



**POLICY COMMITTEE**

March 11, 2011; 1:30 – 3:00 p.m.  
McCloskey Room (#135)

- I. Call to Order
- II. Approval of Minutes:
  - A. January 14, 2011
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
  - A. Citizens Advisory Committee
  - B. Technical Advisory Committee
- V. Reports from the MPO Staff
  - A. Bloomington Transit's Grimes Lane Operations Facility Study
- VI. Old Business
  - A. Public Participation Plan Amendment  
*Action Requested*
- VII. New Business
  - A. FY2010 -2013 Transportation Improvement Program Amendment
    - 1. Parking Lot Resurfacing (Rural Transit)  
*Action Requested*
  - B. Transportation Enhancement Award Determination  
*Action Requested*
  - C. Draft FY2012-2015 Transportation Improvement Program
- VIII. Communications from Committee Members (*non-agenda items*)
  - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
  - A. Technical Advisory Committee – March 23, 2011 at 10:00 a.m. (McCloskey Room)
  - B. Citizens Advisory Committee – March 23, 2011 at 6:30 p.m. (McCloskey Room)
  - C. Policy Committee – **April 8, 2011** at 1:30 p.m. (McCloskey Room)

Adjournment

*\*Public comment prior to vote (limited to five minutes per speaker)*



**Policy Committee Meeting Minutes  
January 14, 2010 McCloskey Conference Room 135, City Hall**

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

**Policy Committee:** Jack Baker (Bloomington Plan Commission), Kathie Eaton-McKillip (INDOT), Susie Johnson (Bloomington Public Works), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Mark Kruzan (Mayor—City of Bloomington), Patrick Murray (CAC Chair), Mark Stoops (County Commissioners), Mike Farmer (Ellettsville Town Council), Julie Thomas (Monroe County Council), and Bill Williams (Monroe County Highway Department).

**Others:** Adrian Reid (Engineering Department), Jay DuMontelle (FHWA), Michelle Allen (FHWA), Sam Sarvis (INDOT), David Pluckerbaum (Corradino), and Lew May (Bloomington Transit).

**MPO Staff:** Josh Desmond, Raymond Hess, Scott Robinson and Jane Weiser.

- I. **Call to Order**—Mr. McDaniel called the meeting to order.
- II. **Election of Officers**
  - A. **Chair**—Ms. Johnson nominated Kent McDaniel. Mr. Williams seconded. There was unanimous approval.
  - B. **Vice-chair**—Mr. Martin nominated Jack Baker. Ms. Thomas seconded. There was unanimous approval.
- III. **Approval of Minutes:**
  - A. **November 5, 2010**—Ms. Thomas made a correction to page 5 of the minutes inserting “non-ramped” for “ramped.” Mr. Martin provided an expanded explanation of the importance of keeping Harmony Rd. open in his motion on page 13. Those changes were made. Mr. Farmer moved approval of the corrected minutes. Mr. Baker seconded. The Nov. 5, 2010 minutes were unanimously approved.
- IV. **Communications from the Chair**—Mr. McDaniel noted that there has been an increase in BT ridership in 2010 to 3,265,102 passengers—a 6.82% increase over the previous year. Campus Bus set a new ridership record 3,631,007 for 2010. We are getting very close to carrying the most passengers in the state. Zimride has over 2000 registered users. Mr. Martin said that his wife uses the Campus Bus Service now and has found [www.doublemap.com](http://www.doublemap.com) very useful. Mr. Baker asked if there were any signs of car use declining. Mr. McDaniel said there is still a lot of gridlock on campus. Mr. Hess said that we don’t do general traffic counts locally. Mr. Baker would like for staff to look into the possibility of doing that since part of the MPO’s mission statement is to reduce automobile usage. Mr. McDaniel said that 10 years ago they used survey bus riders. The numbers of parking tickets and parking fines have gone way down. Mr. Coyne said that the traffic calming devices appear to be functioning very well. Many more students are crossing together and motorists seem to be cooperating with the pedestrian flow. Mr. May said that they have made it more difficult for the buses to keep to their schedules.

**V. Reports from Officers and/or Committees**

- A. Citizens Advisory Committee**—No report.
- B. Technical Advisory Committee**—No report.

**VI. Reports from the MPO Staff**

**A. Project Tracking**—Mr. Hess reminded the PC that the all LPAs that have projects in the TIP need to provide quarterly tracking reports to both the Seymour District INDOT and the MPO. He reviewed highlights of the report and gave a status update on the Change Order Reserve.

**B. 2009 Crash Report**—Mr. Hess presented an overview of the 2007-2009 Crash Report. Mr. Martin noted that several crash locations were located by their local name although they are a state highway. If it has a local name, are we responsible for changes and improvements there? Mr. Hess said no. The local names don't signify jurisdiction. Mr. Martin said his concern was to make sure that this indicates where we can have an impact and where we can't. Of the top 15 sites, only one isn't a state highway. We will have to rely on the state for road improvements. So our focus is not on those items, we can focus on the other ones and use less money. It would be nice if this report reflected this. Mr. Hess said that on the last page there is an HSIP list which has eliminated the state intersections. Mr. Martin asked if on page 9 Mr. Hess could insert a paragraph that makes the distinctions and points the reader to this HSIP report.

**C. Annual Completion Report**—Mr. Hess said this is a report that staff creates at the end of every fiscal year to show what we have been doing with our planning funds. The report is reviewed by INDOT and FHWA. There was a large spike in spending in the 4<sup>th</sup> quarter. Most of that is attributed to the Monroe County Aerial Update for the GIS layer. Mr. Baker asked about item 503 says that the MPO has decided not to continue work on the Alternative Transportation Quarter Study. Why did we decide not to continue that? Mr. Hess said that this was a report by a consultant and it was finished. It was incorporated into the County Comp Plan.

**D. 2011 Meeting Schedule**—Mr. Hess addressed his notification of meeting dates to committee members. The meeting schedule says no meeting in April however he has scheduled a tentative meeting for the 2<sup>nd</sup> Friday in April. We have until the end of April to transmit our TIP to be included in the STIP.

**E. Plan Commission Agenda: March 7, 2011 Federal Highway Administration**

**Certification Review**—Mr. Desmond said that this review is carried out about every 5 years. We are scheduled to have this on January 25-26. Jay DuMontelle said between 4:30 and 6:30 interested people could make appointments with him for a meeting.

**F. 2012-2015 Transportation Improvement Program Call for Projects**—Mr. Hess issued a call for projects today. The deadline is on Valentine's Day. We will present the projects to the CAC and TAC at the end of February. A 30-day public comment period will begin in March. After being presented at CAC and TAC, staff hopes for final approval from the Policy Committee on April 9.

Mr. Desmond said that the spring call for projects for HSIP opens today. He will forward information to the LPAs. February 25 is the close of the call. There will be another call in the fall.

## VII. Old Business

**A. Public Participation Plan Amendment**—Mr. Robinson explained why staff is bringing this forward. When it is an amendment qualifies as an administrative modification, staff notify everyone on this committee before it is approved. If there is any objection, we would do the best we can to follow all of the committees for public input so that we could do a TIP amendment. If there are no objections, then we would be able to follow administrative approval based upon the director and chair of the Policy Committee. In that case, staff would notify all committees that the minor amendment has been made. Staff would like to issue the official 45-day public comment period on January 20. After reporting back to the TAC and CAC, we anticipate seeking action from the PC on March 11. Ms. Thomas asked for the language concerning the protocol following an objection to be clarified. Mr. Martin asked that wording in several places be changed to reflect that the 20% increase trigger specifically refers to a 20% increase in that particular project.

## VIII. New Business

### A. FY2010 -2013 Transportation Improvement Program Amendment

**1. Hybrid buses; BT Access Vehicles; Operational Assistance; & Fare Collection Equipment; (Action Requested)**—Mr. Hess outlined the request from BT to amend the TIP to allow purchase of 35-foot hybrid electric buses, purchase of BT Access vehicles, the purchase of fare collection equipment, and changes to operational assistance. Lew May further explained the need for each of the amendments. In response to a question, Mr. May explained there has been a change in scope to the downtown transfer facility project to now include the 911 Police Dispatch. **\*\*\*Susie Johnson moved approval. Richard Martin seconded. There was no public comment. The motion was approved unanimously.**

**B. Transportation Enhancement Selection Committee (Nomination Requested)**—Mr. Desmond asked for 2 nominations. Jack Baker volunteered. Bill Williams volunteered.

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

### A. Topic Suggestions for future agendas

## X. Upcoming Meetings

**A. Technical Advisory Committee – January 26, 2011 at 10:00 a.m. (McCloskey Room)**

**B. Citizens Advisory Committee – January 26, 2011 at 6:30 p.m. (McCloskey Room)**

**C. Policy Committee – March 11, 2011 at 1:30 p.m. (McCloskey Room)**

## Adjournment

*\*Public comment prior to vote (limited to five minutes per speaker)*

## MEMORANDUM



To: BMCMPO Policy Committee  
From: Scott Robinson, Long Range/Transportation Manager  
Date: March 4, 2011  
Re: Public Participation Plan (PPP) Amendment

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### Public Participation Plan Background

The Public Participation Plan (PPP) was adopted in 2002 and later amended in 2007 to meet basic state and federal requirements as it pertains to public involvement. In addition, the PPP establishes local requirements for public notification and involvement that exceed these requirements. The existing 2007 PPP can be viewed at [www.bloomington.in.gov/mpo](http://www.bloomington.in.gov/mpo) or at the City of Bloomington Planning Department, or at the Monroe County Library Indiana Room.

### Amendment Overview

Staff has made additional changes to the draft PPP based upon past comments from the BMCMPO committee meetings during the fall of 2010. The proposed final draft of the 2011 PPP is included in the meeting packet for review. The following items have been incorporated into the draft PPP:

- Amendments to the PPP require a minimum 45 day public comment period;
- Allow administrative TIP amendments for minor changes to existing projects;
- Allow administrative TIP amendments for illustrative projects pending grant or other funding approvals;
- Require both the MPO Director and Policy Committee Chairperson to approve administrative TIP amendments;
- Require all administrative amendments endure a final notice period of three business days to all Policy Committee members before it can be approved. If an objection is raised to the administrative amendment by any Policy Committee member, then the amendment follows the minor amendment process;
- Require that all administrative approvals, change orders, and special votes subsequently be reported to all BMCMPO members;
- Reorganized the PPP to make it more understandable and consistent with the Operational Bylaws and other MPO documents.

### Public Comment Period

The official 45-day public comment period commenced (public notice) on January 22, 2011 and will end on March 7, 2011. No comments have been received as of the date this memo was written.

### Recommendations

Both the Technical Advisory Committee and Citizens Advisory Committee recommended approval of the final draft of the Public Participation Plan at their meetings on February 23, 2011.

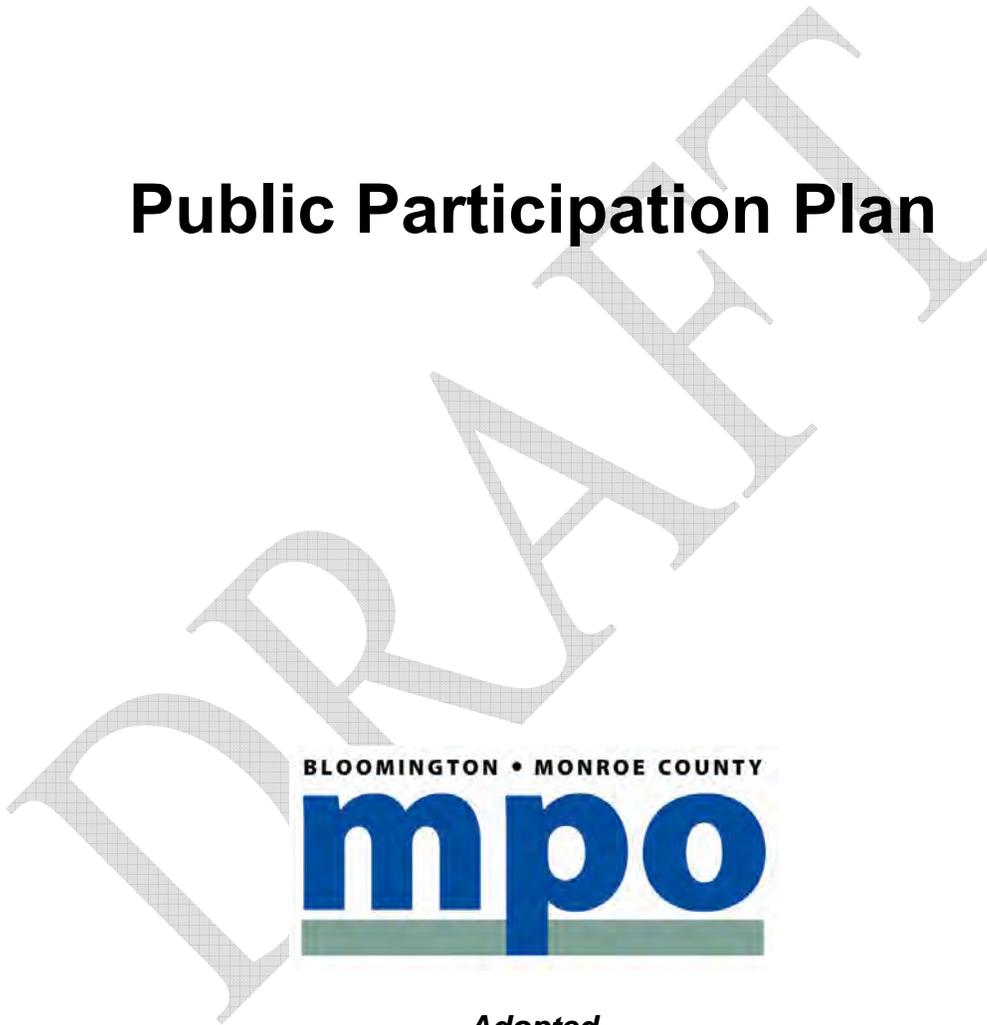
### Action Requested

The Policy Committee is requested to take action on the draft Public Participation Plan.

*Attachment: Draft Public Participation Plan*

**Bloomington/Monroe County Metropolitan Planning Organization**

**Public Participation Plan**



***Adopted***  
December 13, 2002

***Amended***  
June 8, 2007  
\_\_\_\_\_, 2011

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## Introduction

Federal legislation requires the establishment of a Metropolitan Planning Organization (MPO) to conduct transportation planning in urban areas where the population exceeds 50,000 people. The basic objectives of an MPO are to encourage and promote the development of transportation systems, to embrace multiple modes of transportation, and to minimize transportation related fuel consumption and air pollution.

Indiana Governor Robert D. Orr designated the City of Bloomington Plan Commission as the MPO for the Bloomington urban area on March 4, 1982.

Locally, the Bloomington/Monroe County Metropolitan Planning Organization (MPO) fulfills the MPO mission as an intergovernmental transportation policy group that manages transportation project funding for the Bloomington/Monroe County Urbanized Area (which includes the City of Bloomington, the Town of Ellettsville, and portions of Monroe County). The Bloomington/Monroe County MPO is responsible for ensuring that the transportation planning program in the Urbanized Area incorporates consultation, cooperation, and coordination between the MPO, various civic organizations, and the public. MPO decisions are endorsed by a Policy Committee upon the recommendation of both the Technical Advisory and the Citizens Advisory Committees.

The Policy Committee (PC) consists of municipal and county elected officials, non-elected members, membership from the Bloomington Public Transportation Corporation, Indiana University, Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA). The Technical Advisory Committee (TAC) includes state and local planners, engineers, transit operators and other transportation-related professionals. The Citizens Advisory Committee (CAC) represents a broad cross-section of Bloomington/Monroe County citizen and community interests.

## Purpose

The Public Participation Plan (the Plan) for the Bloomington/Monroe County Metropolitan Planning Organization (MPO) has been developed pursuant to the final federal metropolitan regulations of the United States Department of Transportation (USDOT) as contained in the October 28, 1993 Federal Register and any subsequent changes herein mandated by federal legislation.

The Bloomington/Monroe County MPO has established a set of goals for the public participation process to guide MPO staff in developing opportunities for the involvement of public officials and citizens. These goals also assist in ensuring the public participation process meets the needs of the communities involved in the transportation planning activities for the region.

The Plan should be periodically updated and revised in order to improve continuous, comprehensive, and cooperative transportation planning (Federal 3C Process) for the Bloomington/Monroe County Metropolitan Planning Organization (MPO). The plan is typically updated in response to local needs and interests or due to new state and federal requirements.

### **Public Participation Plan Goals**

The Plan has been developed pursuant to the Safe Accountable, Flexible, Efficient Transportation Equity Act A legacy for Users (SAFETEA-LU); Title VI, 6001 (a).134 (i)(5),(A):

*“Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with a reasonable opportunity to comment on the long-range transportation plan [for the TIP]”*

The Plan has been developed using the following SAFETEA-LU and Bloomington/Monroe County MPO general goals:

- Provide adequate public notice and time for public review and comment at key decision points
- Demonstrate explicit consideration and response to public input received
- Seek out the needs and input of the public who typically are underserved by existing transportation systems
- Provide periodic reviews of the public involvement process and participation plan in terms of their effectiveness
- Coordinate to the maximum extent practical with statewide public involvement processes

- Educate and raise awareness within the MPO's boundaries about current and future transportation needs
- Encourage broad public participation from all sectors of the community, and provide the community with adequate opportunities to participate in the decision making process
- Foster a sense of ownership toward the transportation planning process and the resulting projects within the community

***Public Participation Mission Statement***

The Bloomington/Monroe County MPO is committed to providing the City of Bloomington, the Town of Ellettsville, and Monroe County with quality transportation planning programs and services, and working to provide all citizens access to an efficient and safe transportation system. Toward this goal, the Bloomington/Monroe County MPO shall be committed to:

- The promotion of environmental justice principles in all of its programs and policies as prescribed by the governing Environmental Justice Policy Statement. This involves the development of equitable programs and policies that avoid disproportionately negative effects on minority and/or low-income populations, as well as expediting the distribution of benefits from these projects.
- Working continuously to ensure the full and fair participation of all affected communities in the transportation planning process.
- Providing an equitable distribution of transportation infrastructure affecting public and environmental health, and to the development of a just public transit system.

## Public Participation Plan Policy

It is the policy of the Bloomington/Monroe County MPO to provide access to the transportation planning process so as to allow the public opportunity to comment on transportation planning activities. By doing so, the Bloomington/Monroe County MPO Policy Committee will have available to them public ideas, concerns, and suggestions on all transportation planning issues.

Two areas of primary interest for transportation planning issues and public involvement are the Long Range Transportation Plan and the Transportation Improvement Program (TIP). The MPO is responsible for adopting and maintaining these core MPO products. The Long Range Transportation Plan (LRTP) is the twenty year long range, multi-modal transportation plan for the Bloomington Urbanized Area as required by Federal Statutes (23 USC 135, Section 450.300) for the programming of Federal funds for transportation project planning and implementation of ground transportation modes (roadway, transit, bicycle, and pedestrian facilities). The long range plan shall be updated every five years in order to maintain the twenty year horizon, but may be amended more frequently if needed. The TIP is the four year short range capital improvement plan to implement the Long Range Transportation Plan. Project details such as timing, costs, design, phases, and funding sources are all detailed within the TIP and thus provide a strategic planning document to program funding for actual transportation projects.

Additional areas of interest for transportation planning issues and public involvement exist for all programs and products of the MPO. These areas may include, but are not limited to, transportation studies, transportation grant applications (e.g. Transportation Enhancement, Safe Routes to School), design feasibility studies, MPO policies and procedures (e.g. operational bylaws), and other related programs, processes, and activities as detailed within the applicable fiscal year Unified Planning Work Program (UPWP).

