	\$ 1,930,000	\$ -	\$ -	\$ -	\$ 1,930,000	
TA	\$ 560,128	\$ -	\$ -	\$ -	\$ 560,128	
HSIP	\$ 58,500	\$ -	\$ -	\$ -	\$ 58,500	
Bridge	\$ 71,614	\$ -	\$ 66,106	\$ -	\$ 137,720	
Local	\$ 1,159,954	\$ 813,800	\$ 421,509	\$ 349,783	\$ 2,745,046	
TOTAL	\$ 5,561,196	\$ 813,800	\$ 1,886,747	\$ 1,748,915	\$ 10,010,658	

Programmed Projects: City of Bloomington

Fiscal Year 2014 – 2017 Transportation Improvement Program
 Bloomington/Monroe County Metropolitan Planning Organization

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	W. 2nd Street Feasibility Study	STP	\$ 100,000			
Location:	W. 2nd St. from Walnut Street to Basswood Drive	Local	\$ 25,000			
Description:	Environmental/scoping feasibility study to examine a one-way pair option using 1st and 2nd Streets from Patterson Drive to Walnut Street.	RW				
DES#:	1382427	CN				
Support:	L RTP					
Allied Projects:	S. Rogers Streetscape, B-Line Trail, W. 2nd Street Sidewalk Project, I69	TOTAL	\$ 125,000	\$ -	\$ -	\$ -



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	17th St. & Arlington Rd. Roundabout					
Location:	Intersection of Arlington Road, W. 17th Street and N. Monroe Street	STP				
Description:	Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	Local				
DES#:	0900216	STP	\$ 2,600,000	\$ 830,000		
Support:	LRTP	Local	\$ 650,000	\$ 207,500		
Allied Projects:	Crestline Development, Vernal Pike & Crescent Rd.	TOTAL	\$ 3,250,000	\$ 1,037,500	\$ -	\$ -



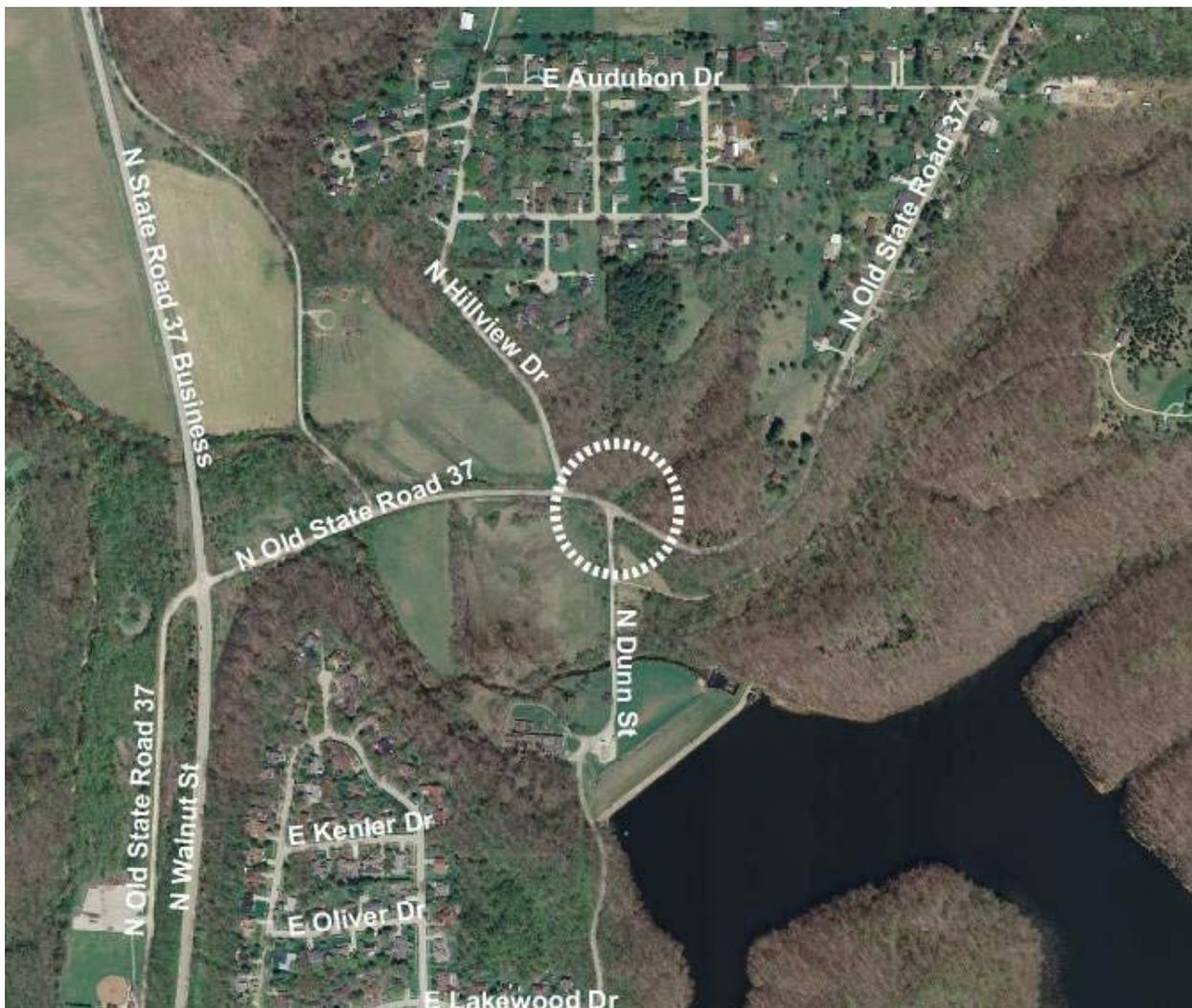
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	17th St. & Jordan Ave.	PE				
Location:	Intersection of E 17th Street and N. Jordan Avenue	RW				
Description:	Improve vertical geometry and sight distance at the intersection and on approaches	STP	\$ 960,000			
DES#:	0901710	Local	\$ 240,000			
Support:	L RTP					
Allied Projects:	17th and Fee Intersection Realignment, SR45/46 Bypass	TOTAL	\$ 1,200,000	\$ -	\$ -	\$ -



