



CITIZENS ADVISORY COMMITTEE

May 27, 2009

6:30 – 8:00 p.m.

McCloskey Room (#135)

Suggested Time:

- 6:30 PM I. Call to Order
- II. Approval of Minutes:
A. April 22, 2009
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
- V. Reports from the MPO Staff
A. FY 2009 3rd Quarter Progress Report
B. Ball State Student Study
C. Crash Report CY 2005-2007
- 6:45 PM VI. Old Business
A. Long Range Vision Statement/Project Prioritization Discussion
- 7:15 PM VII. New Business
A. FY 2009-2010 Unified Planning Work Program Amendment
B. FY 2010-2013 Transportation Improvement Program
C. I-69 Hardship Right-of-Way Acquisition (INDOT)
(Recommendation Requested)
- VIII. Communications from Committee Members *(non-agenda items)*
A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
A. Technical Advisory Committee – June 24, 2009 at 10:00 a.m. (McCloskey Room)
B. Citizens Advisory Committee – June 24, 2009 at 6:30 p.m. (McCloskey Room)
C. Policy Committee – June 26, 2009 at 1:30pm (McCloskey Room)
- 8:00 PM Adjournment

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

DRAFT Citizens Advisory Committee Meeting Minutes
April 22, 2009 McCloskey Conference Room 135, City Hall

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

Attendance

Citizens Advisory Committee (Voting Members): Chair Jack Baker (McDoel Gardens NA), Vice-Chair Patrick Murray (Prospect Hill NA), Sarah Ryterband (Prospect Hill NA), David Walter (6th & Ritter NA), Natalie Wrubel (League of Women Voters), Jerry Stasny (ONE NA), John Kehrberg (citizen), and Joanne Henriot (Bryan Park NA).

Others In Attendance (including Non-Voting CAC Members): Larry Jacobs (Chamber of Commerce), Laurel Cornell (Prospect Hill NA), Corey Brainerd (citizen), Rob Helton (citizen), Scott Robinson (BMC MCO Staff), and Raymond Hess (BMC MPO Staff).

I. Call to Order (~6:34 PM)

II. Approval of Minutes

The minutes from the March 25, 2009 meeting were accepted by the CAC.

III. Communications from the Chair

Mr. Baker asked that everyone introduce themselves and then reported that the Policy Committee approved the American Recovery and Reinvestment Act projects at their special meeting and will be included in the Transportation Improvement Program (TIP) to use stimulus funds. These projects were reviewed at previous meetings and are similar to the CAC's recommendations. Mr. Hess provided a detailed review of each ARRA project that was approved by the Policy Committee. There was no further discussion.

IV. Reports from the Officers and/or Committees – There were no reports.

V. Reports from the MPO Staff

A. 10th Street Campus Mobility Study

Mr. Hess provided an overview of the recent public workshops and the next steps of the study. He explained that public comments and ideas are still being taken, and encourage, through a survey and internet outreach efforts. These efforts will continue throughout the process and information on how to access these internet resources were provided. Mr. Stasny appreciated these efforts and encouraged everyone to participate.

B. FY 2010-2013 Transportation Improvement Program Development

Mr. Hess explained that MPO staff is in the process of developing the next Transportation Improvement Program and said that the CAC will have a draft to review and make a recommendation at the May meeting. A call for projects will be issued to our Local Public Agencies this week. Mr. Robinson mentioned that staff will now incorporate the Complete Street Policy as part of this process and expects this will help with the development and review of the TIP. Ms. Ryterband asked for clarification on which projects that will have to follow the



Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

Complete Street Policy and if staff has trained anyone regarding the policy. Mr. Hess explained the exemptions and Mr. Robinson mentioned that staff worked closely with individuals that have to follow the policy.

C. FY 2010 Unified Planning Work Program

Mr. Hess gave an overview of the next Unified Planning Work Program (UPWP) and explained that since it is a two-year program there will be few changes this time around. Like the TIP, staff is behind schedule and the CAC will have a draft to review and make a recommendation at their May meeting.

VI. Old Business

A. Long Range Vision Statement/Project Prioritization Discussion

Mr. Baker explained the background on this item and asked that members suggest which one of the three examples provided in the packet would be the best model to follow. This way he could direct staff to begin developing a system that the CAC could review at a later date. Discussion ensued and the consensus was to follow the Portland example. Mr. Baker submitted an outline of ideas for staff to consider in addition to the Portland example.

VII. New Business

A. Transportation Improvement Program Amendments

1. INDOT – SR 48 pavement preservation from SR 37 to Curry Pike

Mr. Hess provided a detailed summary of the request and there was a discussion about the various cost/benefit aspects for a thin overlay of pavement. Mr. Murray motioned to recommend approval and Ms. Ryterband second. The motion passed unanimously.

2. INDOT – SR 45/56 Bypass from Kinser Pike to Pete Ellis Drive

Mr. Hess provided a detailed summary of the request and there was some questions regarding the design of the project, but staff could not answer all the questions. Discussion ensued. Ms. Ryterband raised concerns with the design and says she hates the project because it only will create more traffic. Mr. Kehrberg motioned to recommend approval of the request and Mr. Stasny seconded. The motion did not pass.