### ***Adoption Resolutions and Major Amendments Policy***

The Bloomington/Monroe County MPO shall follow to the fullest extent possible the Public Participation Plan for adoption resolutions and major amendments to the Long Range Transportation Plan and the TIP. MPO staff shall bring all such resolutions and amendments to the Citizen's Advisory Committee and Technical Advisory Committee before they are adopted by the Policy Committee. The public shall have a minimum of 30 days for written comment on such resolutions and amendments before they may be adopted by the Policy Committee.

This section applies to the following resolutions and amendments:

- Adoption of a new Transportation Improvement Program.
- Adoption of a new Long Range Transportation Plan.

- Adoption of a new, or amendment to an existing, Public Participation Plan, except that the required written public comment period shall be 45 days for such action.
- Inclusion into an adopted TIP of new capital improvement projects that meet one or more of the following criteria:
  - capacity expansion;
  - acquisition of right of way.
- Removal from an adopted TIP of an existing capital improvement project.
- Amendments to an adopted TIP that change the total cost of an existing capital improvement project by 100% or more.
- Amendments to the Long Range Transportation Plan that modify transportation projects identified in the Plan.

### ***Related MPO Programs and Minor Amendments Policy***

The Bloomington/Monroe County MPO shall follow to the fullest extent possible the Public Participation Plan for related MPO program adoption resolutions and minor amendments to the 2030 Long Range Transportation Plan and the TIP. MPO staff may bring such resolutions and amendments to the Citizen's Advisory Committee and Technical Advisory Committee before they may be adopted by the Policy Committee, but may only present them to the Policy Committee due to time constraints. The minimum 30 day written public comment period may also be waived for such resolutions and amendments.

This section applies to the following resolutions and amendments:

- Adoption of a new Unified Planning Work Program (UPWP)
- Inclusion into an adopted TIP of new capital improvement projects that do not meet one or more of the following criteria:
  - capacity expansion;
  - acquisition of right of way.
- Amendments to an adopted TIP that change the total cost of an existing capital improvement project by greater than 20% but less than 100%.
- Amendments to the Long Range Transportation Plan that modify transportation policy, document text, or other material in order to be compliant with federal, state, and/or local regulations and policy.
- Any other MPO product or program requiring Policy Committee approval.

### ***Administrative Approval Policy***

Certain resolutions and amendments shall only require administrative approval by the MPO Director and the MPO Policy Committee Chairperson once a Final Notice Period of three business days has transpired without any objection from any Policy Committee member (see Other Approvals for Final Notice Period). Such resolutions and amendments shall be exempt from review by the Citizen's Advisory Committee and Technical Advisory Committee prior to their administrative approval. The minimum 30 day written public comment period shall also be waived for such resolutions and amendments. All such resolutions and amendments approved under these administrative procedures shall be reported to all MPO Committees at their next regularly scheduled meetings.

This section applies to the following resolutions and amendments:

- Modifications to the text or graphics in an adopted TIP that do not affect project costs, scopes, or schedules.
- Amendments to an adopted TIP that change the proposed year for a phase of an existing capital improvement project.
- Amendments to an adopted TIP that change the total cost of an existing capital improvement project by 20% or less.
- Inclusion into an adopted TIP of new capital improvement projects that are labeled as “Illustrative” because they have not received formal approval for their expected funding source and/or have time sensitive or emergency related circumstances associated with the amendment.
- Changing “Illustrative” projects to funded projects if funds have been received and the Policy Committee has previously reviewed and acted on the project. Examples include projects funded through Transportation Enhancement (TE), Highway Safety Improvement Program (HSIP), Safe Routes to School (SRTS), and Transit capital improvement projects into new capital improvement projects provided that the formal funding awards has subsequently been received. All other “Illustrative” projects that seek formal funding must be amended into the TIP using the procedures provided under the Major Amendments Policy.

### ***Other Approvals***

Three other approval types are provided for the MPO:

- Change Orders: The MPO Director may approve Change Orders to projects in an adopted TIP subject to the procedures of the BMCMPPO Change Order Policy.
- Special Votes: The Policy Committee may conduct special votes using mail, fax, or e-mail in the event of a time-sensitive business item, subject to the procedures of the BMCMPPO Operational Bylaws.
- Final Notice Period: Staff shall issue a “Final Notice Period” by email to all Policy Committee members for eligible administrative approval requests. The message shall contain “Final Notice Period” in the subject line, details on the nature of the request, the response requested (objection only), the deadline to respond, and detail the minor amendment process to be taken if any objection is received by BMCMPPO staff. Policy Committees will have three business days to respond from the time the “Final Notice Period is issued. Once the Final Notice Period has transpired and no objections have been received, the request may be approved by the MPO Director and MPO Policy Committee Chairperson. If an objection is received by any member of the Policy Committee, then the amendment will be put forth for consideration at the next Policy Committee meeting and follow the Minor Amendments Policy process.

Such approvals shall not be subject to public comment period requirements, but shall be reported to all MPO Committees at their next regularly scheduled meeting.

### **General Provisions**

When required under these procedures, the written public comment period for resolutions and amendments shall begin on the first date of the legal public notice published in the local newspaper(s), provided no substantive changes have occurred to the advertised resolutions and amendments by the time the Policy Committee takes formal action. If substantive changes occur, then an additional 30 day written public comment period shall be provided. Additional public notification methods may be used to supplement the required legal notice.

At minimum, the public shall always have the opportunity for comment on any MPO topic, agenda item, or other relevant transportation issue. This may occur during any MPO Committee meeting as governed by the Operational Bylaws of the BMCMPPO. The public, MPO staff, MPO Committees, and related BMCMPPO partner agencies shall mutually respect all comments conveyed and shall always conduct themselves in a professional manner. All information related to any MPO activity will be accessible to anyone and available upon request.

### **Environmental Justice Policy (EJ)**

Under the 1993 Federal Transit Act, metropolitan planning processes must be in compliance with Title VI of the 1964 Civil Rights Act. The 1994 Presidential Executive Order (12898) directed every Federal agency to make environmental justice a part of its mission by identifying and addressing the effects of all policies, programs and projects on minority/ low income populations. This Order provided further clarification of Title VI. The USDOT (Department of Transportation) Final Order on Environmental Justice specifically required that "procedures shall be established, or expanded as necessary, to provide meaningful opportunities for public involvement by members of minorities and low-income populations during the planning and development of programs, policies and activities."

The fundamental principles of environmental justice are:

- To avoid, minimize, or remedy disproportionately high and adverse human health and environmental (including social and economic) effects of policies, programs and projects on all living and non-living things, regardless of perceived or real economic, social or ecological status.
- To ensure the full and fair participation of all affected communities in the transportation decision making process.
- To prevent the denial of, reduction in, or significant delays in, the receipt of project benefits by all populations regardless of perceived or real economic, social or ecological status.

Specific to transportation planning, applying these environmental justice principles involves:

- Maintaining equity in programs and policies by balancing the benefits and negative results of transportation projects in all communities.
- Closely examining the scope of proposed transportation programs and projects.

- o Keeping programs flexible, and seeking the input of affected communities in developing project options.

By applying the following guidelines, the Bloomington/ Monroe County MPO further complies with Title VI, EO 12898 and the DOT Order to Address Environmental Justice in Minority and Low Income Populations. These criteria are intended to provide guidance for the Bloomington/Monroe County MPO transportation planning activities, and to promote a common understanding of the concept of environmental justice.

#### Six Environmental Justice Principles for Transportation Planning

*Making Environmental Justice a Priority* - The Bloomington/Monroe County MPO is committed to following the spirit, as well as the letter of the Order (DOT Order to Address Environmental Justice in Minority Populations and Low Income Populations), throughout all of its projects and activities. The MPO will require that all Bloomington/Monroe County transportation planning partners (i.e. INDOT, Bloomington Transit, Indiana University Campus Bus) do so as well.

*Increasing Meaningful Public Participation* - The Bloomington/Monroe County MPO will continuously work to develop public participation that will:

- o Be thorough and fully inclusive, involving all relevant stakeholders and communities. The MPO seeks to involve the broadest cross-section of the community in the transportation planning process, based on geographic distribution, sex, race, socioeconomic status and interests (environmental, neighborhood, etc.).
- o Adapt and tailor programs to specific populations and situations, taking in to account a wide range of differences.
- o Reach out to communities that have not traditionally been involved in transportation planning, particularly low income and minority communities.
- o Provide opportunities to members of affected communities to influence project decisions by proactively soliciting their input.
- o Have opportunities for public input throughout the project development process (from project selection, design and implementation).
- o Develop and maintain a Public Involvement Process that is transparent and open in its methods.

*Maintaining Project Flexibility* - In implementing environmental justice practices, the Bloomington/Monroe County MPO will tailor its methods to reflect the unique issues and populations affected by each policy, program, or project. The MPO will work with members of affected communities, and all stakeholders to encourage input and develop project options that meet transportation goals as well as community needs.

*Promoting Project Equity* - In developing programs and policies, the Bloomington/Monroe County MPO will work continuously to balance the benefits and negative results of transportation projects in all communities. Programs will not result in disproportionate negative impacts solely on low-income or minority communities.

#### **Public Participation Plan**

*Bloomington/Monroe County Metropolitan Planning Organization*

*Utilizing Rigorous Demographic Analysis* - In order to address potential environmental justice issues, low income and/or minority populations must be identified through demographic (census) data and then mapped. To identify and map potential low-income and/or minority populations, the Bloomington/Monroe County MPO will:

- Be quantitative in presenting data wherever possible.
- Use community profile information (as defined in the National Environmental Policy Act of 1969-NEPA) whenever possible.
- Provide thorough documentation of information sources.
- Use flexible methods of gathering information, designed to address specific population(s)

*Developing Effective Conflict Resolution Methods* - If conflicting interests and issues arise during a project, an appropriate resolution process will be developed. This process will be:

- Respectful to the desires and wishes of stakeholders and communities.
- Flexible in nature, and designed to address the specific needs of affected communities.

## Public Participation Plan

### **Public Education**

Successful and meaningful public participation can only be assured through a public education effort where the issues and complexities of transportation planning can be simply explained and openly discussed. Public education will take place through utilizing the MPO website, public workshops, and various media outlets. By increasing publicity and awareness for the MPO and its activities, more citizens will become educated about transportation issues.

### **Visualization**

The MPO shall employ visualization techniques to depict metropolitan Long Range Transportation Plan, the Transportation Improvement Program, and other significant MPO related projects to improve comprehension of these often complex transportation related projects and further promote successful and meaningful public participation. Techniques may include, but are not limited to, one or more of the following:

- 3D Renderings
- 2D Overlays
- Maps
- GIS
- Engineering Designs

### **Website**

The MPO staff will develop and maintain a home page for the MPO on the World Wide Web. This home page may consist of historical information regarding transportation planning in the city and county, published documents, draft documents for review, reports and links to related internet sites, as well as MPO staff member contact information.

At a minimum, the content of this page will include:

- The Bloomington /Monroe County Year 2030 Transportation Plan
- The most recent Transportation Improvement Plan
- The most recent Unified Planning Work Program
- Committee Meeting Schedules
- Agendas for upcoming Policy, Technical Advisory and Citizens Advisory Committee meetings.
- Archives of minutes from previous Policy, Technical Advisory and Citizens Advisory Committee meetings.

### **Committee Meetings**

The MPO committees (Policy, Technical Advisory, and Citizens Advisory) have regularly scheduled meetings that are open to the public. MPO staff will annually develop a schedule of meeting dates for each committee, consisting of monthly

meeting times, dates and places. The meeting schedule is available from the website or by request.

The public is actively encouraged to attend MPO committee meetings and to be involved in the transportation planning process. Meeting agendas for each of the three MPO committees are published online at <http://bloomington.in.gov/mpo>.

### ***Public Meetings and Workshops***

The MPO will regularly conduct 1-2 rounds of additional workshops, timed to coincide with important milestones in the development of the regular update of the Long Range Transportation Plan. The MPO will try to hold these meetings at various locations throughout the urbanized area. The purpose of these workshops will be to support development and public review of the Long Range Transportation Plan. The MPO will also conduct 1-2 rounds interagency coordination workshops, timed to coincide with the preparation for annual development of the Transportation Improvement Program. This coordination will provide the technical support needed in the preparation of the TIP for public comment and review through the Committee Meeting process.

### ***Media Participation/Public Notification***

The MPO staff may provide the major newspapers in the Bloomington urbanized area (the Herald Times and the Indiana Daily Student) with timely notice regarding the adoption of the Long Range Transportation Plan and TIP. In addition the MPO, in conjunction with the City of Bloomington, may issue press releases about other related MPO activities on a case by case basis. All press releases will include information on the meeting date(s) and time(s) for the MPO committees, announcements for public meetings/workshops to discuss the MPO's transportation planning documents, and other pertinent information.

The Bloomington MPO staff may announce<sup>†</sup> committee and public meeting/workshop information in the following media outlets:

- The Herald Times (in the On the Agenda section)
- The Indiana Daily Student
- Radio Public Service Announcements (as needed)- on B97, WHFB, WFIU
- Television Public Service Announcement (as needed)- on B-CATS
- On the MPO website - <http://bloomington.in.gov/mpo>.
- At the Monroe County Library (Bloomington and Ellettsville)
- At the Showers Center City Hall

<sup>†</sup>Please note that press releases do not guarantee that any of the media agencies listed will actually publish or announce the press release unless the MPO pays for advertising. Typically the MPO does not have funding available to pay for advertising and relies on these media outlets to make these announcements in a timely manner. Some instances may warrant the need to pay for advertising for public notification.

### **Individuals with Disabilities**

All of the meeting rooms at City Hall are accessible by ADA standards.

Upon request, any MPO documents can be made available in alternative formats to individuals with disabilities. Please contact the City of Bloomington Legal Department at (812) 349-3426 or the City of Bloomington Community and Family Resources Department at (812) 349-3430 for information on sign language interpreters or Braille translations.

Individuals with disabilities who need accommodations to participate in committee meetings or public hearings, should contact the City of Bloomington Facilities Manager at (812) 349-3410.

### **Getting in Touch - Comments**

Public comment can be submitted in several ways:

- By attending meetings and workshops
- By visiting the City of Bloomington Planning office: 401 North Morton Street; Suite 160; Showers Center City Hall
- By phone (812) 349-3423
- Fax (812) 349-3535
- US Postal Service: Attention: MPO Director; Showers Center City Hall; 401 N. Morton St.; Bloomington, IN 47402,
- Email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

## Measuring Public Outreach

In order to evaluate the quality of input and participation generated through the Public Participation technique(s) used, the Bloomington/ Monroe County MPO has developed a set of performance objectives: accessibility, diversity, outreach, and impact.

### **Accessibility**

- MPO public workshops and/or meetings will be held in all those areas/communities affected by a proposed project.
- One hundred percent of meeting locations must be accessible by mass transit.
- All meetings must be accessible under the requirements of the Americans with Disabilities Act (ADA).

### **Diversity**

- The demographic composition of the Citizens Advisory Committee (age, ethnicity, geographic location, disability, and socio-economic level) should roughly mirror the demographics of the Bloomington urbanized area.
- The participation of low income and minority populations at MPO meetings will be encouraged to the maximum extent possible.

### **Outreach**

- The MPO staff and MPO Committee Members are encouraged to participate in potential outreach activities (e.g. other committees, workshops, and meetings) to increase public awareness of the MPO.
- The MPO should send out press releases of all of its activities.
- When appropriate, the MPO will participate in radio and/or TV spots.

### **Impact**

- One hundred percent of written comments received as part of a written public comment period will be reviewed and communicated to transportation decision makers.
- One hundred percent of written comments received as part of a written public comment period will be acknowledged so that citizens are confident that their comments were taken into consideration in MPO decision making.

## Appendix

### ***Bloomington/Monroe County MPO Committees***

Please refer to the BMCMPPO website, the BMCMPPO Operational Bylaws, or contact the BMCMPPO for information on these committees.

### ***Core Transportation Planning Documents***

SAFETEA-LU continues the requirements of the development of a Long Range Transportation Plan (LRTP) and a Transportation Improvement Plan (TIP) by each MPO and requires that these documents be incorporated into a statewide plan and program of projects. Documentation of the MPO planning process is developed annually and outlined in the Unified Planning Work Program (UPWP).

#### Long Range Transportation Plan

The Bloomington/Monroe County Year 2030 Transportation Plan is a comprehensive transportation plan for Monroe County. Transportation projects (including but not limited to major roadways, transit and other multimodal facilities) proposed by the plan provide a guideline of future transportation investments over a long-term planning horizon. The plan will be reviewed and updated every three to five years to confirm its consistency with current and forecasted transportation and land use trends. The transportation plan reflects environmental and intermodal considerations and provides a financially constrained vision of future transportation investments.

#### Transportation Improvement Plan (TIP)

The TIP is a short-term document covering four (4) fiscal years, and is updated annually. The TIP includes a list of priority projects to be carried out in each of the 4 years. The TIP serves as a strategic management tool to accomplish the goals of the Transportation Plan; therefore the TIP projects must be consistent with the Plan. The TIP lists all roadway, transit and intermodal projects planned to receive federal, state and local funding. The projects are organized by the local agency implementing the project and the year the project is proposed to take place. The TIP must also be financially constrained by year and include only those projects for which funding has been identified. The financial plan for the TIP is developed by the MPO in cooperation with local and state transportation agencies as well as transit operators. After adoption of the TIP by the Policy Committee, the Bloomington/Monroe County MPO TIP becomes part of the Statewide Transportation Improvement Program (STIP). The adoption of the TIP is a reaffirmation of the Transportation Plan. If at the time of adoption the TIP does not agree with the Transportation Plan, amendment of the Transportation Plan will be necessary for the adoption of the proposed TIP to occur.

Unified Planning Work Program (UPWP)

The UPWP guides the MPO and summarizes transportation planning activities for the various agencies and interests in the Bloomington urbanized area. It shows what agency will do specific planning studies, when the work will be completed, and what the final products and resources will be. The UPWP also serves as a program budget and includes anticipated financial resources and expenditure information for the fiscal year covered. The UPWP is updated annually, and sent to state and federal agencies for review and approval.

# MEMORANDUM



To: BMCMPO Policy Committee Members

From: Raymond Hess, Transportation Planner

Date: March 4, 2011

Re: Transportation Improvement Program (TIP) Amendment – Rural Transit

### Resurfacing Parking Lot

Rural Transit has requested that a new project be amended into the TIP. The project is an American Recovery and Reinvestment Act grant awarded in late 2010 for the renovation of the transit facility to resurface the parking lot. Rural Transit will commence with the project in the near future but needs the project to be reflected in the TIP before it can do so. The following project table would be added to the TIP if the amendment is approved:

Rural Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Renovation of Transit Facility	ARRA		\$ 42,545		
<b>Description:</b> Resurface of parking lot					
<b>DES#:</b> n/a					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ -	\$ 42,545	\$ -	\$ -

### Recommendations

Both the Technical Advisory Committee and Citizens Advisory Committee recommended approval of the proposed TIP amendment at their February 23, 2011 meetings.

### Action Requested

The Policy Committee is requested to take action on the proposed amendment to the FY2010-2013 Transportation Improvement Program to include Rural Transit’s transit facility renovation project.



## MEMORANDUM

To: MPO Committee Members  
From: Scott Robinson, AICP  
*Long Range/Transportation Manager*  
Date: March 4, 2011  
Re: Local Transportation Enhancement Award Recommendation

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### **Background**

The BMCMPPO Transportation Enhancement Program establishes a local process to submit, review, and award Transportation Enhancement (TE) funds to local public agencies (LPA). The BMCMPPO issued a call for projects on December 27, 2010 following the guidelines from Indiana Department of Transportation and the established local process. Two TE funding requests were received by the BMCMPPO: Town of Ellettsville' Heritage Trail Phase II; and City of Bloomington's Allen Street Bicycle Boulevard. Summary exhibits of the two projects are included in the meeting packet for reference (the full applications are also available to review upon request).