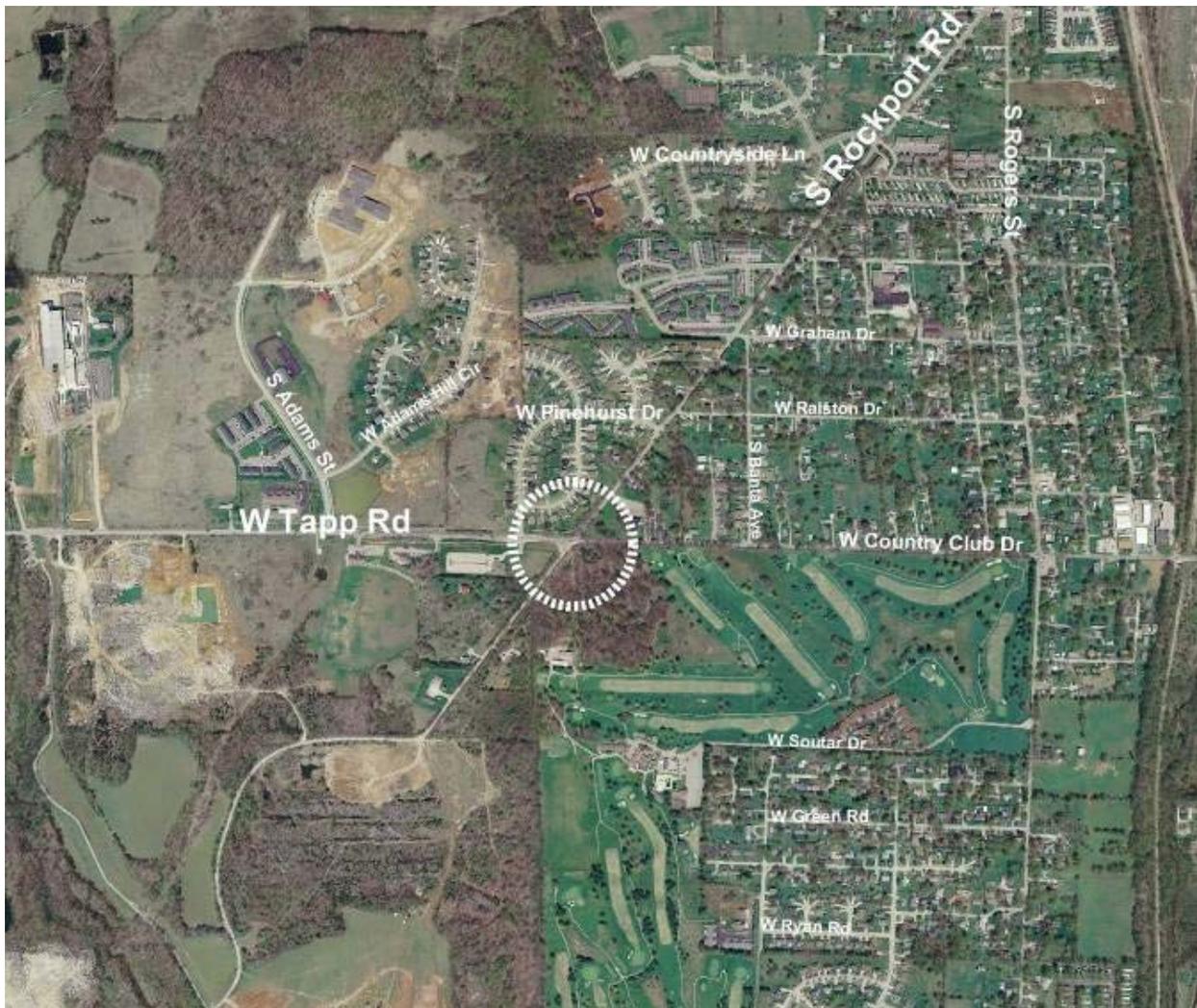
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Old SR 37 & Dunn St. Intersection Improvements	PE				
Location:	At the intersection of Old SR 37 & Dunn St.			<i>Note: The figures in italics represent illustrative funding</i>		
Description:	Improve horizontal and vertical geometry and sight distance at the intersection and on approaches	STP Local		\$ 200,000 \$ 50,000		
DES#:	1297060	HSIP Local			\$ 1,440,000 \$ 160,000	
Support:	L RTP					
Allied Projects:	Proposed development on Old SR 37	TOTAL	\$ -	\$ 250,000	\$ 1,600,000	\$ -



Programmed Projects: City of Bloomington

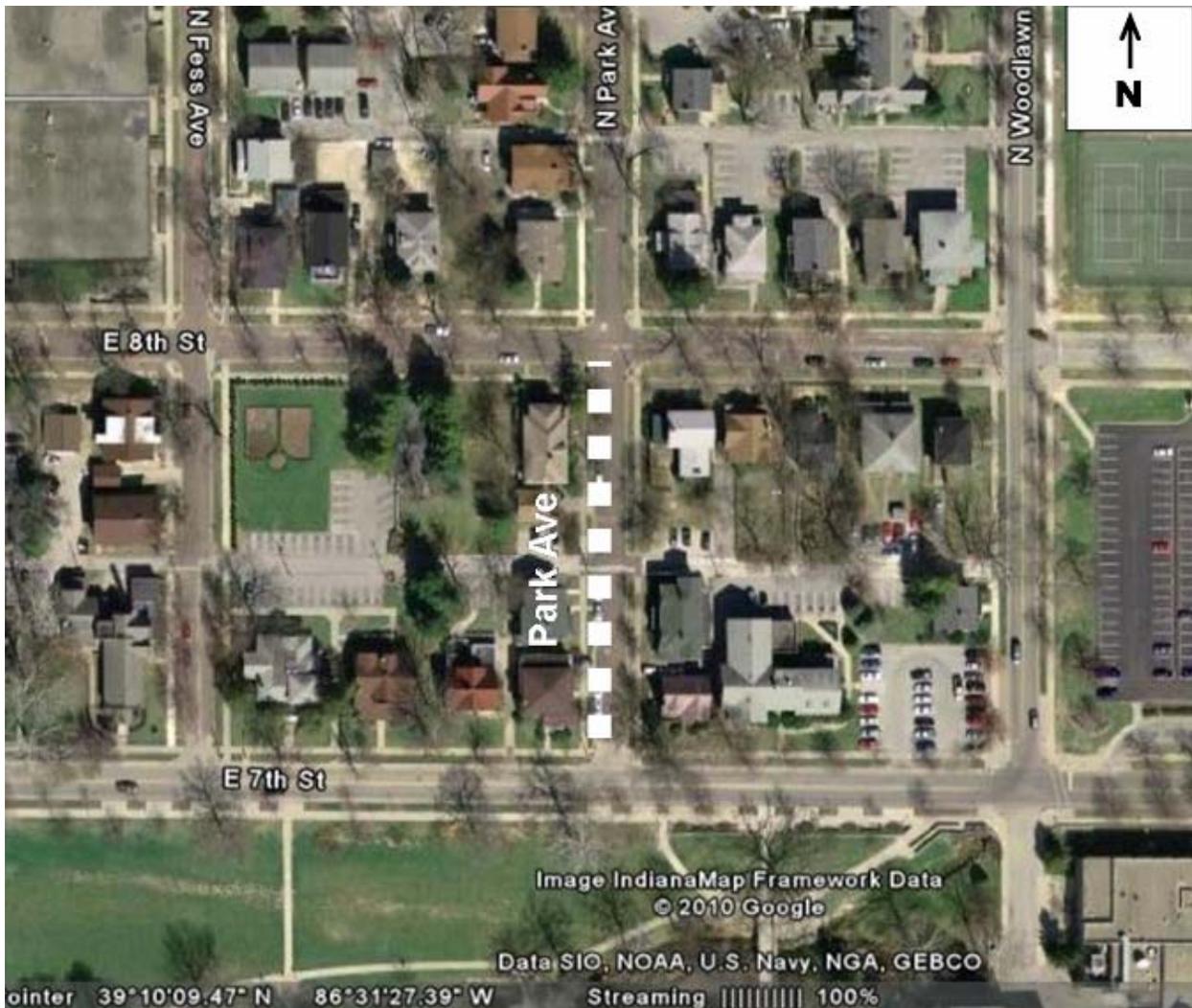
City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Tapp Rd & Rockport Rd Intersection Improvements	PE Local		\$ 259,072		
Location:	At the intersection of Tapp Rd/Country Club Dr. and Rockport Rd.			\$ 64,768		
Description:	Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities	RW Local		\$ 600,000		
				\$ 150,000		
DES#:	0901730	N Local				\$ 2,640,000
Support:	LRTP, BBPTGSP					\$ 660,000
Allied Projects:	Tapp/Adams Roundabout, Rogers/Country Club Intersection Improvements	TOTAL	\$ -	\$ 1,073,840	\$ -	\$ 3,300,000



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	University Courts Brick St. Restoration	PE				
Location:	Park Avenue from 7th St to 8th St. (~.1mi)					
Description:	Phased restoration of brick streets in the University Courts Historic District including 8th St. intersection and replacement of sidewalks and curbing	RW				
DES#:	0902258	SE	TE*	\$ 130,000		
Support:	Historic Survey		Local	\$ 134,354		
Allied Projects:		TOTAL	\$ 264,354	\$ -	\$ -	\$ -

*TE funds were awarded through the local transportation enhancements program



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Black Lumber Trail spur	STP Local		\$ 64,000		
Location:	Henderson Street to B-Line Switchyard property (approx .3 miles)			\$ 16,000		
Description:	Construction of a multi-use trail for non-motorized use	RW				
DES#:	1382429	STP Local		\$ 406,866		
Support:	BATGSP, PMP			\$ 101,717		
Allied Projects:	B-Line Trail, B-Line Trail Switchyard	TOTAL	\$ -	\$ 588,583	\$ -	\$ -