These applications were reviewed by the TE Selection Committee which made the following recommendations:

1. The TE Selection Committee recommends funding the Ellettsville Heritage Trail Phase II request for \$223,520 (TE funds) on the condition that by the Policy Committee meeting on March 11, 2011, Ellettsville will provide a specific funding commitment to address the local match requirement. If such a commitment cannot be made, then the TE Selection Committee recommends funding the Allen Street Bicycle Boulevard Project request for \$280,000 (TE funds).
2. The TE Selection Committee found both applications very compelling with a slight advantage to the Heritage Trail because of the distinct project details and area needs. The Heritage Trail cannot function without this bridge connection, while Allen Street does currently serve the needs of some, but not all, bicyclists and pedestrians.
3. The TE Selection Committee supports the merits of both applications and would encourage the project not receiving a TE award in this cycle of funding to resubmit their TE project application for future TE calls for projects.

### **Recommendations**

The Technical and Citizen Advisory Committees agreed with the findings of the TE Selection Committee. Both committees recommended awarding TE funds to Ellettsville's Heritage Trail Phase II at their February 23, 2011 meetings. It should also be noted that Ellettsville announced procurement of the required local match at the February 23<sup>rd</sup> Technical Advisory Committee.

### **Action Requested**

The Policy Committee is requested to make an award determination for the BMCMPPO's allocation of Transportation Enhancement funds. This determination will be forwarded to the Indiana Department of Transportation which will ultimately decide eligibility, with the help of the Federal Highway Administration.

*Attachments:* Project summaries for the Heritage Trail and the Allen Street Bicycle Boulevard

**2011 INDIANA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION ENHANCEMENT (TE) APPLICATION**

Local Public Agency (LPA): City of Bloomington, IN  
 Address: 401 N. Morton Street / Suite 130  
 County: Monroe City/Town: Bloomington  
 Employee in Responsible Charge: Adrian Reid, P.E. Certification date: 11/30/2010  
 Urbanized Area: \_\_\_\_\_ MPO: Bloomington / Monroe County MPO  
 Name(s) of Other Agencies Involved: \_\_\_\_\_  
 Contact Person: Adrian Reid Phone: 812-349-3417  
 Will this project involve a railroad crossing? Yes or No: No  
 Does this project include former IROWCO properties? No  
 Does the project include any land donated/acquired from the Indiana Department of Natural Resources (IDNR). No  
 If property was formerly owned/acquired from IROWCO or IDNR, please include the legal descriptions of those parcels/pieces. (Does not count in 20 page limit)

**PROJECT QUALIFYING ACTIVITIES:** To be eligible, the project must fall under one of the following 12 categories. Check the most appropriate activity(s) and complete the attached category application form(s). These categories are not listed in any order of priority.

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bike trails).
- Control and removal of outdoor advertising.
- Archaeological planning and research.
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- Establishment of Transportation Museums.

**Project Cost: (In the year the costs will be incurred)**

Planning Activities.	2011	\$
Project Development and Environmental Studies.	2012	\$ 15,000.00
Engineering and Final Plans Preparation Work.	2012	\$ 41,000.00
Right-of- Way Acquisition.	2012/13	\$ 152,800.00
Construction.	2013	\$ 287,280.00
Construction Engineering and Inspection Activities.	2013	\$ 48,720.00
Other. (Describe)		\$
<b>TOTAL:</b>		\$ 544,800.00

**How will the project be funded?**

Transportation Enhancement Funds \$ 280,000.00 (Is this a request for additional funds to an existing des. no.? Yes X No)  
 Local Funds \$ 264,800.00 (existing des. no. \_\_\_\_\_)  
**TOTAL** \$ 544,800.00

PLEASE RESPOND TO ALL OF THE FOLLOWING ITEMS. ATTACHMENTS ARE O.K.

**GENERAL DESCRIPTION OF PROJECT** – Insert a clear and concise description of the project. If the project involves construction or other activities that will be done in phases, explain the phases and include timelines. Please be clear as to which phase(s) is involved in this funding request. If there is some urgency due to imminent danger to the project/facility/land, please explain.

***If the project involves land acquisition, be specific about the amount of land, its location, and the intended use of the land once it is acquired. Does the project currently have interest or ownership in real property within the project area? If so, what interest or rights are owned in all sections/phases of the projects and what are the terms of those interests? Will less than fee simple or permanent easement be acquired? If yes, describe what interest will be acquired.***

*The primary goal of the Allen Street Bicycle Boulevard project is to encourage both recreational biking and commuter biking as an alternative means of transportation and establish an east-west link between the Bryan Park area bicycle facilities and the newly constructed (rails to trails) B-Line Trail, Bloomington's signature recreational trail which connects downtown Bloomington to the Clear Creek Trail. This bicycle facility will connect the Bryan Park and Elm Heights neighborhoods to the B-Line, which, in turn, provides safe, efficient access to both destinations.*

*In the City's Greenways plan, Allen Street, an east-west, locally designated street, is identified as a corridor for implementation of a bicycle boulevard. The Department of Public Works is studying this corridor in preparation for budgeting engineering design in 2012.*

*The project would connect the B-Line Trail on the west end to Bryan Park on the east end, approximately 0.5 miles away. The bicycle boulevard concepts under consideration include several design elements consistent with boulevards in other progressive, bicycle-friendly communities. Special signage and pavement markings will indicate that bicycles have the right-of-way over vehicles. Curb returns where the boulevard intersects with cross streets will shorten crossing distances for bicyclists and will provide visual keys to alert cross traffic of the presence of bicycle traffic. Finally, a center refuge island and crosswalk treatments at the intersection of South Walnut Street and Allen Street will provide a traffic calming element for a safer crossing for bicycle and pedestrian traffic. Other traffic calming methods also may be identified during the design process.*

*Other enhancements included in the project are aesthetic improvements to Allen Street in the form of sustainable landscaping. The design will be subjected to a public process whereby the City and other stakeholders identify areas for landscaping improvements in the Allen Street corridor. The City will then provide a landscape design to be implemented during construction.*

*Allen Street has only a few segments of existing sidewalk within the limits of the bicycle boulevard project. East of Walnut Street, Allen Street has adequate right-of-way for construction of a sidewalk. However, West of Walnut Street, Allen Street has as little as 16.5 feet of right-of-way. Thus, the City anticipates that the acquisition of right-of-way within the project area is highly probable. The most likely scenario for the acquisition would be 5-10 feet of right-of-way for sidewalk improvements for approximately 500 ft. If acquisition is necessary, the City will purchase any right-of-way fee simple.*



2011 INDIANA DEPARTMENT OF TRANSPORTATION  
**TRANSPORTATION ENHANCEMENT (TE) APPLICATION**

Local Public Agency (LPA): Town of Ellettsville  
 Address: 221 N. Sale Street  
 County: Monroe City/Town: Ellettsville, IN 47429  
 Employee in Responsible Charge: Connie D. Griffin Certification date: 8-6-2009  
 Urbanized Area: \_\_\_\_\_ MPO: Bloomington/Monroe County Metropolitan Planning Organization  
 Name(s) of Other Agencies Involved: Ellettsville Main Street, Inc.  
 Contact Person: Connie D. Griffin Phone: 812-876-8008  
 Will this project involve a railroad crossing? Yes or No: No  
 Does this project include former IROWCO properties? No  
 Does the project include any land donated/acquired from the Indiana Department of Natural Resources (IDNR). Yes or No. No  
 If property was formerly owned/acquired from IROWCO or IDNR, please include the legal descriptions of those parcels/pieces. (Does not count in 20 page limit)

**PROJECT QUALIFYING ACTIVITIES:** To be eligible, the project must fall under one of the following 12 categories. Check the most appropriate activity(s) and complete the attached category application form(s). These categories are not listed in any order of priority.

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bike trails).
- Control and removal of outdoor advertising.
- Archaeological planning and research.
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- Establishment of Transportation Museums.

**Project Cost: (In the year the costs will be incurred)**

Planning Activities.	FY	\$
Project Development and Environmental Studies.	FY	\$
Engineering and Final Plans Preparation Work.	FY	\$16,000.00
Right-of- Way Acquisition.	FY	\$
Construction.	FY	\$223,000.00
Construction Engineering and Inspection Activities.	FY	\$15,000.00
Other. (Describe) Contingencies- 10% of total	FY	\$25,400.00
<b>TOTAL:</b>		\$279,400.00

**How will the project be funded?**

Transportation Enhancement Funds \$ 223,520.00 (Is this a request for additional funds to an existing des. no.?  **Yes**  **No**)  
 Local Funds \$ 55,880.00 (existing des. no. 0301167)  
**TOTAL** \$ 279,400.00

**PLEASE RESPOND TO ALL OF THE FOLLOWING ITEMS. ATTACHMENTS ARE O.K.**

**GENERAL DESCRIPTION OF PROJECT** – Insert a clear and concise description of the project. If the project involves construction or other activities that will be done in phases, explain the phases and include timelines. Please be clear as to which phase(s) is involved in this funding request. If there is some urgency due to imminent danger to the project/facility/land, please explain.

*If the project involves land acquisition, be specific about the amount of land, its location, and the intended use of the land once it is acquired. Does the project currently have interest or ownership in real property within the project area? If so, what interest or rights are owned in all sections/phases of the projects and what are the terms of those interests? Will less than fee simple or permanent easement be acquired? If yes, describe what interest will be acquired.*

The Town of Ellettsville is seeking funding for Phase II of the Ellettsville Heritage Trail Project for a 120 foot long by 12 foot wide pre-engineered metal structure pedestrian and bicycle bridge over Jack's Defeat Creek. The pedestrian bridge will be located parallel with the State Road 46 (Westbound) existing two lane concrete bridge over Jack's Defeat Creek (please see map attachment). The existing two lane bridge was built in 1987 and received DNR approval for construction on September 22, 1986. The existing highway bridge does not have a pedestrian sidewalk on the south side of the bridge. The project will include the bridge abutments, a retaining wall along the East side and the approaches on each end. The bridge will be a single span structure constructed over Jack's Defeat Creek and will not involve any work with the creek. The bridge, abutments and approaches will be constructed on soil that was previously disturbed during the construction of the bridge on SR 46.

The trail will be constructed on 2800 feet of abandoned railroad corridor. This phase of the trail will begin at the intersection of Sale Street and Main Street/State Road 46. The trail will proceed southeasterly across a pedestrian/bicycle bridge over the creek to the abandoned railway corridor. Trail signage and markers will direct users along the trail to areas overlooking the creek and to the southern end of the project and the westbound lanes of State Road 46. The trail will connect to the sidewalk system and will provide a continuous loop to the start of the trail.

This is the second phase of a multi-phase trail plan to connect the Heritage Trail system with Ellettsville's Campbell's Park and trail extensions to Bloomington and the Karst Farm Trail system utilizing the abandoned railway corridor. Future phases will include the reconstruction of a railroad depot building as a Town museum.

The land to be acquired for the Ellettsville Heritage Trail is to be acquired fee simple and is primarily the abandoned railway corridor.

**Ellettsville Heritage Trail Phase I  
West Bound State Road 46, Ellettsville, IN  
Corner of SR 46/Main Street and Sale Street**

AGENDA ITEM VII.B.

Jacks Defeat Creek

39° 13' 04.50" N  
86° 37' 23.20" W

Heritage Trail II



39° 13' 46.94" N  
86° 37' 05.48" W

Data SIO, NOAA, U.S. Navy, NGA, GEBCO  
Image IndianaMap Framework Data  
© 2010 Google

## Bloomington/Monroe County Metropolitan Planning Organization

## MEMORANDUM



To: BMCMPO Policy Committee Members  
 From: Raymond Hess, Transportation Planner  
 Date: March 4, 2011  
 Re: FY 2012-2015 Transportation Improvement Program

### Background

One of the core documents required of all MPOs is the Transportation Improvement Program (TIP). The 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.

BCMCPO staff has initiated and followed the process below to develop the next TIP for fiscal years 2012-2015 (FY 2012 begins July 1, 2011).

- 1/14/11 - Call for projects issued
- 1/20/11 - Meeting with local public agencies (LPAs) to discuss procedure and available funding
- 1/31/11 - Meeting with LPAs to discuss proposed projects and revenue projections
- 2/14/11 - Call for projects ends/TIP form submittals due
- 2/16/11 - Meeting with LPAs to finalize proposed projects
- 2/23/11 - CAC & TAC review
- 3/1-30/11 - 30 Day public comment period
- 3/11/11 - PC review
- 3/23/11 - CAC & TAC final review and recommendation
- 4/9/11 - PC adoption of TIP (special meeting)
- 4/30/11 - Transmittal of TIP to State for review and inclusion in the Statewide TIP

### Surface Transportation Program (STP) Funds

The BMCMPO is expected to receive an allocation of STP funds from the Indiana Dept. of Transportation in the sum of \$3,004,667 per fiscal year. The BMCMPO must determine which local projects should receive these funds. Keep in mind, the current adopted TIP goes to FY2013 which means funds for fiscal years 2012 and 2013 are already programmed (unless an LPA decides to change its funding request amounts). Consequently, the focus is on how to program STP funds for fiscal years 2014 and 2015.

BMCMPO staff worked with the LPAs to develop a list of projects for a fiscally constrained Draft FY 2012-2015 TIP (fiscal constraint means revenues  $\geq$  expenditures). Attached are spreadsheets which show LPA projects, amount of proposed expenditures, and funding sources for each fiscal year of the new TIP. A few notes about the attached spreadsheets:

- INDOT projects are included but project costs associated with State projects do not draw down the local STP allocation.
- Projects in *italics* represent “illustrative” projects. Illustrative projects are those that rely on funding that cannot be guaranteed at this time (grants, discretionary funds, etc.)
- An “Outlying Years” spreadsheet has been included (p. 46). The intent of this spreadsheet is to show the long-term expected costs of projects beyond the program years of the TIP. In other words, projects which expect costs and funding assumptions and beyond FY2015.

### Changes from the FY2010-2013 TIP

The following summary is provided to help citizens and the BMCMPO Committees understand the proposed changes between the existing adopted FY2010-2013 TIP and the new draft FY2012-2015 TIP.

This list does not include projects which have begun/been let/been obligated in previous fiscal years and no

## Bloomington/Monroe County Metropolitan Planning Organization

longer need to be reflected in the TIP (note: the page number corresponds to the existing adopted FY2010-2013 TIP).

### INDOT projects and proposed changes

- I-69 (p11) – No changes proposed.
- SR 46 at Pete Ellis Intersection Improvement (p14) – construction will be moved to 2012 and the total project cost will be increased to \$597,848.
- SR 45 at Liberty Dr./Hickory Leaf Drive Intersection Improvement – This is a “new” project. Right-of-way will be added in FY2012 totaling \$2,000. Construction will be added in FY2013 totaling \$75,000.

### Monroe County projects and proposed changes

- Fullerton Pike (p 17) - Preliminary engineering increased in FY2012 to \$550,000 (up from \$250,000) and added in FY2013 (\$550,000), FY2014 (\$550,000), and FY2015 (\$558,000). Right-of-way changed from \$550,000 in 2013 to \$300,00 in 2015.
- Karst Farm Greenway Phase I (p18) – Construction changed from \$1,257,000 in FY2011 to \$1,901,328 in FY2012.
- Karst Farm Greenway Phase IIa (p19) – Added preliminary engineering in FY2012 totaling \$60,000. Added right-of-way in FY2013 totaling \$15,000. Construction stays the same (\$537,500 in FY2013).
- Mt. Tabor Bridge (p20) – No changes to engineering (\$50,000 total in FY2013). Right-of-way changed from \$45,000 in FY2012 to \$15,000 in FY2013. Construction costs changed from \$1,500,000 in FY2013 to \$1,676,000 in FY2014.
- Bridge Inventory (p. 23) – No change to FY2012 project costs. Preliminary Engineering costs added to FY2014 totaling \$129,600.

### City of Bloomington projects and proposed changes

- 17<sup>th</sup> & Arlington Roundabout (p26) – Added preliminary engineering in FY2012 totaling \$88,660. Changed construction in FY2013 from \$1,991,033 to \$3,250,000. Also added construction in an outlying year totaling \$900,000.
- 17<sup>th</sup> & Jordan (p27) – Added right-of-way in FY2015 totaling \$1,000,000.
- Cascades Trail Phase I (p30) – No changes proposed.
- Old SR37 & Dunn St. Intersection (p32) – Added preliminary engineering in FY2012 totaling \$209,000. Added right-of-way in FY2015 totaling \$250,000. Added construction in an outlying year totaling \$1,250,000.
- University Courts Brick Street Restoration (p33) – No changes proposed.
- S. Rogers Street Road Improvements (p34) – Changed construction in FY2012 from \$3,231,033 to \$2,778,652
- Sare Rd. and Rogers Rd. Roundabout (p35) – Added construction in FY2012 totaling \$1,462,500.
- Tapp & Rockport Roundabout (p36) - Added preliminary engineering in FY2012 totaling \$65,000. Added right-of-way in FY2013 totaling \$318,043. Added construction in FY2014 totaling \$1,081,957 and in FY2015 totaling \$1,975,550.
- West 2<sup>nd</sup> Street Feasibility Study – This is a new project. Preliminary engineering was added in FY2014 totaling \$125,000.
- Allen Street Bicycle Boulevard – This is a new project. Construction was added in FY2014 totaling \$266,084 and in FY2015 totaling \$342,500.

### Changes to Town of Ellettsville projects

- Ellettsville Heritage Trail Phase I (p41) - No changes proposed
- Ellettsville Heritage Trail Phase IIa – This is a new illustrative project (pending TE award). Preliminary engineering was added in FY2014 totaling \$16,000. Construction was added in FY2014 totaling \$263,400.

## Bloomington/Monroe County Metropolitan Planning Organization

### Changes to Rural Transit Projects

- Operating Budget (p47) – Changed project costs in FY2012 from \$1,664,882 to \$1,416,642. Changed project costs in FY2013 from \$1,698,180 to \$1,473,306. Added project costs in FY2014 totaling \$1,532,237 and FY2015 totaling \$1,593,526.

### Changes to Bloomington Transit Projects

- 25 Foot Buses (p48) – FY2012 project costs are unchanged. Added project costs in FY2013 totaling \$81,125.
- 35 Foot Buses (p48) – Added illustrative project costs in FY2014 totaling \$2,000,000.
- 40 Foot Buses (p48) – Added illustrative project costs in FY2015 totaling \$2,125,000.
- BT Access Vehicles (p48) – FY2012 and FY2013 project costs remain unchanged. Added project costs in FY2014 totaling \$102,644 and in FY2015 totaling \$106,750.
- Maintenance (p49) - FY2012 and FY2013 project costs remain unchanged. Added project costs in FY2014 totaling \$94,091 and in FY2015 totaling \$97,854.
- Operational Assistance (p49) – Project costs in FY2012 were changed from \$7,081,784 to \$7,123,166. Project costs in FY2013 were changed from \$7,365,055 to \$7,408,093. Project costs were added in FY2014 totaling \$7,704,416 and in FY2015 totaling \$8,012,592.
- Passenger Shelters (p49) – Removed project costs in FY2012 totaling \$29,203. Added project costs in 2014 totaling \$30,000.
- Maintenance Equipment Rehabilitation – This is a new project. Added project costs in FY2012 totaling \$40,000
- Financial Management Software – This is a new project. Added project costs in FY2012 totaling \$50,000.
- Security Equipment – This is a new project. Added project costs in FY2012 totaling \$50,000.
- Fare Collection Equipment – This is a new illustrative project. Added project costs in FY2012 totaling \$1,000,000.
- Next Bus Technology – This is a new illustrative project. Added project costs in FY2013 totaling \$500,000.

### Changes to Indiana University Transit projects

- Bus Replacement (p51) – Project was removed.
- Garage Safety and Efficiency (p51) – Project was removed.
- Passenger Amenities (p51) – Project name was changed to “Bus Shelters” and is identified as illustrative. Project costs in FY2012 were changed from \$200,000 to \$150,000. Project costs were also added in FY 2013 totaling \$156,000, in FY2014 totaling \$162,240, and in FY2015 totaling \$168,730. Also added illustrative project costs in outlying years totaling \$175,479.
- Hybrid Buses (p51) – Project is illustrative. Project costs in FY2012 were changed from \$2,800,000 to \$5,740,000. Project costs were also added in FY 2013 totaling \$3,087,000, in FY2014 totaling \$3,241,350, and in FY2015 totaling \$3,403,418. Also added illustrative costs in outlying years totaling \$1,249,435.

### **Requested Action**

No action is required of Committees at this time, short of input on the proposed project list for the FY2012-2015 TIP. Recommendations will be sought from the Technical Advisory Committee and Technical Advisory Committee on March 23, 2011. The Policy Committee will have a special meeting on April 8, 2011 to take action on the new TIP.

*Attachment:* Draft FY2012-2015 Transportation Improvement Program



# Transportation Improvement Program

Fiscal Years 2012 through 2015

DRAFT  
March 1, 2011

*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.*

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## 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 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 Bloomington/Monroe County BMCMPPO and its local stakeholders.

### *Applicability*

The TIP is a multi-modal capital budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation related projects. Projects come from any one of the following six implementing agencies (refer to Appendix VI 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 Campus Bus
- Monroe County Community School Corporation\*
- Richland-Bean Blossom Community School Corporation\*

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

### *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.

### *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.

### *Year of Implementation Dollars*

SAFETEA-LU 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 2012 was used as the base year). This inflation rate was agreed upon by local public agencies (LPAs) in early 2008.

### *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 Local Public Agencies (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 III) illustrates local project compliance with the Complete Streets Policy.

***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.

***Amendment Process***

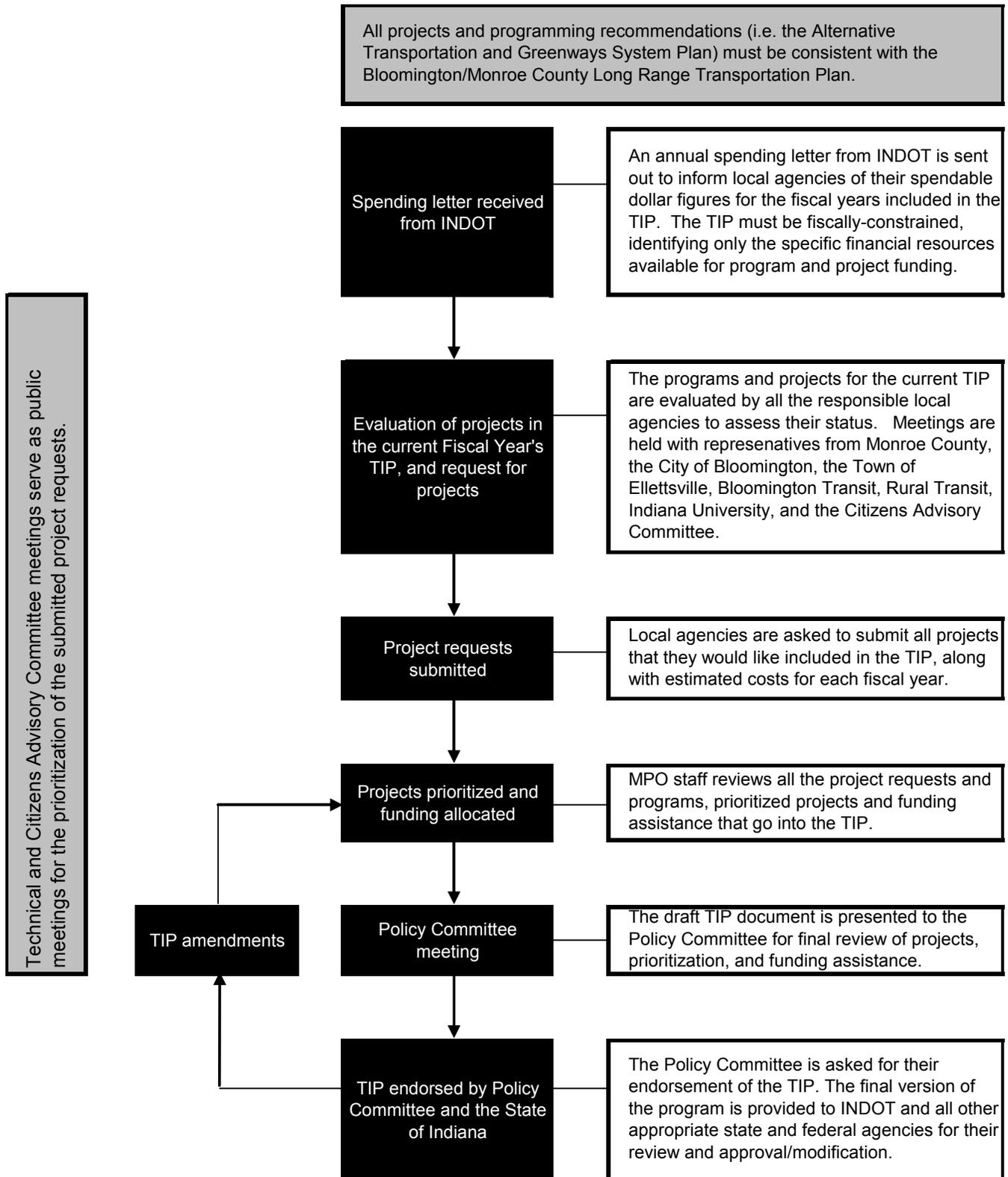
The TIP may be modified pursuant to the procedures outlined in the BMCMPPO's Public Participation Plan. The scope of TIP amendment will dictate the level of public participation solicited (major amendment, minor amendment, administrative modification). The TIP must be approved by the BMCMPPO and the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

***FY 2012-2015 TIP Development Timeline***

The following list provides a chronology of events and meetings that have taken place in development of this document:

<u>Date</u>	<u>Description</u>
1/14/2011	BMCMPO issues call for projects
1/20/2011	Meeting with LPAs to discuss project submittal process and application
1/28/2011	Meeting with LPAs to discuss anticipated project proposals and revenue projections
2/14/2011	Project submittals due/call for projects ends
2/16/2011	Meeting with LPAs to discuss project submittals and available budget
2/23/2011	First review of proposed project list by the Technical Advisory Committee and Citizens Advisory Committee
3/1-30/2011	30 day public review period (legal notice printed 3/1/11 in the Herald Times)
3/11/2011(anticipated)	First review of draft TIP by the Policy Committee
3/23/2011(anticipated)	Review of draft TIP by the Technical Advisory Committee and Citizens Advisory Committee
4/9/2011(anticipated)	Final review/anticipated adoption of the FY2012-2015 TIP by the Policy Committee
4/30/2011(anticipated)	Transmittal of TIP to the State for review and inclusion in the Statewide Transportation Improvement Program (STIP)

**TIP Development Process**



## 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 BMCMPPO stakeholders. The Fiscal Year used for the purposes of the TIP begins on July 1 and ends on June 30. Thus, Fiscal Year 2012 begins on July 1, 2011 and ends on June 30, 2012.

The tables in this section summarize the projected local revenues and expenditures for Fiscal Years 2012 through 2015. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the purview of the BMCMPPO. 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.

### Projected Revenues for Local Projects

The table below summarizes the projected funding available, by funding source, for programming in the FY 2012-2015 TIP. The STP line highlights estimated spending authority available through FY 2015. 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.

#### Revenues

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
STP	\$ 5,643,908	\$ 3,004,666	\$ 3,004,666	\$ 3,004,666	\$ 14,657,906
TE	\$ 1,733,795	\$ 430,000	\$ 280,000	\$ 280,000	\$ 2,723,795
SRTS	\$ 325,000	\$ -	\$ -	\$ -	\$ 325,000
HSIP	\$ 662,187	\$ 227,847	\$ 227,847	\$ 227,847	\$ 1,345,728
Bridge	\$ 57,024	\$ -	\$ 103,680	\$ -	\$ 160,704
FTA 5307/09	\$ 7,405,798	\$ 4,847,473	\$ 6,206,573	\$ 6,491,807	\$ 24,951,650
FTA 5311	\$ 659,811	\$ 686,203	\$ 713,651	\$ 742,197	\$ 2,801,862
FTA 5316	\$ 183,803	\$ 191,155	\$ 198,802	\$ 206,754	\$ 780,514
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ 2,641,561	\$ 2,747,222	\$ 2,857,110	\$ 2,971,395	\$ 11,217,288
Farebox	\$ 1,488,479	\$ 1,548,018	\$ 1,609,939	\$ 1,674,336	\$ 6,320,772
Local	\$ 6,973,553	\$ 4,310,728	\$ 4,270,430	\$ 4,992,992	\$ 20,547,703
<b>TOTAL</b>	\$ 27,774,919	\$ 17,993,312	\$ 19,472,698	\$ 20,591,994	\$ 85,832,923

**Programmed Expenditures for Local Projects**

The table below summarizes the programmed local expenditures, by funding source, for projects in the FY 2012-2015 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.

**Expenditures**

Funding Source	Fiscal Year				TOTAL
	2012	2013	2014	2015	
STP	\$ 5,643,908	\$ 3,004,667	\$ 3,004,666	\$ 3,004,673	\$ 14,657,915
TE	\$ 1,733,795	\$ 430,000	\$ -	\$ -	\$ 2,163,795
SRTS	\$ 325,000	\$ -	\$ -	\$ -	\$ 325,000
HSIP	\$ 90,000	\$ -	\$ -	\$ -	\$ 90,000
Bridge	\$ 57,024	\$ -	\$ 103,680	\$ -	\$ 160,704
FTA 5307/09	\$ 7,405,798	\$ 4,847,473	\$ 6,206,573	\$ 6,491,807	\$ 24,951,650
FTA 5311	\$ 659,811	\$ 686,203	\$ 713,651	\$ 742,197	\$ 2,801,862
FTA 5316	\$ 183,803	\$ 191,155	\$ 198,802	\$ 206,754	\$ 780,514
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ 2,641,561	\$ 2,747,222	\$ 2,857,110	\$ 2,971,395	\$ 11,217,288
Farebox	\$ 1,488,479	\$ 1,548,018	\$ 1,609,939	\$ 1,674,336	\$ 6,320,772
Local	\$ 6,973,553	\$ 4,310,728	\$ 4,270,430	\$ 4,992,992	\$ 20,547,703
<b>TOTAL</b>	\$ 27,202,732	\$ 17,765,466	\$ 18,964,852	\$ 20,084,154	\$ 84,017,204

**Programmed Projects**

The following tables provide a description of each project programmed in the Transportation Improvement Program for fiscal years 2012 to 2015. The tables are organized by implementing entity in the following order: Indiana Department of Transportation, Monroe County, City of Bloomington, Town of Ellettsville, Rural Transit, Bloomington Transit, and Indiana University Campus 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			
		2012	2013	2014	2015
<b>Project:</b> I-69 Section 4 segment	NHS State				
<b>Location:</b> Boundary of Planning Area (creek near Rolling Glen Estates) to SR 37 (s. of Bloomington) (~1.75 miles long)					
<b>Description:</b> New Interstate highway road construction with conditions added concerning karst terrain (preservation and reporting requirements) and road access (Harmony Rd., That Rd., Bolin Rd., & other locations) (NOTE: refer to Resolution FY2011-06)	ROW	\$ 2,496,000			
	CON	\$ 624,000			
<b>DES#:</b> TBD	NHS State				
<b>Support:</b> LRTP					
<b>Allied Projects:</b>	<b>TOTAL</b>	\$ 3,120,000	\$ -	\$ -	\$ -

\*Note: This segment of I-69 is the part that runs through the metropolitan planning area. This segment is part of the larger I-69 Section 4 project which runs from US 231 to SR 37 and costs \$546,500,000.



FY 2012 – 2015 Transportation Improvement Program  
 Bloomington/Monroe County Metropolitan Planning Organization

**Programmed Projects: State of Indiana**

State of Indiana Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> State Road 45	PE	STP	\$ 1,600			
<b>Location:</b> Intersections of SR 45 and Libery Dr./Hickory Leaf Dr.		State	\$ 400			
<b>Description:</b> Intersection improvement with added turn lanes	ROW	STP		\$ 60,000		
		State		\$ 15,000		
<b>DES#:</b> 0400392	CON	STP				
<b>Support:</b> Non-Interstate Preservation		State				
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 2,000	\$ 75,000	\$ -	\$ -



**Programmed Projects: State of Indiana**

State of Indiana Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> State Road 46	PE	STP				
<b>Location:</b> Intersection of SR 46 and Smith Road		State				
<b>Description:</b> Intersection improvements	ROW	STP				
		State				
<b>DES#:</b> 0100773	CON	STP	\$ 478,278			
<b>Support:</b> Safety Improvements		State	\$ 119,570			
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 597,848	\$ -	\$ -	\$ -



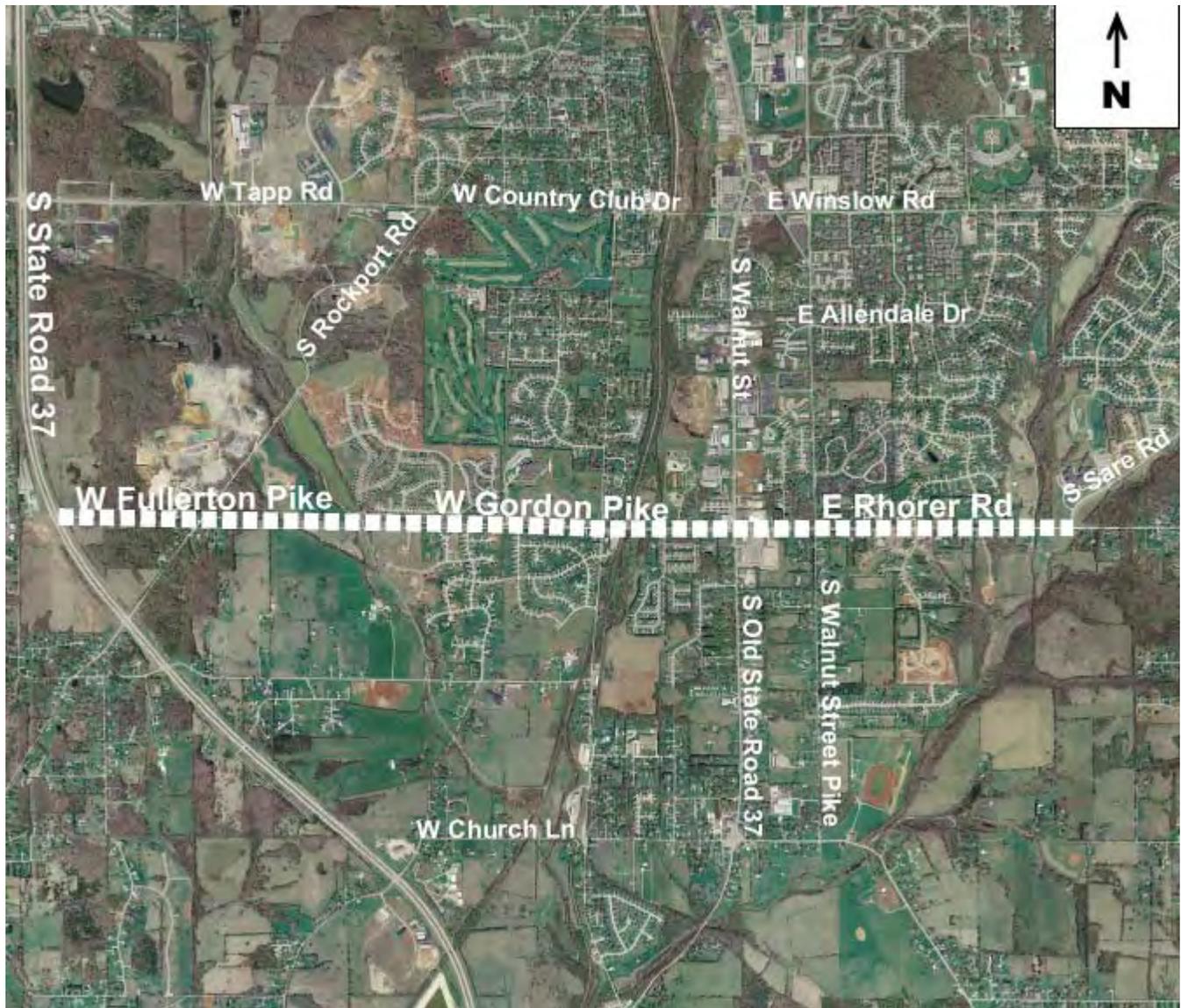
**Programmed Projects: State of Indiana****Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
NHS	\$ 2,496,000	\$ -	\$ -	\$ -	\$ 2,496,000
STP	\$ 479,878	\$ 60,000	\$ -	\$ -	\$ 539,878
TE	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 743,970	\$ 15,000	\$ -	\$ -	\$ 758,970
Local	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	\$ 3,719,848	\$ 75,000	\$ -	\$ -	\$ 3,794,848

**Programmed Projects: Monroe County**

Monroe County Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Fullerton Pike/Gordon Pike/Rhorer Rd.	Local	\$ 550,000	\$ 550,000	\$ 250,000	\$ 558,000
<b>Location:</b> SR 37 to Sare Road					
<b>Description:</b> Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long)	Local				\$ 300,000
	CON				
<b>DES#:</b> 0801059					
<b>Support:</b> GPP, LRTP					
<b>Allied Projects:</b> SR 37/I-69, Sare Road	<b>TOTAL</b>	\$ 550,000	\$ 550,000	\$ 250,000	\$ 858,000

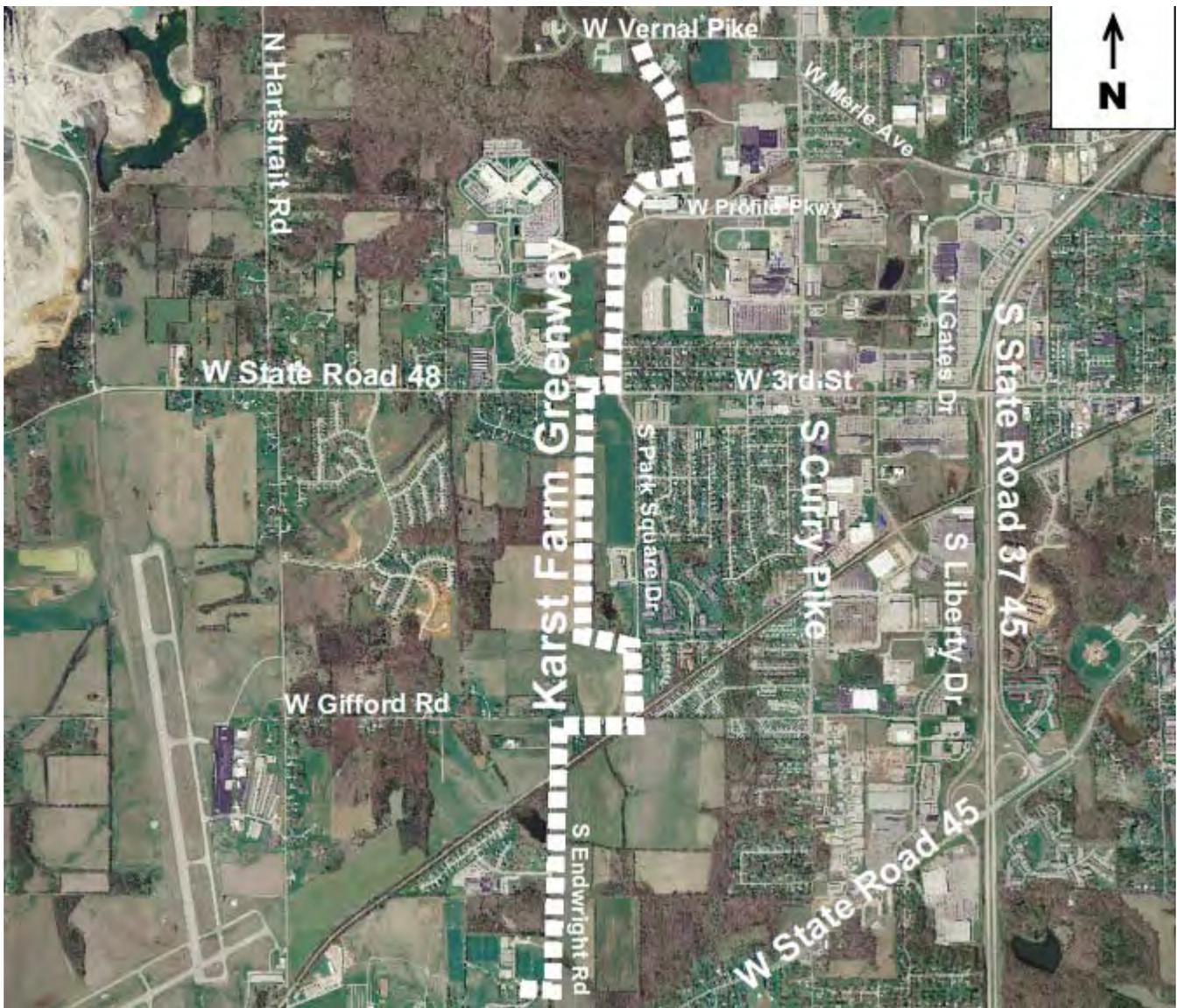
\*Note: This project is expected to incur \$15,892,000 in additional costs in outlying years (beyond those reflected in the project table). Refer to Appendix V for additional information.