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Upgrade Signs (Zones 5-8) Ph 2	PE RW CN				
Location:	Various locations (downtown, IU, core neighborhoods)		<i>Note: The figures in italics represent illustrative funding</i>			
Description:	Retroreflectivity Upgrades to regulatory signs.					
DES#:	1382416		HSIP	\$ 90,000		
Support:	MUTCD	Local	\$ 10,000			
Allied Projects:		TOTAL	\$ 100,000	\$ -	\$ -	\$ -

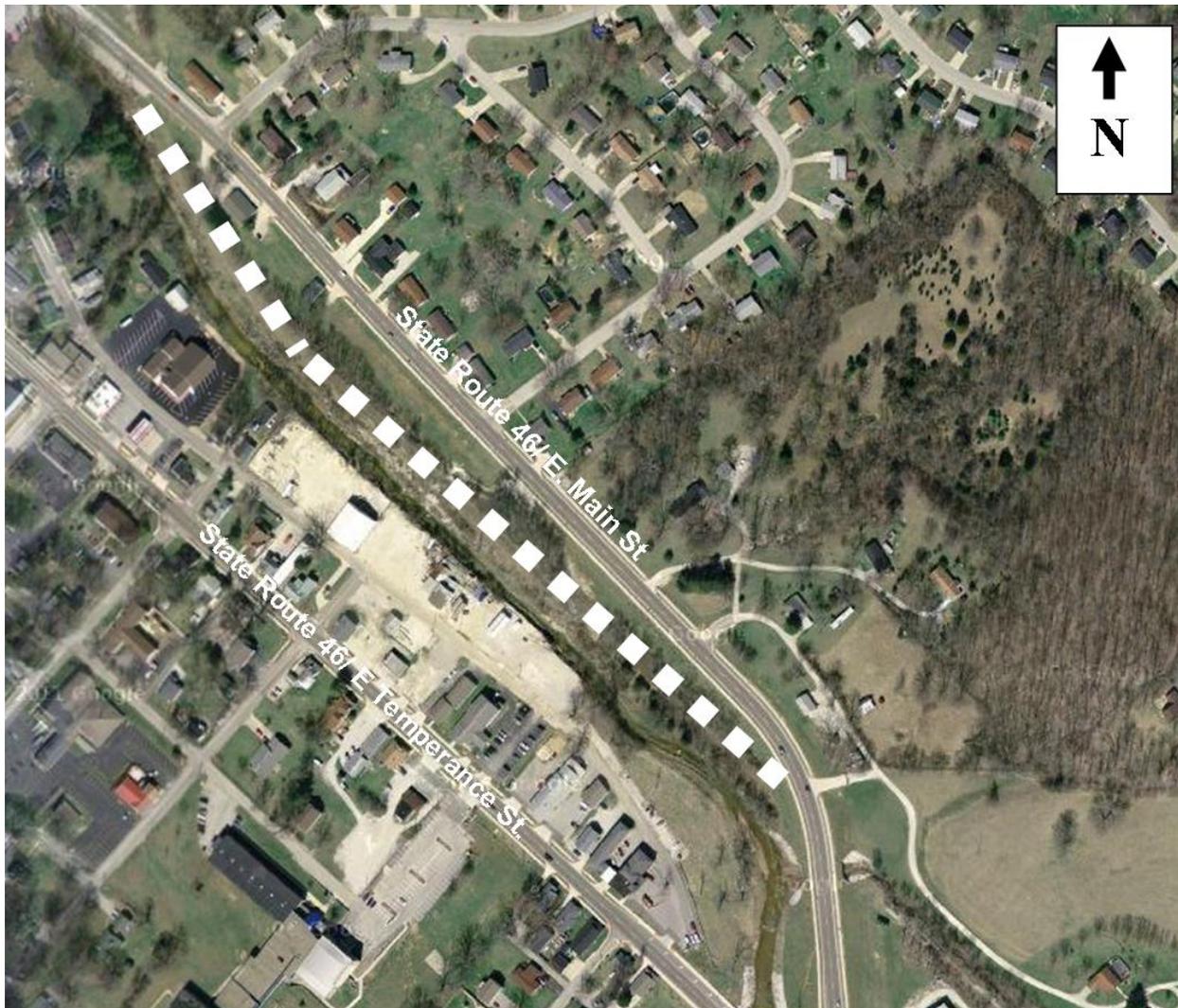
Summary of Programmed Expenditures for City of Bloomington

Funding Source	Fiscal Year				
	2014	2015	2016	2017	TOTAL
STP	\$ 3,660,000	\$ 2,359,938	\$ -	\$ 2,640,000	\$ 8,659,938
TE	\$ 130,000	\$ -	\$ -	\$ -	\$ 130,000
TA	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ 90,000	\$ -	\$ 1,440,000	\$ -	\$ 1,530,000
Local	\$ 1,059,354	\$ 573,985	\$ -	\$ 660,000	\$ 2,293,339
TOTAL	\$ 4,939,354	\$ 2,933,923	\$ 1,440,000	\$ 3,300,000	\$ 12,613,277

Programmed Projects: Town of Ellettsville

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Ellettsville Heritage Trail (Ph 1)	PE				
Location:	Along former rail line from Main St. to Depot Rd.					
Description:	Construction of a multi-use trail for non-motorized use, including site amenities.	RW				
DES#:	0301167	CN	TE*	\$ 103,795		
Support:	MCATGSP		Local	\$ 25,946		
Allied Projects:	B-Line Trail, Ellettsville-Stinesville Trail	TOTAL		\$ 129,741	\$ -	\$ -

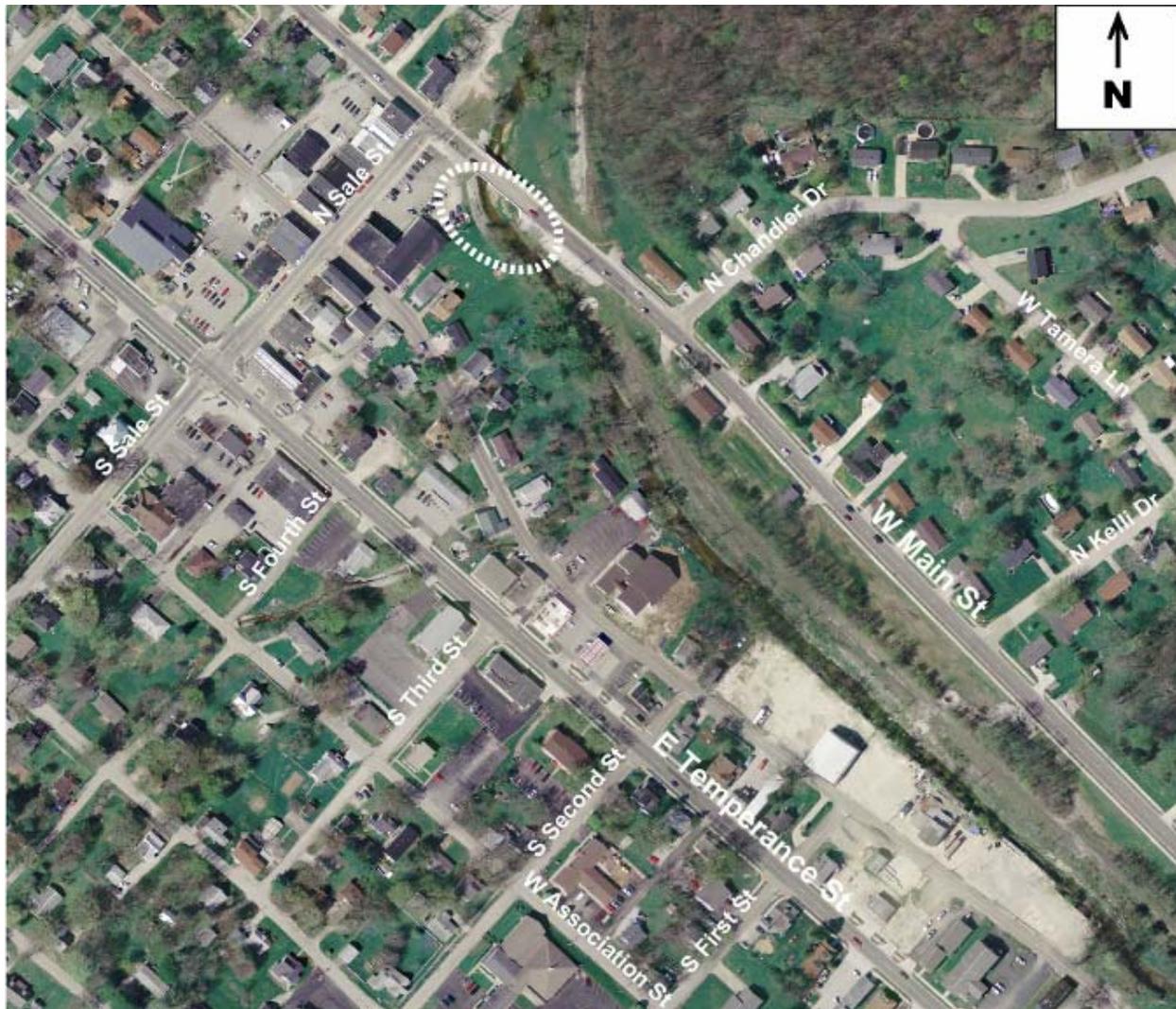
*TE funds were awarded through the statewide transportation enhancements program