FY 2012 – 2015 Transportation Improvement Program  
 Bloomington/Monroe County Metropolitan Planning Organization

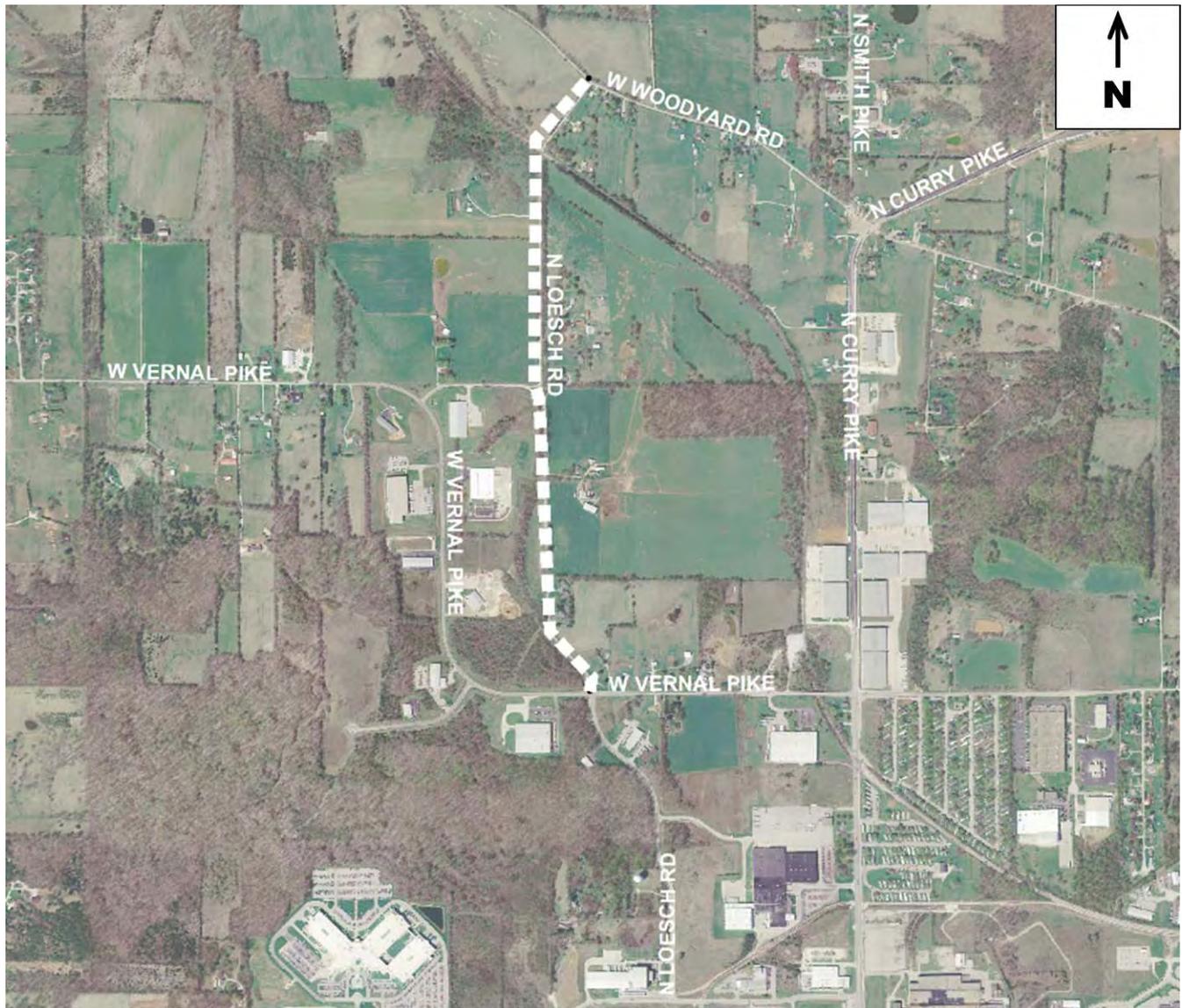
**Programmed Projects: Monroe County**

Monroe County Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> Karst Farm Greenway (Phase I)						
<b>Location:</b> South of Vernal Pike to Karst Farm Park	PE					
<b>Description:</b> Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)	ROW	Local				
	CON	TE	\$ 1,000,000			
<b>DES#:</b> 0600370		Local	\$ 901,328			
<b>Support:</b> LRTP, MCATGSP, BATGSP, ERCP						
<b>Allied Projects:</b> Ellettsville Heritage Trail, B-Line Trail		<b>TOTAL</b>	\$ 1,901,328	\$ -	\$ -	\$ -



**Programmed Projects: Monroe County**

Monroe County Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Karst Farm Greenway (Phase IIa)	Local	\$ 60,000	\$ 35,000		
<b>Location:</b> Vernal Pike to Woodyard Rd.	PE				
<b>Description:</b> Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~1.1 miles long)	Local		\$ 15,000		
<b>DES#:</b> <i>to be assigned</i>	TE		\$ 430,000		
<b>Support:</b> LRTP, MCATGSP, BATGSP, ERCP	Local		\$ 107,500		
<b>Allied Projects:</b> Ellettsville Heritage Trail, B-Line Trail	<b>TOTAL</b>	\$ 60,000	\$ 587,500	\$ -	\$ -



**Programmed Projects: Monroe County**

Monroe County Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Mt. Tabor Road Bridge #33	Local	\$ 50,000			
<b>Location:</b> Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road	PE				
<b>Description:</b> Bridge replacement	Local		\$ 15,000		
<b>DES#:</b> 0801060	STP			\$ 1,676,000	
<b>Support:</b> Bridge Inventory & Safety Inspection, LRTP	Local			\$ 419,000	
<b>Allied Projects:</b>	<b>TOTAL</b>	\$ 50,000	\$ 15,000	\$ 2,095,000	\$ -



**Programmed Projects: Monroe County**

Monroe County Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> Bridge Inventory (Phases I & II)	Throughout Monroe County	Local	\$ 14,256		\$ 25,920	
<b>Location:</b>		BR	\$ 57,024		\$ 103,680	
<b>Description:</b> 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.						
<b>DES#:</b> Project No. BR-NBIS (0901932)						
<b>Support:</b> LRTP						
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 71,280	\$ -	\$ 129,600	\$ -

\*Note: This project is expected to incur \$200,880 in additional costs in outlying years (beyond those reflected in the project table). Refer to Appendix V for additional information.

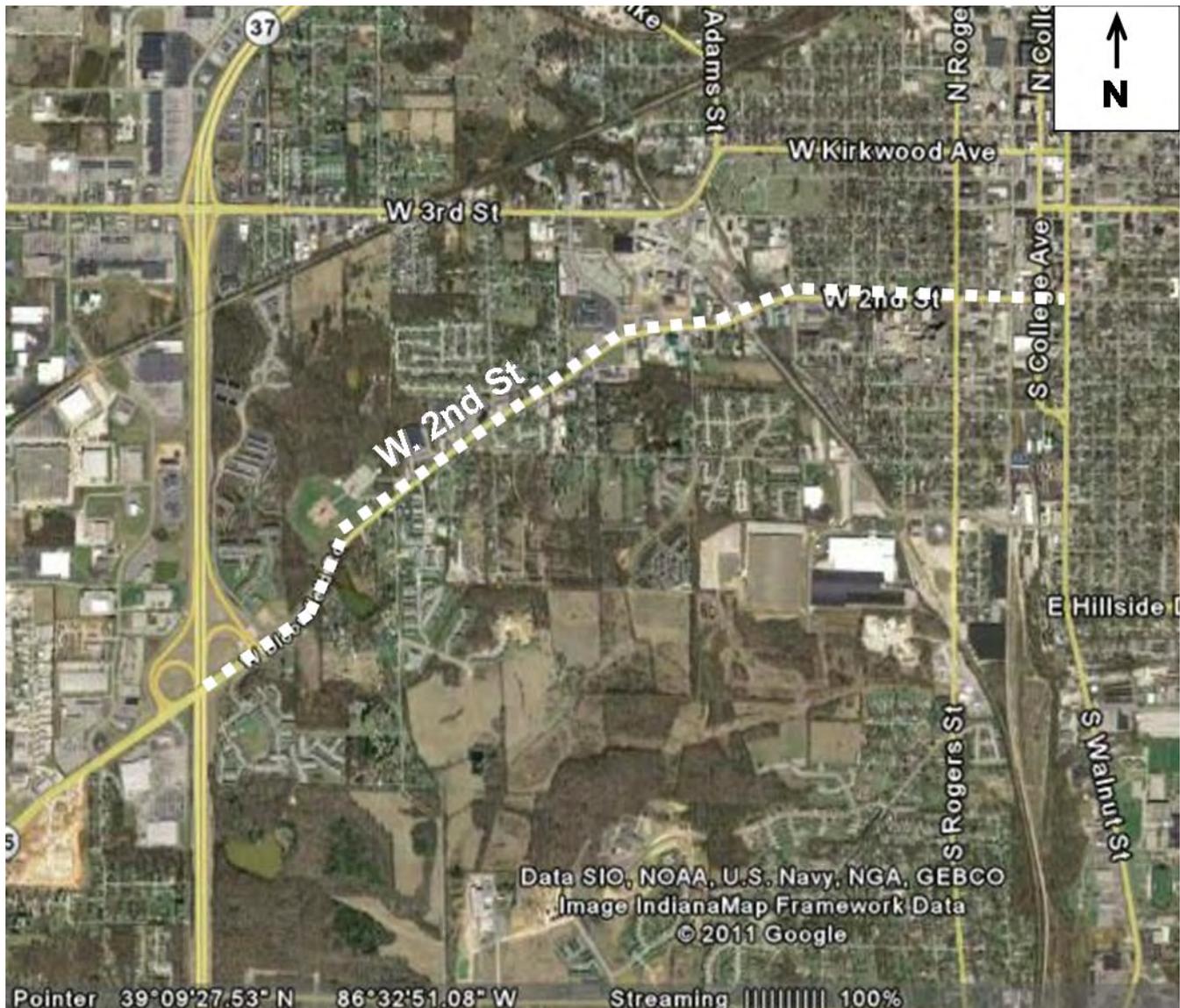
**Programmed Projects: Monroe County**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
STP	\$ -	\$ -	\$ 1,676,000	\$ -	\$ 1,676,000
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 1,000,000	\$ 430,000	\$ -	\$ -	\$ 1,430,000
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP/HES	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ 57,024	\$ -	\$ 103,680		\$ 160,704
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,575,584	\$ 722,500	\$ 694,920	\$ 858,000	\$ 3,851,004
<b>TOTAL</b>	\$ 2,632,608	\$ 1,152,500	\$ 2,474,600	\$ 858,000	\$ 7,117,708

**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b>	<b>W. 2nd Street Feasibility Study</b>	STP			\$ 100,000	
<b>Location:</b>	W. 2nd St. from Walnut Street to Basswood Drive	Local			\$ 25,000	
<b>Description:</b>	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	STP				
		Local				
<b>DES#:</b>	to be assigned	STP				
<b>Support:</b>	L RTP	Local				
<b>Allied Projects:</b>	South Rogers Streetscape, B-Line Trail, W. 2nd Street Sidewalk Project	<b>TOTAL</b>	\$ -	\$ -	\$ 125,000	\$ -



**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> 17th St. & Arlington Rd. Roundabout	PE	STP	\$ 70,928			
<b>Location:</b> Intersection of Arlington Road, W. 17th Street and N. Monroe Street		Local	\$ 17,732			
<b>Description:</b> Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	ROW	STP	\$ 700,000			
		Local	\$ 175,000			
<b>DES#:</b> 0900216	CON	STP		\$ 2,600,000		
<b>Support:</b> LRTP		Local		\$ 650,000		
<b>Allied Projects:</b> Crestline Development, Vernal Pike & Crescent Rd.		<b>TOTAL</b>	\$ 963,660	\$ 3,250,000	\$ -	\$ -

\*Note: This project is expected to incur \$1,125,000 in additional costs in outlying years (beyond those reflected in the project table). Refer to Appendix V for additional information.



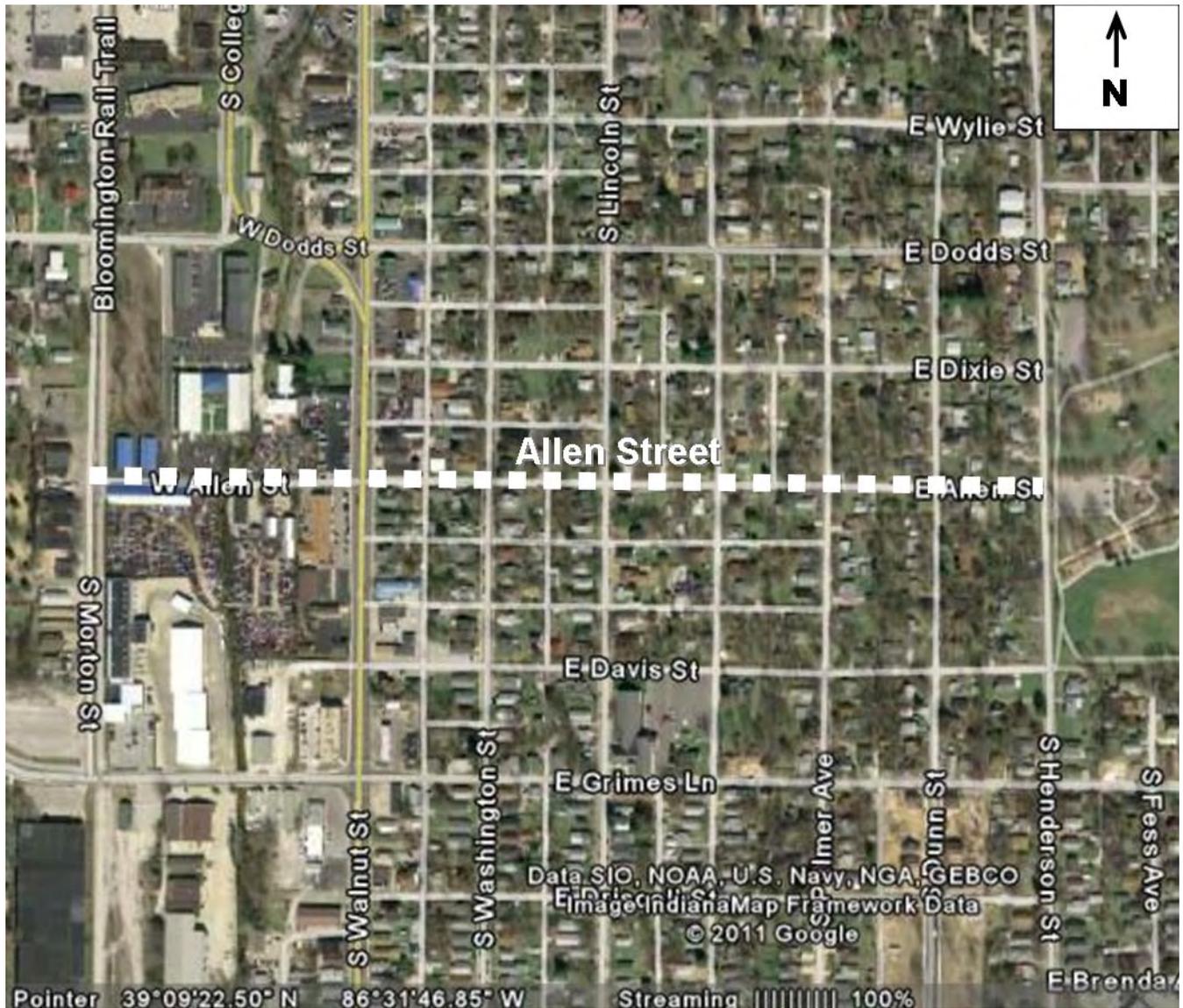
**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> 17th St. & Jordan Ave.	PE	STP Local				
<b>Location:</b> Intersection of E 17th Street and N. Jordan Avenue	ROW	STP Local				
<b>Description:</b> Improve vertical geometry and sight distance at the intersection and on approaches	CON	STP Local				\$ 800,000
<b>DES#:</b> 0901710						\$ 200,000
<b>Support:</b> L RTP						
<b>Allied Projects:</b> 17th and Fee Intersection Realignment, SR45/46 Bypass		<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 1,000,000



**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> Allen Street Bicycle Blvd						
<b>Location:</b> Allen Street from South Henderson Street to the B-Line Trail	PE					
<b>Description:</b> Convert existing Allen Street from a local street to a bicycle boulevard to connect Bryan Park to the B-Line Trail	ROW					
<b>DES#:</b> To be assigned	CON	STP			\$ 212,867	\$ 274,000
<b>Support:</b> BATGSP		Local			\$ 53,216	\$ 68,500
<b>Allied Projects:</b> B-Line Trail	<b>TOTAL</b>		\$ -	\$ -	\$ 266,083	\$ 342,500