Programmed Projects: Town of Ellettsville

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
Project:	Ellettsville Heritage Trail (Ph II)	TE*	\$ 12,800			
Location:	Bridge over Jack's Defeat Creek	Local	\$ 3,200			
Description:	Construction of a multi-use trail bridge for non motorized use.					
DES#:	1297579	TE*	\$ 210,720			
Support:	MCATGSP	Local	\$ 52,680			
Allied Projects:	B-Line Trail, Ellettsville-Stinesville Trail	TOTAL	\$ 279,400	\$ -	\$ -	\$ -

*TE funds were awarded through the local transportation enhancements program



Summary of Programmed Expenditures for Town of Ellettsville

Funding Source	Fiscal Year				
	2014	2015	2016	2017	TOTAL
STP	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 327,315	\$ -	\$ -	\$ -	\$ -
TA	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 81,826	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 409,141	\$ -	\$ -	\$ -	\$ 409,141

Programmed Projects: Bloomington Transit

Bloomington Transit Projects		Fiscal Year				
		2014	2015	2016	2017	
Project:	25 Foot Buses	FTA 5307	\$ 67,500			
Description:	Purchase of a new 25 foot bus	Local	\$ 16,875			
DES#:	1172616					
Support:	LRTP, TDP	TOTAL	\$ 84,375	\$ -	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year				
		2014	2015	2016	2017	
Project:	40 Foot Buses	FTA5307		\$ 1,040,000	\$ 1,081,600	
Description:	Purchase of three 40-foot buses in 2015, three in 2016 and four in 2017.	FTA 5309				\$ 1,499,819
		Local		\$ 260,000	\$ 270,400	\$ 374,955
DES#:	1382501, 1382499, 1382500					
Support:	LRTP, TDP	TOTAL	\$ -	\$ 1,300,000	\$ 1,352,000	\$ 1,874,774

Bloomington Transit Projects		Fiscal Year				
		2014	2015	2016	2017	
Project:	BT Access Vehicles	FTA 5307	\$82,115	\$ 85,400	\$ 88,816	\$ 92,369
Description:	Replacement of 1 2001 and 1 2002 BT Access vans in 2013; 2 2008 BT Access vans in 2014; 2 2008 BT Acces vans in 2015; 2 expansion BT Access vans in 2016; and 2 2012 BT Access vans in 2017	Local	\$20,529	\$ 21,350	\$ 22,204	\$ 23,092
DES#:	1172619, 1172620, 1382502, 1382503					
Support:	LRTP, TDP	TOTAL	\$ 102,644	\$ 106,750	\$ 111,020	\$ 115,461

Bloomington Transit Projects		Fiscal Year				
		2014	2015	2016	2017	
Project:	Fare Collection Equipment	FTA 5307	\$ 12,000			
Description:	Replace a 2002 portable fare revenue auditor in 2014 which securely stores fare revenues from the bus to the counting room	Local	\$ 3,000			
DES#:	1382516					
Support:	TDP, ITS	TOTAL	\$ 15,000	\$ -	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year				
		2014	2015	2016	2017	
Project:	Maintenance	FTA 5307	\$ 100,000	\$ 104,000	\$ 108,160	\$ 112,486
Description:	Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.	Local	\$ 25,000	\$ 26,000	\$ 27,040	\$ 28,122
DES#:	1172624, 1172625, 1382504, 1382505					
Support:	LRTP, TDP	TOTAL	\$ 125,000	\$ 130,000	\$ 135,200	\$ 140,608

Programmed Projects: Bloomington Transit

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
Project:	Operational Assistance	FTA 5307	\$ 1,702,313	\$ 1,982,617	\$ 2,061,922	\$ 2,144,399
Description:	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight service.	FTA 5316	\$ 286,047	\$ -	\$ -	\$ -
		PMTF	\$ 2,546,235	\$ 2,648,084	\$ 2,754,008	\$ 2,864,168
		Local	\$ 1,647,127	\$ 1,713,012	\$ 1,781,533	\$ 1,852,794
		Fares	\$ 1,609,939	\$ 1,674,336	\$ 1,741,310	\$ 1,810,962
DES#:	1172613, 1172614, 1382506, 1382507					
Support:	LRTP, GPP, TDP	TOTAL	\$ 7,791,661	\$ 8,018,049	\$ 8,338,773	\$ 8,672,323

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
Project:	Passenger Shelters	FTA 5307	\$ 25,600		\$ 27,680	
Description:	Purchase of 6 new shelters/benches in 2014 and 6 more in 2016.	Local	\$ 6,400		\$ 6,920	
DES#:	1172628, 1382508					
Support:	LRTP, GPP, TDP	TOTAL	\$ 32,000	\$ -	\$ 34,600	\$ -

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
Project:	Support & Maintenance Vehicles	FTA 5307	\$ 68,000	\$ 70,720		\$ 25,600
Description:	Purchase support & maintenance vehicles	Local	\$ 17,000	\$ 17,680		\$ 6,400
DES#:	1382509, 1382510, 1382511					
Support:	GPP, TDP, LRTP	TOTAL	\$ 85,000	\$ 88,400	\$ -	\$ 32,000

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
Project:	Paratransit AVL & Scheduling Technology	FTA 5307		\$ 120,000		
Description:	Replace the existing 2002 paratransit scheduling software & purchase scheduling software with AVL technology	Local		\$ 30,000		
DES#:	1382517					
Support:	GPP, TDP, LRTP	TOTAL	\$ -	\$ 150,000	\$ -	\$ -

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
Project:	Portable Maintenance Lifts	FTA 5307	\$ 33,600			
Description:	Purchase a complete set of portable maintenance lifts for one BT vehicle maintenance bay.	Local	\$ 8,400			
DES#:	1382518					
Support:	GPP, TDP, LRTP	TOTAL	\$ 42,000	\$ -	\$ -	\$ -

Programmed Projects: Bloomington Transit

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
Project:	Fuel Usage Hardware/Software	FTA 5307		\$ 20,000		
Description:	Replace the 1997 fuel usage hardware/software that is used to track, report and monitor fuel usage for both the BT and IU Campus Buses	Local		\$ 5,000		
DES#:	138519					
Support:	GPP, TDP, LRTP	TOTAL	\$ -	\$ 25,000	\$ -	\$ -