**Programmed Projects: City of Bloomington**

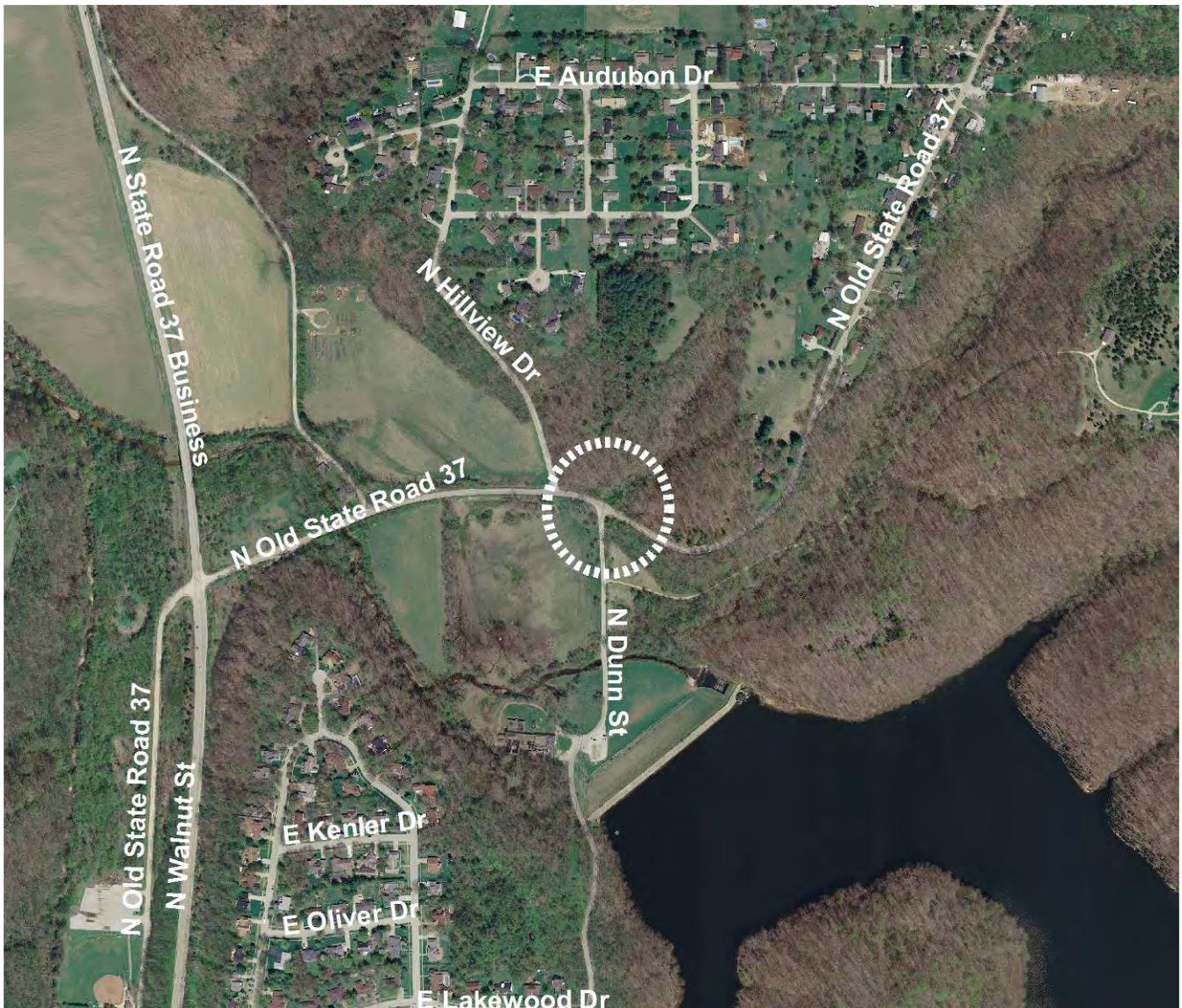
City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> Cascades Trail (Phase I)	PE					
<b>Location:</b> Adjacent to Old SR 37 from Dunn St to Club House Dr. (approx 1.1 miles)						
<b>Description:</b> Construction of a multi-use trail for non-motorized use, including site amenities (note: This is TE funding originally awarded to the Jackson Creek Trail).	ROW					
<b>DES#:</b> To be assigned	CON	TE	\$ 500,000			
<b>Support:</b> LRTP, GPP, BATGSP, PMP		Local	\$ 195,000			
<b>Allied Projects:</b> Clear Creek Trail, Bloomington Rail Trail, B-Line Trail		<b>TOTAL</b>	\$ 695,000	\$ -	\$ -	\$ -



**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> Old SR 37 & Dunn St. Intersection Improvements	At the intersection of Old SR 37 & Dunn St.	STP				
<b>Location:</b>		Local	\$ 209,000			
<b>Description:</b> Improve horizontal and vertical geometry and sight distance at the intersection and on approaches		STP				\$ 200,000
<b>DES#:</b> To be assigned		Local				\$ 50,000
<b>Support:</b> LRTP		STP				
		Local				
<b>Allied Projects:</b> Proposed development on Old SR 37		<b>TOTAL</b>	\$ 209,000	\$ -	\$ -	\$ 250,000

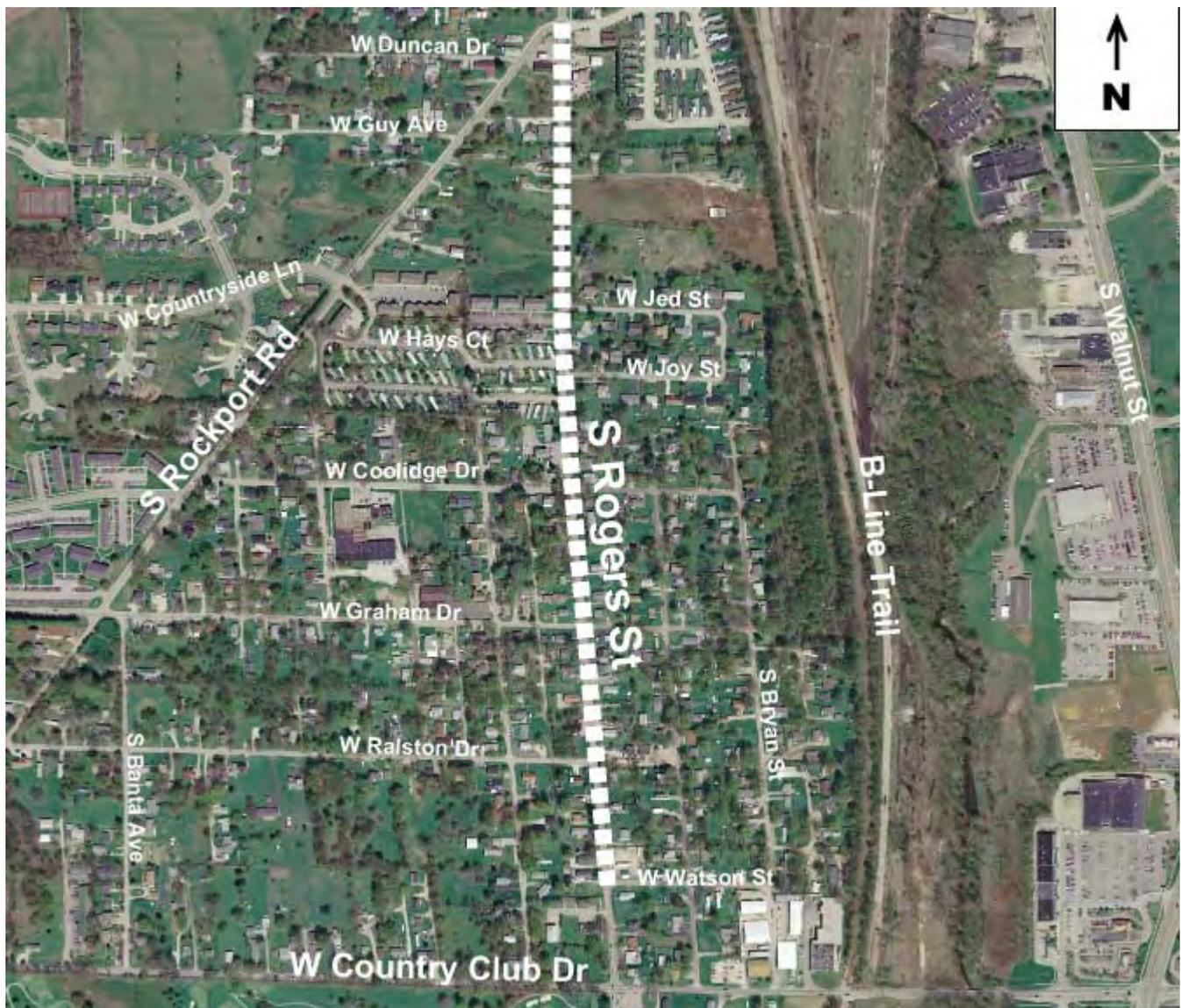
\*Note: This project is expected to incur \$1,250,000 in additional costs in outlying years (beyond those reflected in the project table). Refer to Appendix V for additional information.



FY 2012 – 2015 Transportation Improvement Program  
 Bloomington/Monroe County Metropolitan Planning Organization

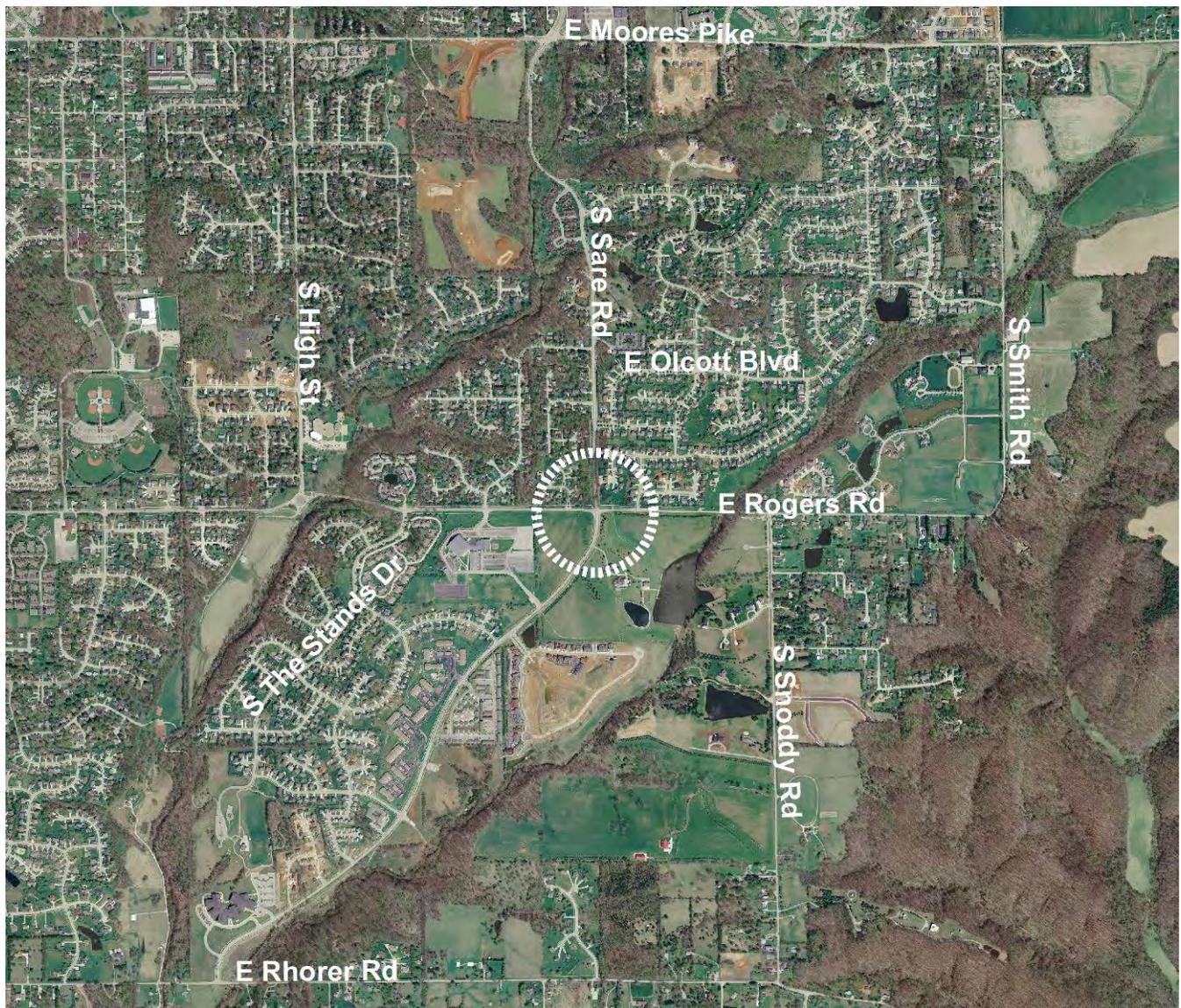
**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> S. Rogers Street	PE					
<b>Location:</b> Rockport Road to Watson Street						
<b>Description:</b> Roadway improvement (sidepath, sidewalk, curb & gutter, etc.) for 0.6 miles of S. Rogers Rd.	ROW	STP Local				
<b>DES#:</b> 0600496	CON	STP	\$ 2,780,747			
<b>Support:</b> LRTP, GPP, BBPTGSP		Local	\$ 695,188			
<b>Allied Projects:</b> Rogers & Country Club Intersection Improvement		<b>TOTAL</b>	\$ 3,475,935	\$ -	\$ -	\$ -



**Programmed Projects: City of Bloomington**

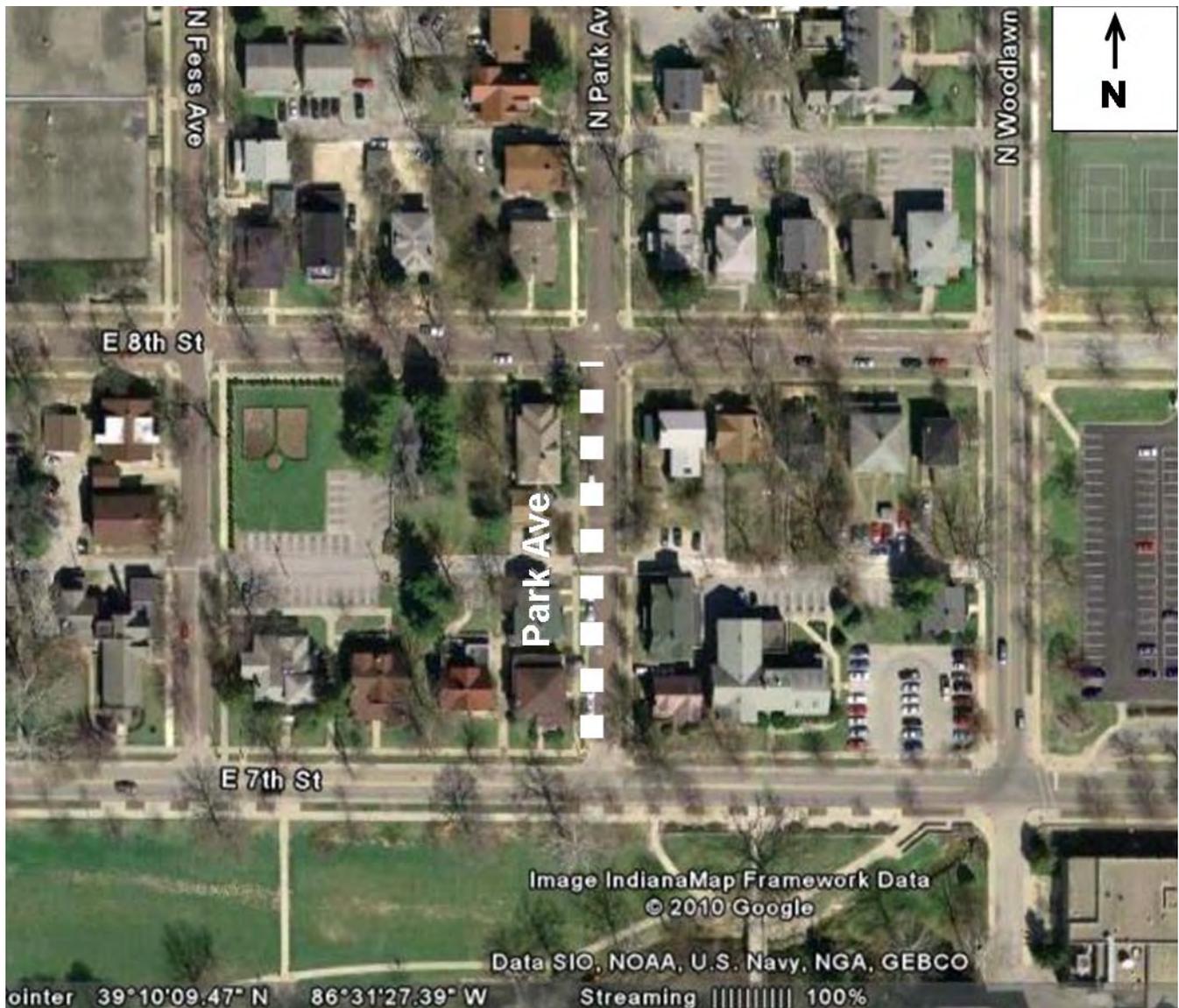
City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> Sare Rd and Rogers Rd Roundabout	PE	Local				
<b>Location:</b> Intersection of Sare Rd and East Rogers Rd						
<b>Description:</b> Upgrade 4-way stop controlled intersection to modern roundabout	ROW	Local				
<b>DES#:</b> 0900213		STP	\$ 1,890,000			
<b>Support:</b> LRTP		CON Local	\$ 472,500			
<b>Allied Projects:</b> New waterline (CBU), Sare Road Ph 2		<b>TOTAL</b>	\$ 2,362,500	\$ -	\$ -	\$ -





**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project: University Courts Brick St. Restoration</b>		PE				
<b>Location:</b> Park Avenue from 7th St to 8th St. (~.1mi)						
<b>Description:</b> Phased restoration of brick streets in the University Ciourts Historic District including 8th St. intersection and replacement of sidewalks and curbing		ROW				
<b>DES#:</b> <i>to be assigned</i>		CON	TE	\$ 130,000		
<b>Support:</b> Historic Survey			Local	\$ 134,354		
<b>Allied Projects:</b>		<b>TOTAL</b>	\$ 264,354	\$ -	\$ -	\$ -



**Programmed Projects: City of Bloomington**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b>	<b>Upgrade Signs</b>					
<b>Location:</b>	Various locations	PE				
<b>Description:</b>	Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devices (MUTCD) retroreflectivity requirements on roadways	ROW				
<b>DES#:</b>	1006383	CON	HSIP	\$ 90,000		
<b>Support:</b>	MUTCD		Local	\$ 10,000		
<b>Allied Projects:</b>		<b>TOTAL</b>		\$ 100,000	\$ -	\$ -