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
Project:	Paratransit Security Camera Technology	FTA 5307			\$ 32,000	
Description:	Equip all paratransit vehicles with security cameras for purposes of investigating accidents and customer incidents	Local			\$ 8,000	
DES#:	1382512					
Support:	GPP, TDP, LRTP	TOTAL	\$ -	\$ -	\$ 40,000	\$ -

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
Project:	Bus Radio Communications Technology	FTA 5307				\$ 160,000
Description:	Replace the 2005 bus radio communications system in 2017. This would provide replacement radios for all fixed route buses.	Local				\$ 40,000
DES#:	1382513					
Support:	GPP, TDP, LRTP	TOTAL	\$ -	\$ -	\$ -	\$ 200,000

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
Project:	Mobility Management Program	FTA 5317	\$ 22,500			
Description:	Volunteer driver program & vouchers for accessible taxi service.	Local	\$ 7,500			
DES#:	1298241					
Support:	LRTP, GPP, TDP	TOTAL	\$ 30,000	\$ -	\$ -	\$ -

Summary of Programmed Expenditures for Bloomington Transit

Funding Source	Fiscal Year					TOTAL
	2014	2015	2016	2017		
FTA 5307/5309	\$ 2,091,128	\$ 3,422,737	\$ 3,400,178	\$ 4,034,673	\$	12,948,716
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$	-
FTA 5316	\$ 286,047	\$ -	\$ -	\$ -	\$	286,047
FTA 5317	\$ 22,500	\$ -	\$ -	\$ -	\$	22,500
PMTF	\$ 2,546,235	\$ 2,648,084	\$ 2,754,008	\$ 2,864,168	\$	10,812,495
Farebox	\$ 1,609,939	\$ 1,674,336	\$ 1,741,310	\$ 1,810,962	\$	6,836,547
Local	\$ 1,751,831	\$ 2,073,042	\$ 2,116,097	\$ 2,325,363	\$	8,266,333
TOTAL	\$ 8,307,680	\$ 9,818,199	\$ 10,011,593	\$ 11,035,166	\$	39,172,638

Programmed Projects: Rural Transit

Rural Transit Projects			Fiscal Year				
			2014	2015	2016	2017	
Project:	Operating Budget	FTA 5311	\$ 713,651	\$ 742,139	\$ 816,353	\$ 897,988	
Description:	Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.	PMTF	\$ 310,875	\$ 323,310	\$ 355,641	\$ 391,205	
		Local	\$ 507,711	\$ 528,019	\$ 580,821	\$ 638,903	
DES#:	1382514, 1382515						
Support:	Coordinated Plan		TOTAL	\$ 1,532,237	\$ 1,593,468	\$ 1,752,815	\$ 1,928,096

Summary of Programmed Expenditures for Rural Transit

Funding Source	Fiscal Year					TOTAL
	2014	2015	2016	2017		
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -	-
FTA 5311	\$ 713,651	\$ 742,139	\$ 816,353	\$ 897,988	\$ 3,170,131	
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -	-
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -	-
PMTF	\$ 310,875	\$ 323,310	\$ 355,641	\$ 391,205	\$ 1,381,031	
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -	-
Local	\$ 507,711	\$ 528,019	\$ 580,821	\$ 638,903	\$ 2,255,454	
TOTAL	\$ 1,532,237	\$ 1,593,468	\$ 1,752,815	\$ 1,928,096	\$ 6,806,616	

Appendix I: Abbreviations and Definitions List

A for a full listing of acronyms and definitions can be found online at:

[www.bloomington.in.gov/Transportation Acronym Dictionary](http://www.bloomington.in.gov/Transportation_Acronym_Dictionary)

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

Appendix II: Complete Streets Compliance

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
MC	Fullerton Pike/Gordon Pike/Rhorer Rd.	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long)	✓		
MC	Karst Farm Greenway (Phase I)	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			✓
MC	Karst Farm Greenway (Phase IIa)	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			✓
MC	Karst Farm Greenway (Phase 3)	Preliminary engineering, Right-of-Way and Construction of a multi-use trail for non-motorized use, including site amenities			✓
MC	Mt. Tabor Road Bridge #33	Bridge replacement and road realignment	✓		
MC	Bridge Inventory	Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.			✓
MC	Upgrade Signs	Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices MUTCD) retroreflectivity requirements on roadways			✓
BL	W. 2nd Street Feasibility Study	Study to evaluate alternatives and designs for corridor improvements to W. 2nd St. with emphasis on Walnut St to Patterson Dr. because of Bloomington Hospital	✓		
BL	17th St. & Arlington Rd. Roundabout	Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	✓		
BL	17th St. & Jordan Ave.	Improve vertical geometry and sight distance at the intersection and on approaches			✓
BL	Black Lumber Trail Spur	Construction of a multi-use trail for non-motorized use			✓
BL	Old SR 37 & Dunn St. Intersection Improvements	Improve horizontal and vertical geometry and sight distance at the intersection and on approaches		✓	
BL	Upgrade Signs	Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices MUTCD) retroreflectivity requirements on roadways		✓	
BL	Tapp Rd & Rockport Rd Intersection Improvements	Modernize intersection and upgrade from 4-way stop to roundabout or signal	✓		
BL	University Courts Brick Street Restoration	Phased restoration of brick streets in the historic University Courts neighborhood			✓
BL	Upgrade Signs (Zones 5-8) Phase 2	Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices MUTCD) retroreflectivity requirements on roadways			✓

*Compliance with the Complete Streets Policy is determined by the Policy Committee at the time of adoption of this document or when new local projects are amended in to the Transportation Improvement Program

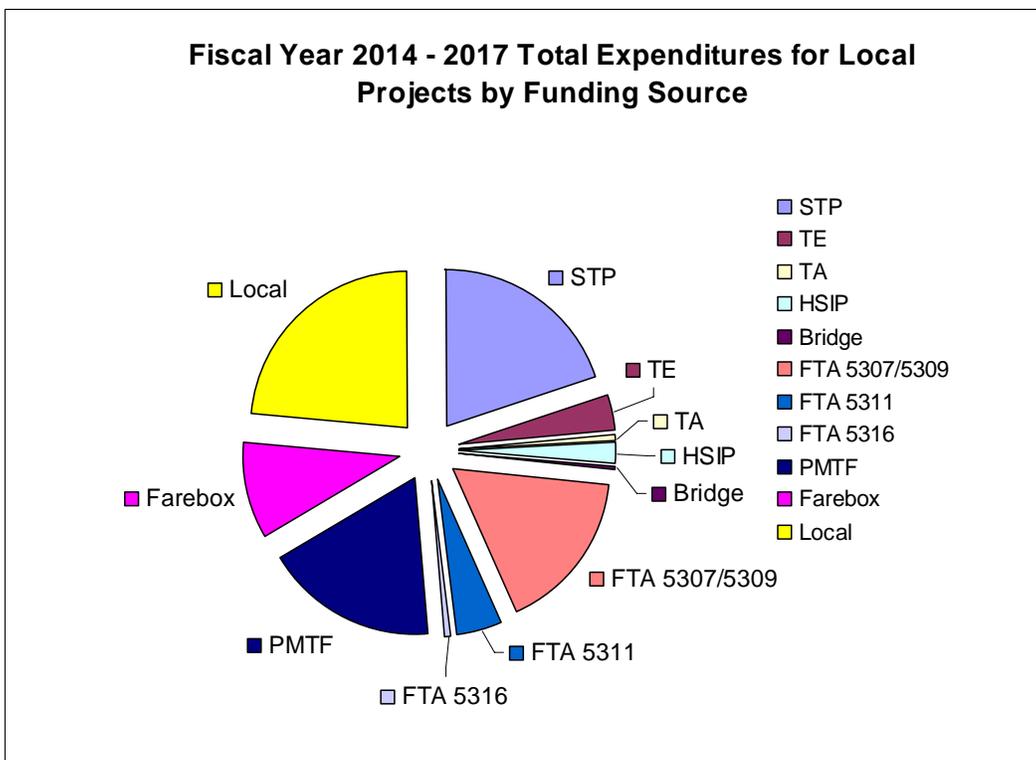
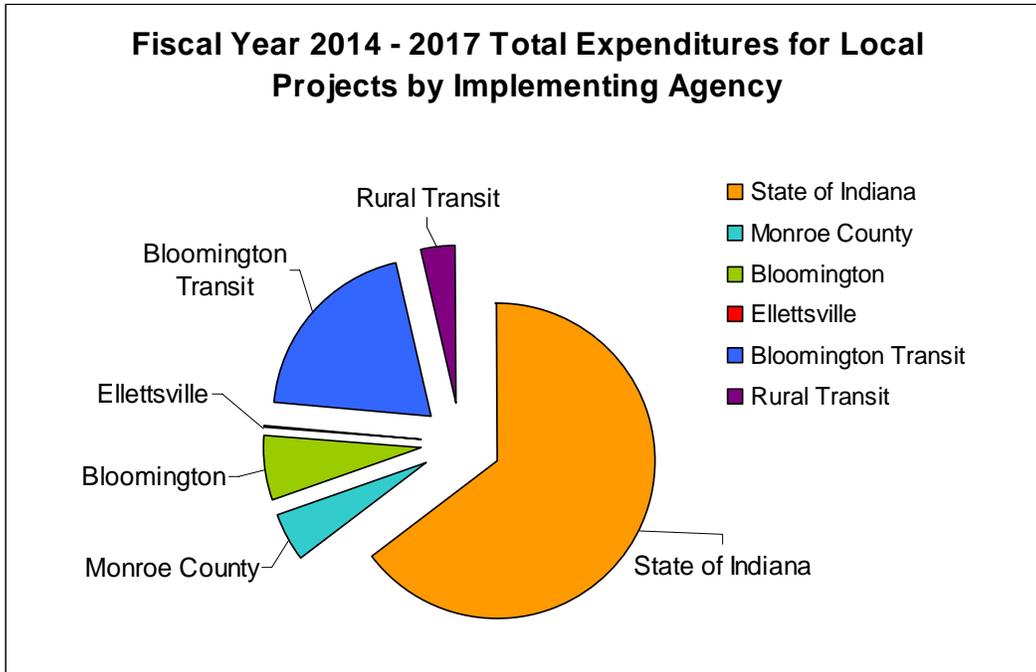
Appendix II continued: Complete Streets Compliance

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
EV	Ellettsville Heritage Trail (Ph I)	Construction of a multi-use trail for non-motorized use, including site amenities.			✓
EV	Ellettsville Heritage Trail (Ph II)	Construction of a multi-use trail bridge for non-motorized use.			✓
RT	Operating Budget	Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.			✓
BT	25 Foot Buses	Purchase of one new 25-foot bus			✓
BT	40 Foot Buses	Purchase of three 40-foot buses in 2015, three in 2016, and four in 2017			✓
BT	BT Access Vehicles	Replace three 2002 20-foot buses in 2015, three 2003 buses in 2016 and four 2003 buses in 2017			✓
BT	Fare Collection Equipment	Replace a 2002 portable fare revenue auditor in 2014 which securely stores fare revenues from the bus to the counting room			✓
BT	Maintenance	Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.			✓
BT	Operational Assistance	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.			✓
BT	Passenger Shelters	Purchase 5-10 passenger shelters for BT fixed route stops.			✓
BT	Support & Maintenance Vehicles	Purchase support & maintenance vehicles			✓
BT	Paratransit AVL & Schedule	Replace the existing 2002 paratransit scheduling software & purchase scheduling software with AVL technology			✓
BT	Portable Maintenance Lifts	Purchase a complete set of portable maintenance lifts for one BT vehicle maintenance bay			✓
BT	Fuel Usage Hardware/Software	Replace the 1997 fuel usage hardware/software that is used to track, report and monitor fuel usage for both the BT and IU Campus buses			✓
BT	Paratransit Security Camera	Equip all paratransit vehicles with security cameras for purposes of investigating accidents and customer incidents			✓
BT	Bus Radio Communications Technology	Replace the 2005 bus radio communications system in 2017. This would provide replacement radios for all fixed route buses			✓

*Compliance with the Complete Streets Policy is determined by the Policy Committee at the time of adoption of this document or when new local projects are amended into the Transportation Improvement Program.

Appendix III: Total Expenditure Charts

The following charts illustrate how transportation funding will be spent as identified in this document. It should be noted that revenues and expenditures related to transit include operational expenses and illustrative projects.



Appendix IV: Listing of Projects by Year

The following tables represent a compilation of annual expenditures and the funding sources for all projects. It is important to note that State project costs are not included in the totals. Please note that 5% of available STP funding has been set aside in a Change Order Reserve. The intent of setting aside this money is to provide a source of revenue to cover project cost overruns. Any use of funds from this reserve will be subject to the BMCMPPO Change Order Policy. Any figures or projects in *italics* are illustrative.

2014 Local Public Agency Project Listing														
2014 Local Projects	Phase	NHS/STP	TE	TA	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	PMTF	Farebox	Local	TOTAL	
IN	ISP Parking Lot Maintenance	CN	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,500	\$ 52,500	
IN	New Signal Installation	CN	\$ 172,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,200	\$ 216,000	
IN	Bridge Rehabilitation	PE	\$ -	\$ -	\$ -	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 20,000	
IN	I-69 Section 5	PE	\$ 6,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 8,000,000	
IN	I-69 Section 5	RW	\$ 13,840,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,460,000	\$ 17,300,000	
IN	I-69 Section 5	CN	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 20,000,000	
IN	Bridge Inspections (underwater)	PE	\$ -	\$ -	\$ -	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ 600,000	
IN	Bridge Inspections (fracture critical)	PE	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 500,000	
IN	Bridge Inspections (load rating)	PE	\$ -	\$ -	\$ -	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ 600,000	
BL	17th & Arlington	CN	\$ 2,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000	\$ 3,250,000	
BL	U. Courts Historic Street Restoration	CN	\$ -	\$ 130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,354	\$ 264,354	
BL	17th & Jordan Ave.	CN	\$ 960,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ 1,200,000	
BL	Sign Upgrades (Phase 2, Zone 5-8)	CN	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 100,000	
BL	West 2nd St. Feasibility Study	PE	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 125,000	
MC	Bridge Inspection & Inventory	PE	\$ -	\$ -	\$ -	\$ 71,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,904	\$ 89,518	
MC	Fullerton Pike/Gordon Pike/Rhorer Rd	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 385,400	\$ 385,400	
MC	Sign Upgrades	CN	\$ -	\$ -	\$ 58,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500	\$ 65,000	
MC	Mt. Tabor Road Bridge #33	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,000	\$ 43,000	
MC	Mt. Tabor Road Bridge #33	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,500	\$ 15,500	
MC	Mt. Tabor Road Bridge #33	CN	\$ 1,781,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 445,250	\$ 2,226,250	
MC	Karst Farm Ph 1	CN	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 401,328	\$ 1,901,328	
MC	Karst Farm Ph 2a	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 8,000	
MC	Karst Farm Ph 2a	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,200	\$ 91,200	
MC	Karst Farm Ph 2a	CN	\$ -	\$ 430,000	\$ 120,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,600	\$ 688,000	
MC	Karst Farm Ph 3	PE	\$ -	\$ -	\$ 38,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,600	\$ 48,000	
EV	Heritage Trail Ph 1	CN	\$ -	\$ 103,795	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,946	\$ 129,741	
EV	Heritage Trail Ph 2	PE	\$ -	\$ 12,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200	\$ 16,000	
EV	Heritage Trail Ph 2	CN	\$ -	\$ 210,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,680	\$ 263,400	
RT	Operating Budget	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 713,651	\$ -	\$ 310,875	\$ -	\$ 507,711	\$ 1,532,237	
BT	Operating Assistance	n/a	\$ -	\$ -	\$ -	\$ -	\$ 1,702,313	\$ -	\$ 286,047	\$ 2,546,235	\$ 1,609,939	\$ 1,647,127	\$ 7,791,661	
BT	Maintenance & Support Vehicles	n/a	\$ -	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ 17,000	\$ 85,000	
BT	BT Access Vehicles	n/a	\$ -	\$ -	\$ -	\$ -	\$ 82,115	\$ -	\$ -	\$ -	\$ -	\$ 20,529	\$ 102,644	
BT	25 Foot Buses	n/a	\$ -	\$ -	\$ -	\$ -	\$ 67,500	\$ -	\$ -	\$ -	\$ -	\$ 16,875	\$ 84,375	
BT	Engine/Transmission Rebuilds/Tires	n/a	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 125,000	
BT	Portable Maintenance Lifts	n/a	\$ -	\$ -	\$ -	\$ -	\$ 33,600	\$ -	\$ -	\$ -	\$ -	\$ 8,400	\$ 42,000	
BT	Passenger Shelters	n/a	\$ -	\$ -	\$ -	\$ -	\$ 25,600	\$ -	\$ -	\$ -	\$ -	\$ 6,400	\$ 32,000	
BT	Fare Collection Equipment	n/a	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 15,000	
MPO	5% Change Order Reserve	n/a	\$ 136,642	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 136,642	
TOTAL			\$ 5,577,642	\$ 2,387,315	\$ 158,800	\$ 148,500	\$ 71,614	\$ 2,091,128	\$ 713,651	\$ 286,047	\$ 2,857,110	\$ 1,609,939	\$ 4,954,504	\$ 20,856,250