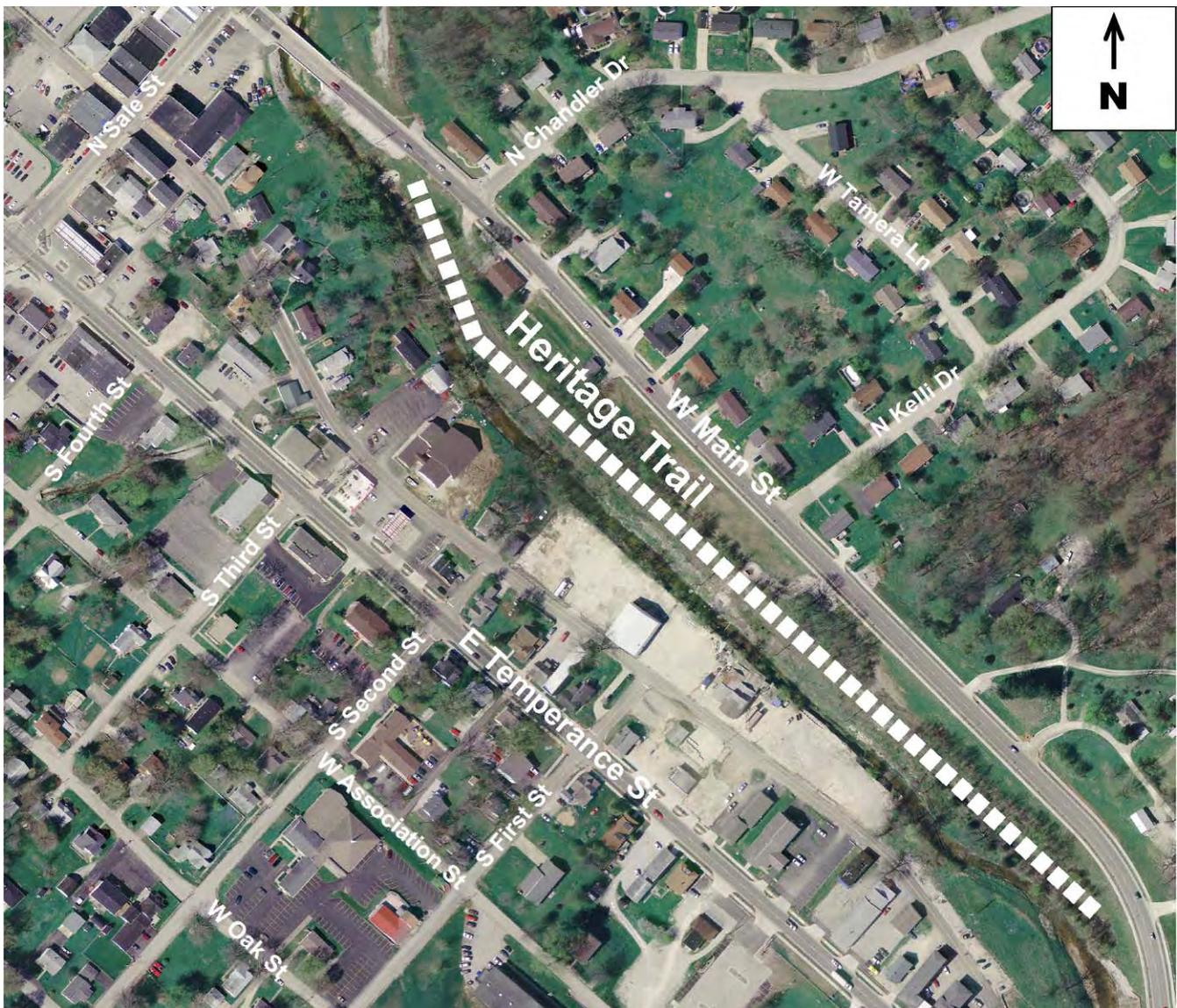
**Programmed Projects: City of Bloomington**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
STP	\$ 5,493,675	\$ 2,854,434	\$ 1,178,433	\$ 2,854,440	\$ 12,380,982
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 630,000	\$ -	\$ -	\$ -	\$ 630,000
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ 90,000	\$ -	\$ -	\$ -	\$ 90,000
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,921,774	\$ 713,609	\$ 294,607	\$ 713,610	\$ 3,643,600
<b>TOTAL</b>	\$ 8,135,449	\$ 3,568,043	\$ 1,473,040	\$ 3,568,050	\$ 16,744,582

**Programmed Projects: Town of Ellettsville**

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> Ellettsville Heritage Trail (Ph I)	TE					
<b>Location:</b> Along former rail line from Main St. to Depot Rd.	Local					
<b>Description:</b> Construction of a multi-use trail for non-motorized use, including site amenities.	TE					
	Local					
<b>DES#:</b> 0301167	TE	\$ 103,795				
	Local	\$ 25,946				
<b>Support:</b> MCATGSP						
<b>Allied Projects:</b> B-Line Trail, Ellettsville-Stinesville Trail	<b>TOTAL</b>	\$ 129,741	\$ -	\$ -	\$ -	



**Programmed Projects: Town of Ellettsville**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 103,795	\$ -	\$ -	\$ -	\$ 103,795
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 25,946	\$ -	\$ -	\$ -	\$ 25,946
<b>TOTAL</b>	\$ 129,741	\$ -	\$ -	\$ -	\$ 129,741

**Programmed Projects: Community School Corporations**

Richland-Bean Blossom Com. School Corp. Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> RBBCSC Sidewalk Construction						
<b>Location:</b> Reeves Rd./Sale St., Edgewood Dr., Ridge Springs Ln.	PE	SRTS	\$ 33,000			
<b>Description:</b> Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods	ROW	SRTS	\$ 32,619			
<b>DES#:</b> 0800021	CON	SRTS	\$ 184,381			
<b>Support:</b> n/a						
<b>Allied Projects:</b> B-Line Trail, Ellettsville-Stinesville Trail	<b>TOTAL</b>		\$ 250,000	\$ -	\$ -	\$ -



**Programmed Projects: Community School Corporations**

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b>	<b>MCCSC School Route Travel Plans</b>					
<b>Location:</b>	Highland Park El., Fairview El., Arlington El., University El, Binford/Rogers El., Tri-North Middle					
<b>Description:</b>	Conduct school route travel plans at several area schools to identify infrastructure and noninfrastructure projects which could provide safe routes to school					
<b>DES#:</b>	0810450					
<b>Support:</b>	MCATGSP BBPTGSP					
<b>Allied Projects:</b>	MCCSC Bike Ped Education					
	<b>TOTAL</b>	\$ 75,000	\$ -	\$ -	\$ -	

**Programmed Projects: Community School Corporations**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year					TOTAL
	2012	2013	2014	2015		
STP	\$ -	\$ -	\$ -	\$ -	\$ -	
State	\$ -	\$ -	\$ -	\$ -	\$ -	
TE	\$ -	\$ -	\$ -	\$ -	\$ -	
SRTS	\$ 325,000	\$ -	\$ -	\$ -	\$ 325,000	
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -	
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -	
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -	
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -	
Local	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>TOTAL</b>	\$ 325,000	\$ -	\$ -	\$ -	\$ 325,000	

**Programmed Projects: Rural Transit**

Rural Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Operating Budget	FTA	\$ 659,811	\$ 686,203	\$ 713,651	\$ 742,197
<b>Description:</b> Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.	PMTF	\$ 287,423	\$ 298,919	\$ 310,875	\$ 323,310
	Local	\$ 469,408	\$ 488,184	\$ 507,711	\$ 528,019
<b>DES#:</b> n/a					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ 1,416,642	\$ 1,473,306	\$ 1,532,237	\$ 1,593,526

**Programmed Projects: Rural Transit**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/09	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ 659,811	\$ 686,203	\$ 713,651	\$ 742,197	\$ 2,801,862
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ 287,423	\$ 298,919	\$ 310,875	\$ 323,310	\$ 1,220,527
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 469,408	\$ 488,184	\$ 507,711	\$ 528,019	\$ 1,993,322
<b>TOTAL</b>	\$ 1,416,642	\$ 1,473,306	\$ 1,532,237	\$ 1,593,526	\$ 6,015,711

**Programmed Projects: Bloomington Transit**

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> 25 Foot Buses	FTA 5307	\$ 62,400	\$ 64,900		
<b>Description:</b> Purchase of one new 25-foot bus in 2011 and one 25-foot bus in 2012).	Local	\$ 15,600	\$ 16,225		
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 78,000	\$ 81,125	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> 35 Foot Buses	FTA5309			\$ 1,600,000	
<b>Description:</b> Purchase of two new 35-foot hybrid electric buses.	Local			\$ 400,000	
<b>DES#:</b> n/a			<i>Note: The figures in italics represent illustrative funding</i>		
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ -	\$ -	\$ 2,000,000	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> 40 Foot Hybrid Buses	FTA5309				\$ 1,700,000
<b>Description:</b> Purchase of two 40-foot hybrid electric buses	Local				\$ 425,000
<b>DES#:</b> n/a			<i>Note: The figures in italics represent illustrative funding</i>		
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 2,125,000

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> BT Access Vehicles	FTA 5307	\$ 75,920	\$ 78,956	\$ 82,115	\$ 85,400
<b>Description:</b> Purchase replacement vehicles	Local	\$ 18,980	\$ 19,739	\$ 20,529	\$ 21,350
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 94,900	\$ 98,695	\$ 102,644	\$ 106,749

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Fare Collection Equipment	FTA5309	\$ 800,000			
<b>Description:</b> Electronic registering equipment w/ swipe card & transfer printing capability for all BT & BT access buses & pass vending kiosk	Local	\$ 200,000			
<b>DES#:</b> n/a			<i>Note: The figures in italics represent illustrative funding</i>		
<b>Support:</b> TDP, ITS	<b>TOTAL</b>	\$ 1,000,000	\$ -	\$ -	\$ -

**Programmed Projects: Bloomington Transit**

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Financial Management Software	FTA 5307	\$ 40,000			
<b>Description:</b> Replace existing financial management and accounting software	Local	\$ 10,000			
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, GPP, TDP	<b>TOTAL</b>	\$ 50,000	\$ -	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Maintenance	FTA 5307	\$ 69,594	\$ 72,378	\$ 75,273	\$ 78,284
<b>Description:</b> Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.	Local	\$ 17,399	\$ 18,095	\$ 18,819	\$ 19,572
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 86,993	\$ 90,473	\$ 94,092	\$ 97,855

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Maintenance Equipment Rehab	FTA 5307	\$ 32,000			
<b>Description:</b> Rehabilitate existing vehicle hoists in BT & IU Campus Garage	Local	\$ 8,000			
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 40,000	\$ -	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Next Bus Customer Info System	FTA5309		\$ 400,000		
<b>Description:</b> Purchase and install new Next Bus Customer Information System with web and cell phone applications	Local		\$ 100,000		
<b>DES#:</b> n/a					
<b>Support:</b> TDP, ITS	<b>TOTAL</b>	\$ -	\$ 500,000	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Operational Assistance	FTA 5307	\$ 1,573,884	\$ 1,636,839	\$ 1,702,313	\$ 1,770,405
<b>Description:</b> Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.	FTA 5316	\$ 183,803	\$ 191,155	\$ 198,802	\$ 206,754
	PMTF	\$ 2,354,138	\$ 2,448,303	\$ 2,546,235	\$ 2,648,085
	Local	\$ 1,522,862	\$ 1,583,776	\$ 1,647,127	\$ 1,713,012
	Fares	\$ 1,488,479	\$ 1,548,018	\$ 1,609,939	\$ 1,674,336
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, GPP, TDP	<b>TOTAL</b>	\$ 7,123,166	\$ 7,408,091	\$ 7,704,416	\$ 8,012,592

**Programmed Projects: Bloomington Transit**

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Passenger Shelters	FTA 5307			\$ 24,000	\$ -
<b>Description:</b> Purchase 5-10 passenger shelters for BT fixed route stops.	Local			\$ 6,000	\$ -
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, GPP, TDP	<b>TOTAL</b>	\$ -	\$ -	\$ 30,000	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Security Equipment	FTA 5307	\$ 40,000			
<b>Description:</b> Purchase of surveillance camera technology for Grimes Lane operations facility	Local	\$ 10,000			
<b>DES#:</b> n/a					
<b>Support:</b> TDP	<b>TOTAL</b>	\$ 50,000	\$ -	\$ -	\$ -

**Programmed Projects: Bloomington Transit**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				TOTAL
	2012	2013	2014	2015	
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ 2,693,798	\$ 2,253,073	\$ 3,483,701	\$ 3,634,088	\$ 12,064,660
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ 183,803	\$ 191,155	\$ 198,802	\$ 206,754	\$ 780,514
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ 2,354,138	\$ 2,448,303	\$ 2,546,235	\$ 2,648,085	\$ 9,996,761
Farebox	\$ 1,488,479	\$ 1,548,018	\$ 1,609,939	\$ 1,674,336	\$ 6,320,772
Local	\$ 1,802,841	\$ 1,737,835	\$ 2,092,474	\$ 2,178,933	\$ 7,812,083
<b>TOTAL</b>	\$ 8,523,059	\$ 8,178,384	\$ 9,931,151	\$ 10,342,197	\$ 36,974,791

**Programmed Projects: Indiana University Transit**

Indiana University Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Bus Replacement	FTA5309	\$ 4,592,000	\$ 2,469,600	\$ 2,593,080	\$ 2,722,734
<b>Description:</b> Replace existing bus fleet with 35 foot low floor hybrid-electic buses	Local	\$ 1,148,000	\$ 617,400	\$ 648,270	\$ 680,684
<b>DES#:</b> n/a		<i>Note: The figures in italics represent illustrative funding</i>			
<b>Support:</b> n/a	<b>TOTAL</b>	\$ 5,740,000	\$ 3,087,000	\$ 3,241,350	\$ 3,403,418

Indiana University Transit Projects		Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> Bus Shelters	FTA 5309	\$ 120,000	\$ 124,800	\$ 129,792	\$ 134,984
<b>Description:</b> Replace existing shelters and construct additional shelters on campus	Local	\$ 30,000	\$ 31,200	\$ 32,448	\$ 33,746
<b>DES#:</b> n/a		<i>Note: The figures in italics represent illustrative funding</i>			
<b>Support:</b> n/a	<b>TOTAL</b>	\$ 150,000	\$ 156,000	\$ 162,240	\$ 168,730

**Programmed Projects: Indiana University Transit**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/09	\$ 4,712,000	\$ 2,594,400	\$ 2,722,872	\$ 2,857,718	\$ 12,886,990
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,178,000	\$ 648,600	\$ 680,718	\$ 714,430	\$ 3,221,748
<b>TOTAL</b>	\$ 5,890,000	\$ 3,243,000	\$ 3,403,590	\$ 3,572,148	\$ 16,108,738

## Appendices

- I. Abbreviations and Acronym List
- II. Complete Streets Compliance
- III. Total Expenditure Charts
- IV. Listing of Local Public Agency Projects by Year
- V. MPA/UAB Boundary Map
- VI. Self Certification Statement
- VII. Adoption/Amendment Resolutions (*forthcoming*)

**Appendix I****Abbreviations and Acronyms List**

3C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
BATGSP	Bloomington Alternative Transportation & Greenways System Plan
BL	City of Bloomington
BMCMPO	Metropolitan Planning Organization
CAC	Citizens Advisory Committee
BR	Bridge Replacement and Rehabilitation
BT	Bloomington Transit
CDBG	Community Development Block Grant
CMAQ	Congestion Mitigation and Air Quality
CON (or CN)	Construction
EJ	Environmental Justice
ERCP	Ellettsville Rural Community Plan
EV	Town of Ellettsville
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (for the TIP: July 1 through June 30)
GPP	Growth Policies Plan
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
IN	State of Indiana
INDOT	Indiana Department of Transportation
INSTIP	Indiana Statewide Transportation Improvement Program
ITS	Intelligent Transportation System (Architecture)
IU	Indiana University
LPA	Local Public Agency
L RTP	Long Range Transportation Plan
MC	Monroe County
MCATGSP	Monroe County Alternative Transportation and Greenways System Plan
MCCSC	Monroe County Community School Corporation
MPA	Metropolitan Planning Area
MTP	Master Thoroughfare Plan
NHS	National Highway System
PC	Policy Committee
PE	Preliminary Engineering
PMP	Parks Master Plan
PMTF	Public Mass Transportation Fund
RBBCSC	Richland-Bean Blossom Community School Corporation
ROW (or RW)	Right-of-Way
RT	Rural Transit
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SRTS	Safe Routes to School
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDM	Travel Demand Model
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TE	Transportation Enhancements
TIF	Tax Increment Financing District
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TOD	Transit Oriented Development
UAB	Urbanized Area Boundary
UPWP	Unified Planning Work Program

**Appendix II**

**Complete Streets Compliance**

The following table illustrates a project’s compliance with the Complete Streets Policy as determined by the Policy Committee.\*

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	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.			●
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	Allen Street Bicycle Boulevard	Convert existing Allen Street from a local street to a bicycle boulevard to connect Bryan Park to the B-Line Trail			
BL	Cascades Trail	Construction of a multi-use trail for non-motorized use, including site amenities.			●
BL	Old SR 37 & Dunn St. Intersection Improvements	Improve horizontal and vertical geometry and sight distance at the intersection and on approaches	●		
BL	S. Rogers Street	Roadway improvement (sidepath, sidewalk, curb & gutter, etc.) for 0.6 miles of S. Rogers Rd.			●
BL	Sare Rd and Rogers Rd Roundabout	Upgrade 4-way stop controlled intersection to modern roundabout	●		
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			●

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
BL	Upgrade Signs	Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devices (MUTCD) retroreflectivity requirements on roadways			●
EV	Ellettsville Heritage Trail (Ph I)	Construction of a multi-use trail for non-motorized use, including site amenities.			●
RBBCSC	RBBCSC Sidewalk Construction	Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods			●
MCCSC	MCCSC School Route Travel Plans	Conduct school route travel plans at several area schools to identify infrastructure and noninfrastructure projects which could provide safe routes to school			●
RT	Operating Budget	Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.			●
BT	25 Foot Buses	Purchase of one new 25-foot bus in 2011 and one 25-foot bus in 2012).			●
BT	35 Foot Buses	Purchase of two new 35-foot hybrid electric buses.			●
BT	40 Foot Hybrid Buses	Purchase of two 40-foot hybrid electric buses			●
BT	BT Access Vehicles	Capitalize BT Access vehicles used in paratransit service by service provider.			●
BT	Fare Collection Equipment	Electronic registering equipment w/ swipe card & transfer printing capability for all BT & BT access buses & pass vending kiosk			●
BT	Financial Management Software	Replace existing financial management and accounting software			●
BT	Maintenance	Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.			●
BT	Maintenance Equipment Rehab	Rehabilitate existing vehicle hoists in BT & IU Campus Garage			●
BT	Next Bus Customer Info System	Purchase and install new Next Bus Customer Information System with web and cell phone applications			●
BT	Operational Assistance	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight service.			●
BT	Passenger Shelters	Purchase 5-10 passenger shelters for BT fixed route stops.			●

Complete Streets Compliance of Local Projects (continued)					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
BT	Security Equipment	Purchase of surveillance camera technology for Grimes Lane operations facility			●
IU	Hybrid Buses	Replace existing bus fleet with 35 foot low floor hybrid-electric buses			●
IU	Bus Shelters	Replace existing shelters and construct additional shelters on campus			●

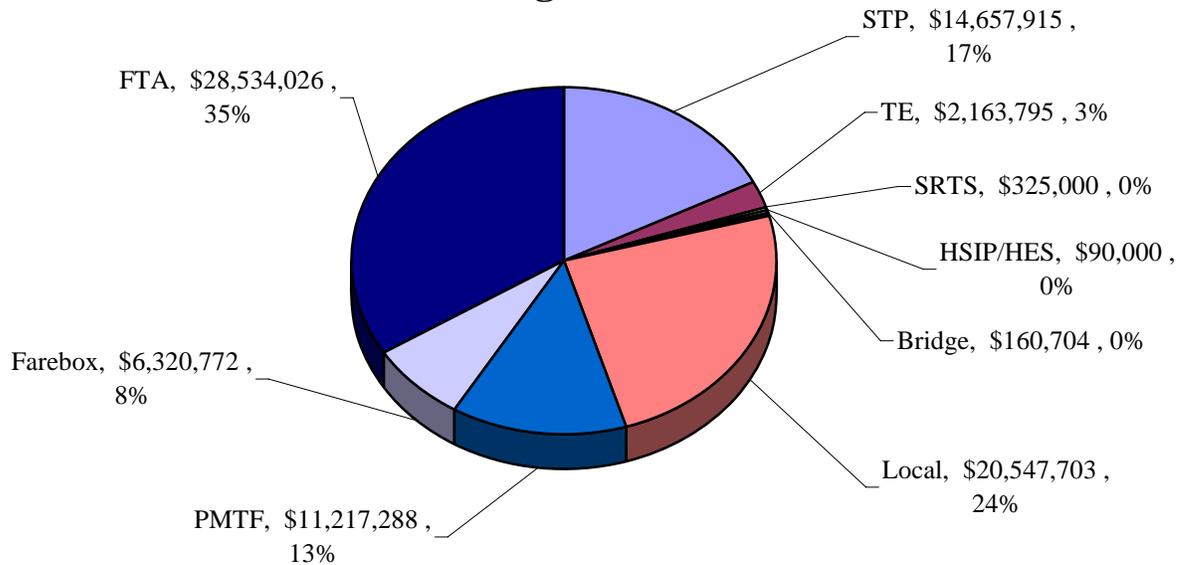
\*Compliance with the Complete Streets Policy is determined by the Policy Committee at the time of adoption of this document or when new local projects are amended into the TIP.