2015 Local Public Agency Project Listing													
2015 Local Projects		Phase	NHS/STP	TA	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	PMTF	Farebox	Local	TOTAL
IN	I-69 Section 5	PE	\$ 1,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 2,000,000
IN	I-69 Section 5	RW	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 10,000,000
IN	I-69 Section 5	CN	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 20,000,000
IN	Bridge Inspections (underwater)	PE	\$ -	\$ -	\$ -	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ 600,000
IN	Bridge Inspections (fracture critical)	PE	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 500,000
IN	Bridge Inspections (load rating)	PE	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 500,000
BL	Dunn & Old 37	RW	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000
BL	17th & Arlington	CN	\$ 830,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 207,500	\$ 1,037,500
BL	Black Lumber Spur	PE	\$ 64,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ 80,000
BL	Black Lumber Spur	CN	\$ 406,866	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,717	\$ 508,583
BL	Tapp & Rockport	PE	\$ 259,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,768	\$ 323,840
BL	Tapp & Rockport	RW	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 750,000
MC	Fullerton Pike/Gordon Pike/Rhorer	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 811,800	\$ 811,800
MC	Karst Farm Trail Phase 3	RW	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 10,000
RT	Operating Budget	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 742,139	\$ -	\$ 323,310	\$ -	\$ 528,019	\$ 1,593,468
BT	Operating Assistance	n/a	\$ -	\$ -	\$ -	\$ -	\$ 1,982,617	\$ -	\$ -	\$ 2,648,084	\$ 1,674,336	\$ 1,713,012	\$ 8,018,049
BT	Maintenance/Support Vehicles	n/a	\$ -	\$ -	\$ -	\$ -	\$ 70,720	\$ -	\$ -	\$ -	\$ -	\$ 17,680	\$ 88,400
BT	BT Access Vehicles	n/a	\$ -	\$ -	\$ -	\$ -	\$ 85,400	\$ -	\$ -	\$ -	\$ -	\$ 21,350	\$ 106,750
BT	40 Foot Buses	n/a	\$ -	\$ -	\$ -	\$ -	\$ 1,040,000	\$ -	\$ -	\$ -	\$ -	\$ 260,000	\$ 1,300,000
BT	Engine/Transmission Rebuilds/Tires	n/a	\$ -	\$ -	\$ -	\$ -	\$ 104,000	\$ -	\$ -	\$ -	\$ -	\$ 26,000	\$ 130,000
BT	Passenger Shelters & Benches	n/a	\$ -	\$ -	\$ -	\$ -	\$ 25,600	\$ -	\$ -	\$ -	\$ -	\$ 6,400	\$ 32,000
BT	Paratransit AVL & Scheduling Tech.	n/a	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 150,000
BT	Fuel Usage Hardware/Software	n/a	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 25,000
MPO	5% Change Order Reserve	n/a	\$ 136,642	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 136,642
TOTAL			\$ 2,496,580	\$ 8,000	\$ -	\$ -	\$ 3,448,337	\$ 742,139	\$ -	\$ 2,971,394	\$ 1,674,336	\$ 4,011,246	\$ 15,352,032

2016 Local Public Agency Project Listing													
2016 Local Projects		Phase	NHS/STP	TA	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	PMTF	Farebox	Local	TOTAL
IN	Pavement Project	CN	\$ 1,270,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 317,600	\$ 1,588,000
IN	I-69 Section 5	CN	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 20,000,000
IN	Bridge Inspections (underwater)	PE	\$ -	\$ -	\$ -	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ 600,000
BL	Dunn & Old 37	CN	\$ -	\$ -	\$ 1,440,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ 1,600,000
MC	Fullerton Pike/Gordon Pike/Rhorer	CN	\$ 1,399,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349,783	\$ 1,748,915
MC	Karst Farm Trail Phase 3	CN	\$ -	\$ 220,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,200	\$ 276,000
MC	Bridge Inspection & Inventory	PE	\$ -	\$ -	\$ -	\$ 66,106	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,526	\$ 82,632
RT	Operating Budget	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 816,353	\$ -	\$ 355,641	\$ -	\$ 580,821	\$ 1,752,815
BT	Operating Assistance	n/a	\$ -	\$ -	\$ -	\$ -	\$ 2,061,922	\$ -	\$ -	\$ 2,754,008	\$ 1,741,310	\$ 1,781,533	\$ 8,338,773
BT	Engine/Transmission Rebuilds & Tires	n/a	\$ -	\$ -	\$ -	\$ -	\$ 108,160	\$ -	\$ -	\$ -	\$ -	\$ 27,040	\$ 135,200
BT	Passenger Shelters	n/a	\$ -	\$ -	\$ -	\$ -	\$ 27,680	\$ -	\$ -	\$ -	\$ -	\$ 6,920	\$ 34,600
BT	Security Camera Technology	n/a	\$ -	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 40,000
BT	BT Access Vehicles	n/a	\$ -	\$ -	\$ -	\$ -	\$ 88,816	\$ -	\$ -	\$ -	\$ -	\$ 22,204	\$ 111,020
BT	Purchase 40 foot buses	n/a	\$ -	\$ -	\$ -	\$ -	\$ 1,081,600	\$ -	\$ -	\$ -	\$ -	\$ 270,400	\$ 1,352,000
MPO	5% Change Order Reserve	n/a	\$ 136,642	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 136,642
TOTAL			\$ 1,535,774	\$ 220,800	\$ 1,440,000	\$ 66,106	\$ 3,400,178	\$ 816,353	\$ -	\$ 3,109,649	\$ 1,741,310	\$ 3,278,427	\$ 15,608,597

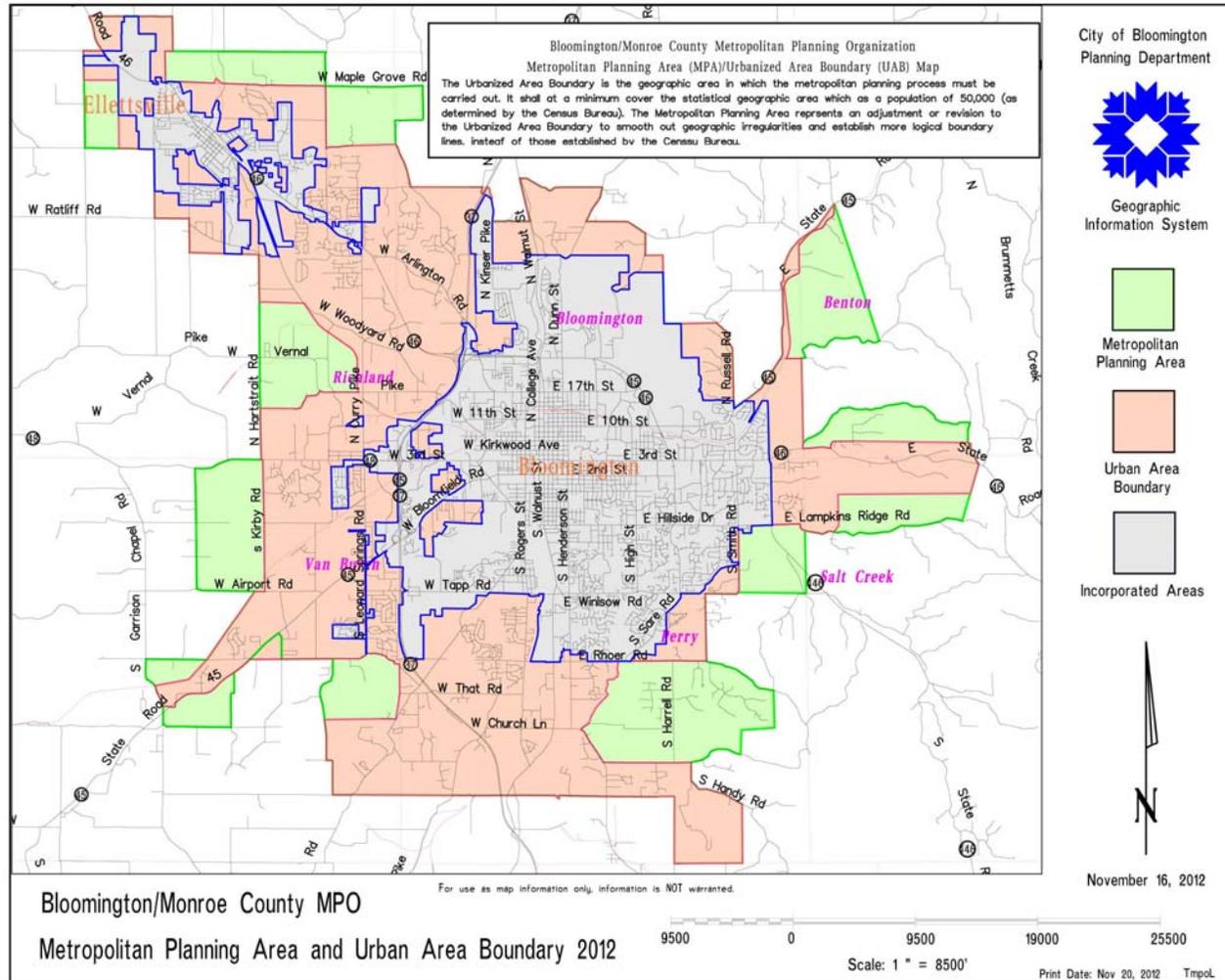
2017 Local Public Agency Project Listing													
2017 Local Projects		Phase	NHS/STP	TA	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	PMTF	Farebox	Local	TOTAL
IN	Bridge Rehabilitation	CN	\$ 436,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 109,000	\$ 545,000
IN	I-69 Section 5	CN	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 20,000,000
IN	Bridge Inspections (underwater)	PE	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ 600,000
IN	Bridge Inspections (load rating)	PE	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 500,000
BL	Tapp & Rockport	CN	\$ 2,640,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 660,000	\$ 3,300,000
MC	Fullerton Pike/Gordon Pike/Rhorer	CN	\$ 1,399,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349,783	\$ 1,748,915
RT	Operating Budget	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 897,988	\$ -	\$ 391,205	\$ -	\$ 638,903	\$ 1,928,096
BT	Operational Assistance	n/a	\$ -	\$ -	\$ -	\$ -	\$ 2,144,399	\$ -	\$ -	\$ 2,864,168	\$ 1,810,962	\$ 1,852,794	\$ 8,672,323
BT	Engine/Transmission Rebuilds & Tires	n/a	\$ -	\$ -	\$ -	\$ -	\$ 112,486	\$ -	\$ -	\$ -	\$ -	\$ 28,122	\$ 140,608
BT	BT Access Vehicles	n/a	\$ -	\$ -	\$ -	\$ -	\$ 92,369	\$ -	\$ -	\$ -	\$ -	\$ 23,092	\$ 115,461
BT	Maintenance & Support Vehicles	n/a	\$ -	\$ -	\$ -	\$ -	\$ 25,600	\$ -	\$ -	\$ -	\$ -	\$ 6,400	\$ 32,000
BT	Bus Radio Communications Technology	n/a	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 200,000
BT	40 Foot Buses	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 374,955	\$ 374,955
MPO	5% Change Order Reserve	n/a	\$ 136,642	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 136,642
TOTAL			\$ 4,175,774	\$ -	\$ -	\$ -	\$ 2,534,854	\$ 897,988	\$ -	\$ 3,255,373	\$ 1,810,962	\$ 3,974,049	\$ 16,649,000

Adopted: pending

Outlying Years (FY 2018 and beyond) Project Listing													
Outlying Year Projects	Phase	STP	TA	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	PMTF	Farebox	Local	TOTAL	
IN	I-69 Section 5	PE	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ 400,000	
IN	I-69 Section 5	RW	\$ 1,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 2,000,000	
IN	I-69 Section 5	CN	\$ 64,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,100,000	\$ 80,500,000	
MC	Fullerton Pike/Gordon Pike/Rhorer	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,099,600	\$ 1,099,600	
MC	Fullerton Pike/Gordon Pike/Rhorer	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,303,200	\$ 1,303,200	
MC	Fullerton Pike/Gordon Pike/Rhorer	CN	\$ 16,010,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,002,600	\$ 20,013,000	
TOTAL of local projects only			\$ 82,330,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,405,400	\$ 22,415,800	

Appendix V: Urbanized Area Boundary

The Urbanized Area Boundary (UAB) is the geographic area in which the metropolitan planning process must be carried out. It shall at a minimum cover the statistical geographic area which has a population of 50,000 as determined by the U.S. Census Bureau. The Metropolitan Planning Area (MPA) represents an adjustment or revision to the Urbanized Area Boundary to smooth out geographic irregularities and establish more logical boundary lines, instead of those established by the Census Bureau.



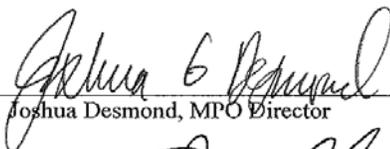
Appendix VI: Self Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

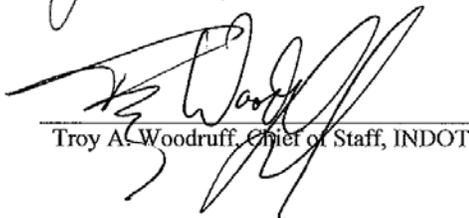
In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Bloomington/Monroe County Metropolitan Planning Organization for the Bloomington urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of Titles 23 and 49 USC, specifically:

- I. 23 U.S.C. 134, 49 U.S.C. Section 5303 and this subpart;
- II. In nonattainment and maintenance area, section 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or in business opportunities;
- V. Section 1101 (b) of the MAP-21 (Pub.L. 112-41) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. 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;
- VIII. 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;
- IX. Section 324 of title 23 U.S.C. regarding prohibition or discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

In May 2011, the United States Department of Transportation conducted an on-site certification review of the Bloomington/Monroe County MPO urban transportation planning process. The USDOT issued a subsequent finding that the Bloomington/Monroe County MPO was fully certified as meeting all pertinent requirements.


Joshua Desmond, MPO Director

4/23/13
Date


Troy A. Woodruff, Chief of Staff, INDOT

4/25/13
Date

Appendix VII: Resolutions