**Appendix III**

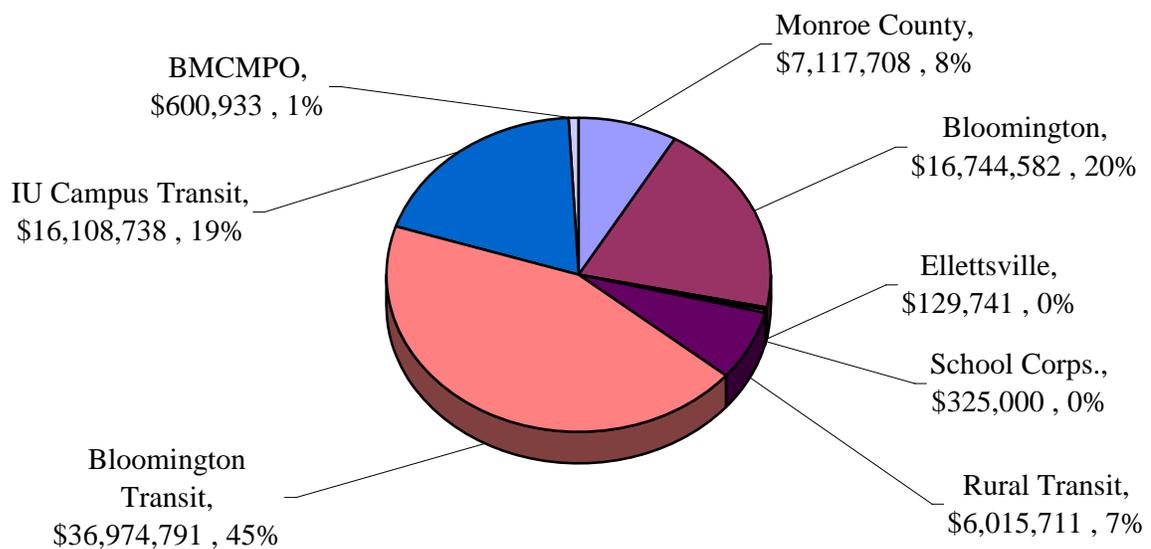
**Total Expenditure Charts**

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. Expenditures for School Corps. include project costs for both Monroe County Community School Corporation and Richland-Bean Blossom Community School Corporation.

**FY 2012-2015 Total Expenditures for Local Projects by Funding Source**



**FY 2012-2015 Total Expenditures for Local Projects by Implementing Agency**



**Appendix IV**

**Listing of Projects by Year**

The following tables represent a compilation of annual expenditures and the funding sources for all projects (note: State project costs are not included in the totals). It should be noted 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's Change Order Policy. Lastly, any figures or projects in *italics* are illustrative.

**FY2012 Project Listing**

FY2012 Projects	Phase	STP/NHS	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
IN I-69 Section 4 segment	RW	\$ 2,496,000											\$ 624,000	\$ 3,120,000
IN State Road 45	PE	\$ 1,600											\$ 400	\$ 2,000
IN State Road 46	CN	\$ 478,278											\$ 119,570	\$ 597,848
MC Fullerton Pike/Gordon Pike/Rhorer Rd	PE												\$ 550,000	\$ 550,000
MC Karst Farm Ph I	CN		\$ 1,000,000										\$ 901,328	\$ 1,901,328
MC Karst Farm Ph IIa	PE												\$ 60,000	\$ 60,000
MC Mt. Tabor Rd. Bridge #33	PE												\$ 50,000	\$ 50,000
MC Bridge Inventory	PE					\$ 57,024							\$ 14,256	\$ 71,280
BL 17th & Arlington Roundabout	PE	\$ 70,928											\$ 17,732	\$ 88,660
BL 17th & Arlington Roundabout	RW	\$ 700,000											\$ 175,000	\$ 875,000
BL Cascades Trail	CN		\$ 500,000										\$ 195,000	\$ 695,000
BL Dunn St & Old 37 Intersection Improv	PE												\$ 209,000	\$ 209,000
BL S. Rogers St.	CN	\$ 2,780,747											\$ 695,188	\$ 3,475,935
BL Sare & Rogers Roundabout	CN	\$ 1,890,000											\$ 472,500	\$ 2,362,500
BL Tapp & Rockport Roundabout	PE	\$ 52,000											\$ 13,000	\$ 65,000
BL U. Courts Historic Street Restoration	CN		\$ 130,000										\$ 134,354	\$ 264,354
BL Upgrade of Signs	CN				\$ 90,000								\$ 10,000	\$ 100,000
EV Heritage Trail	CN		\$ 103,795										\$ 25,946	\$ 129,741
MCC MCCSC School Travel Plans	PE			\$ 75,000										\$ 75,000
RBB RBBSC Sidewalk Construction	PE			\$ 33,000										\$ 33,000
RBB RBBSC Sidewalk Construction	RW			\$ 32,619										\$ 32,619
RBB RBBSC Sidewalk Construction	CN			\$ 184,381										\$ 184,381
RT Operating Budget	n/a							\$ 659,811			\$ 287,423		\$ 469,408	\$ 1,416,642
BT 25 Foot Buses	n/a						\$ 62,400						\$ 15,600	\$ 78,000
BT BT Access Vehicles	n/a						\$ 75,920						\$ 18,980	\$ 94,900
BT Fare Collection Equipment	n/a						\$ 800,000						\$ 200,000	\$ 1,000,000
BT Financial Management Software	n/a						\$ 40,000						\$ 10,000	\$ 50,000
BT Maintenance	n/a						\$ 69,594						\$ 17,399	\$ 86,993
BT Maintenance Equipment Rehab	n/a						\$ 32,000						\$ 8,000	\$ 40,000
BT Operating Assistance	n/a						\$ 1,573,884	\$ 183,803		\$ 2,354,138	\$ 1,488,479	\$ 1,522,862	\$ 7,123,166	
BT Security Equipment	n/a						\$ 40,000						\$ 10,000	\$ 50,000
IU Bus Shelters	n/a						\$ 120,000						\$ 30,000	\$ 150,000
IU Hybrid Buses	n/a						\$ 4,592,000						\$ 1,148,000	\$ 5,740,000
MPO 5% Change Order Reserve	n/a	\$ 150,233												\$ 150,233
<b>TOTAL of local projects only</b>		\$ 5,643,908	\$ 1,733,795	\$ 325,000	\$ 90,000	\$ 57,024	\$ 7,405,798	\$ 659,811	\$ 183,803	\$ -	\$ 2,641,561	\$ 1,488,479	\$ 6,973,553	\$ 27,202,732

**FY2013 Project Listing**

FY2013 Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
IN	SR45 & Liberty Intersection Improveme	CN	\$ 60,000										\$ 15,000	\$ 75,000
MC	Fullerton Pike/Gordon Pike/Rhorer	PE											\$ 550,000	\$ 550,000
MC	Karst Farm Trail Phase IIa	PE											\$ 35,000	\$ 35,000
MC	Karst Farm Trail Phase IIa	RW											\$ 15,000	\$ 15,000
MC	Karst Farm Trail Phase IIa	CN		\$ 430,000									\$ 107,500	\$ 537,500
MC	Mt. Tabor Road Bridge #33	RW											\$ 15,000	\$ 15,000
BL	17th & Arlington Roundabout	CN	\$ 2,600,000										\$ 650,000	\$ 3,250,000
BL	Tapp & Rockport	RW	\$ 254,434										\$ 63,609	\$ 318,043
RT	Operating Budget	n/a					\$ 686,203				\$ 298,919		\$ 488,184	\$ 1,473,306
BT	25 Foot Buses	n/a					\$ 64,900						\$ 16,225	\$ 81,125
BT	BT Access Vehicles	n/a					\$ 78,956						\$ 19,739	\$ 98,695
BT	Maintenance	n/a					\$ 72,378						\$ 18,095	\$ 90,473
BT	Next Bus System	n/a					\$ 400,000						\$ 100,000	\$ 500,000
BT	Operating Assistance	n/a					\$ 1,636,839		\$ 191,155		\$ 2,448,303	\$ 1,548,018	\$ 1,583,776	\$ 7,408,091
IU	Bus Shelters	n/a					\$ 124,800						\$ 31,200	\$ 156,000
IU	Hybrid Buses	n/a					\$ 2,469,600						\$ 617,400	\$ 3,087,000
MPO	5% Change Order Reserve	n/a	\$ 150,233											\$ 150,233
	<b>TOTAL of local projects only</b>		\$ 3,004,667	\$ 430,000	\$ -	\$ -	\$ 4,847,473	\$ 686,203	\$ 191,155	\$ -	\$ 2,747,222	\$ 1,548,018	\$ 4,310,728	\$ 17,765,466

**FY2014 Project Listing**

FY2014 Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
MC	Fullerton Pike/Gordon Pike/Rhorer	PE											\$ 250,000	\$ 250,000
MC	Mt. Tabor Road Bridge #33	CN	\$ 1,676,000										\$ 419,000	\$ 2,095,000
MC	Bridge Inspection	PE				\$ 103,680							\$ 25,920	\$ 129,600
BL	W. 2nd St. Feasibility Study	CN	\$ 100,000										\$ 25,000	\$ 125,000
BL	Allen Street Bicycle Boulevar	PE	\$ 212,867										\$ 53,216	\$ 266,083
BL	Tapp & Rockport Roundabout	CN	\$ 865,566										\$ 216,391	\$ 1,081,957
RT	Operating Budget	n/a						\$ 713,651			\$ 310,875		\$ 507,711	\$ 1,532,237
BT	35 Foot Hybride Buses	n/a					\$ 1,600,000						\$ 400,000	\$ 2,000,000
BT	BT Access Vehicles	n/a					\$ 82,115						\$ 20,529	\$ 102,644
BT	Mainteance	n/a					\$ 75,273						\$ 18,819	\$ 94,092
BT	Operating Assistance	n/a					\$ 1,702,313		\$ 198,802		\$ 2,546,235	\$ 1,609,939	\$ 1,647,127	\$ 7,704,416
BT	Passenger Shelters	n/a					\$ 24,000						\$ 6,000	\$ 30,000
IU	Bus Shelters	n/a					\$ 129,792						\$ 32,448	\$ 162,240
IU	Hybrid Buses	n/a					\$ 2,593,080						\$ 648,270	\$ 3,241,350
MPO	5% Change Order Reserve	n/a	\$ 150,233											\$ 150,233
	<b>TOTAL of local projects only</b>		\$ 3,004,666	\$ -	\$ -	\$ 103,680	\$ 6,206,573	\$ 713,651	\$ 198,802	\$ -	\$ 2,857,110	\$ 1,609,939	\$ 4,270,430	\$ 18,964,852

FY2015 Project Listing

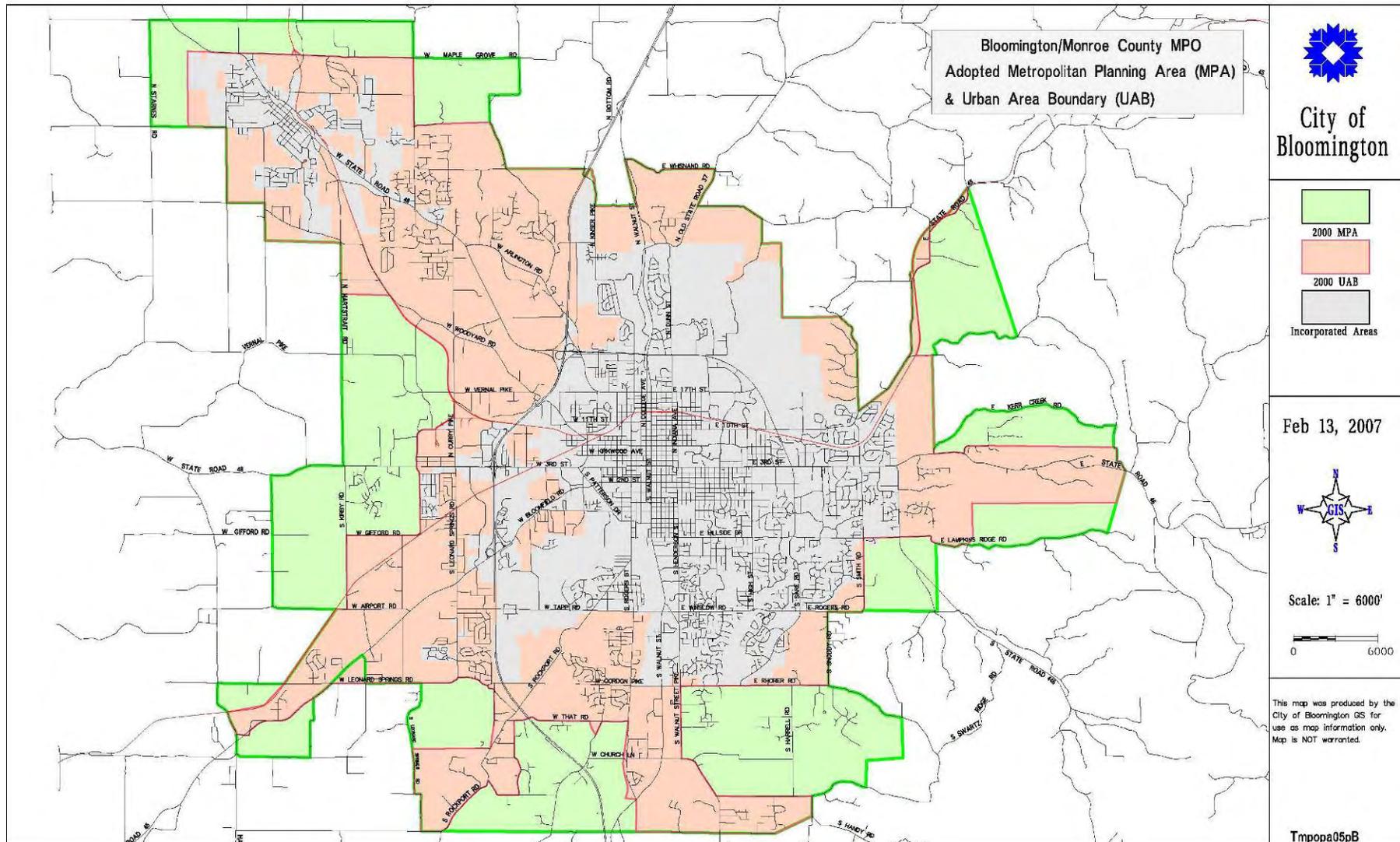
FY2015 Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
MC	Fullerton Pike/Gordon Pike/Rhorer	PE											\$ 558,000	\$ 558,000
MC	Fullerton Pike/Gordon Pike/Rhorer	RW											\$ 300,000	\$ 300,000
BL	17th & Jordan Intersection Improvement	CN	\$ 800,000										\$ 200,000	\$ 1,000,000
BL	Allen Street Bike Blvd	CN	\$ 274,000										\$ 68,500	\$ 342,500
BL	Old SR37 & Dunn St. Intersection	RW	\$ 200,000										\$ 50,000	\$ 250,000
BL	Tapp & Rockport Roundabout	CN	\$ 1,580,440										\$ 395,110	\$ 1,975,550
RT	Operating Budget	n/a						\$ 742,197			\$ 323,310		\$ 528,019	\$ 1,593,526
BT	40 Foot Hybrid Buses	n/a					\$ 1,700,000						\$ 425,000	\$ 2,125,000
BT	BT Access Vehicles	n/a					\$ 85,400						\$ 21,350	\$ 106,749
BT	Maintenance	n/a					\$ 78,284						\$ 19,572	\$ 97,855
BT	Operation Assistance	n/a					\$ 1,770,405		\$ 206,754		\$ 2,648,085	\$ 1,674,336	\$ 1,713,012	\$ 8,012,592
IU	Bus Shelters	n/a					\$ 134,984						\$ 33,746	\$ 168,730
IU	Hybrid Buses	n/a					\$ 2,722,734						\$ 680,684	\$ 3,403,418
MPO	5% Change Order Reserve	n/a	\$ 150,233											\$ 150,233
<b>TOTAL of local projects only</b>			\$ 3,004,673	\$ -	\$ -	\$ -	\$ 6,491,807	\$ 742,197	\$ 206,754	\$ -	\$ 2,971,395	\$ 1,674,336	\$ 4,992,992	\$ 20,084,154

Outlying Years (FY2016 and beyond) Project Listing

Outlying Year Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
MC	Bridge Inspection	PE				\$ 40,176							\$ 160,704	\$ 200,880
MC	Fullerton Pike/Gordon Pike/Rhorer	RW											\$ 1,172,000	\$ 1,172,000
MC	Fullerton Pike/Gordon Pike/Rhorer	CON	\$ 11,776,000										\$ 2,944,000	\$ 14,720,000
BL	17th & Arlington Roundabout	CN	\$ 900,000										\$ 225,000	\$ 1,125,000
BL	Dunn St & Old 37 Intersection Improvement	CN	\$ 1,000,000										\$ 250,000	\$ 1,250,000
BL	Tapp & Rockport Roundabout	CN	\$ 1,219,560										\$ 304,890	\$ 1,524,450
IU	Bus Shelters	n/a					\$ 140,383						\$ 35,096	\$ 175,479
IU	Hybrid Buses	n/a					\$ 1,037,031						\$ 212,404	\$ 1,249,435
<b>TOTAL of local projects only</b>			\$ 1,219,560	\$ -	\$ -	\$ -	\$ 1,177,414	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 552,390	\$ 2,949,364

**Appendix V**  
**MPA/UAB Boundary Map**

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.



FY 2012 – 2015 Transportation Improvement Program  
Bloomington/Monroe County Metropolitan Planning Organization

**Appendix VI**

**Self Certification Statement**

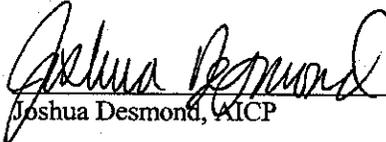
**TRANSPORTATION PLANNING PROCESS CERTIFICATION**

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(s) 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(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-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 SAFETEA-LU (Pub. L. 109-59) 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 an 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 title 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.

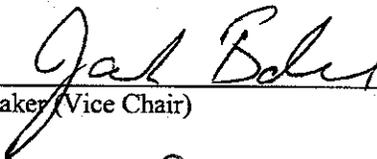
**FY 2011-2012 Transportation Planning Process Certification**

**MPO DIRECTOR**

  
Joshua Desmond, AICP

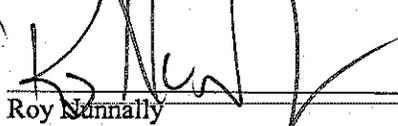
5/26/10  
Date

**POLICY BOARD**

  
Jack Baker (Vice Chair)

5/26/10  
Date

**INDOT DIRECTOR OF LONG RANGE PLANNING AND MODELING**

  
Roy Nunnally

6/1/10  
Date

Bloomington/Monroe County Metropolitan Planning Organization