B. Ball State Student Study Discussion

Mr. Baker talked about the history of this program and asked if members would like to submit more projects. Mr. Hess showcased the internet site where the two CAC projects are posted for Ball State. Mrs. Henriot liked the Allen Street proposal. The consensus was to keep the same two projects and not to develop another project proposal at this time. Mr. Baker asked staff to follow-up with Ball State to see if the two projects need to be resubmitted and if there is any interest in our submissions.

C. Safe Routs to School applications

Mr. Hess detailed the timeline and process for the grant applications. He explained that because of the committees' schedules and the grant deadline there is only one potential grant application at this time to review. Mr. Hess reviewed the pending grant application for Lakeview Elementary School. Ms. Ryterband made a motion to recommend approval of the request and



Mr. Murray seconded. The motion unanimously passed.

D. Transportation Enhancement Process

Mr. Robinson provided background information on the Transportation Enhancement (TE) process and then gave a summary of the draft local TE process included in the packet. He also gave a summary of the concerns the TAC had expressed during their meeting and then asked for suggestions that the CAC would like to see included. Discussion ensued and many felt the conflict of interest clause was fine. Ms. Ryterband motioned to recommend approval of the request and Mr. Kehrberg seconded. The motion passed unanimously.

VIII. Communications from Committee Members

A. Topic Suggestions for future agendas – no suggestions.

IX. Upcoming Meetings

- A.** Policy Committee – May 8, 2009 at 1:30pm (McCloskey Room)
- B.** Technical Advisory Committee – May 27, 2009 at 10:00 a.m. (McCloskey Room)
- C.** Citizens Advisory Committee – May 27, 2009 at 6:30 p.m. (McCloskey Room)

Adjournment (~8:20 PM)

*These minutes were _____ by the CAC at their regular meeting held on May 27, 2009.
(staff initials: _____5/27/2009)*

MEMORANDUM



To: MPO Citizens Advisory Committee Members
From: Raymond Hess, AICP
Senior Transportation Planner
Date: May 21, 2009
Re: FY 2010-2013 Transportation Improvement Program Draft

The Draft FY 2010-2013 Transportation Improvement Program has been developed by Bloomington/Monroe County Metropolitan Planning Organization staff in cooperation with Local Public Agencies (LPAs). The document is attached to this memo. A recommendation is not sought from the advisory committees until the June 24th meeting. However, early suggestions and recommendations are encouraged during the public comment period (May 20 – June 18) so that they may be incorporated prior to finalizing the document for Policy Committee consideration.

Complete Streets

The new TIP must be developed in accordance with the Complete Streets Policy adopted earlier this year by the Policy Committee. Attached to this memo are the project submittal forms for projects which seek compliance with the Complete Streets Policy (note: submittal forms for projects to which the Policy does not apply were not included in this packet. These forms are available for review upon request.)

Attachments: Project Submittal Forms and Complete Streets Compliance Details
Draft FY2010-2012 Transportation Improvement Program



Bloomington/Monroe County Metropolitan Planning Organization

Call for Projects - Project Submittal Form
FY2010-2013 Transportation Improvement Program

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by **5/13/09**:

Mail: Bloomington/Monroe County MPO
 401 N. Morton Street Suite 160 **-OR-** email: mpo@bloomington.in.gov
 PO Box 100 fax: (812)349-3535
 Bloomington, IN 47402

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fiends):

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

Project Contact: Adrian Reid, P.E. **Phone:** 812-349-3417

Address: 401 N. Morton St. / Ste. 130 / P.O. Box 100 **Fax:** 812-349-3520
Bloomington, IN 47404 **Email:** reida@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Tapp/Country Club/Rockport Road Intersection Improvements **DES Number:** # n/a

Project Location: At the intersection of Rockport Road and Country Club Drive

Brief Project Description: Modernize intersection and upgrade from 4-way stop to roundabout or signal.

Support for the Project (e.g. Local plans, LRTP, ITS, etc.): LRTP,Greenways Plan

Allied Projects (other projects related to this one): B-Line, Tapp/Adams Roundabout, Rogers/CountryClub Intersection Improvements

Project Cost:

Phase	Funding Source	2010	2011	2012	2013
PE	STP	\$ 203,498.00	\$	\$	\$
	Local	\$ 50,875.00	\$	\$	\$
		\$	\$	\$	\$
ROW	STP	\$	\$	\$	\$
	Local	\$	\$	\$	\$
		\$	\$	\$	\$
CON	STP	\$	\$	\$	\$
	Local	\$	\$	\$	\$
		\$	\$	\$	\$
Totals:		\$ 254,373.00	\$	\$	\$

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)? Yes No Not Applicable



Bloomington/Monroe County Metropolitan Planning Organization

COMPLETE STREETS - Complete the following fields pursuant to the Complete Streets Policy

Applicability – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

Compliance - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: _____

Additional Information – All projects to which the Complete Streets Policy applies must provide the following information.* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation (*Note: Projects seeking an exemption do not need to provide this information*)?
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

**If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined”*

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

Signature

05/13/2009

Date

Complete Streets Policy Statement of Compliance

Tapp Road / Country Club Drive / Rockport Road Intersection Improvement Project

Project Description:

The proposed project will improve the intersection of Rockport Road and Tapp Road. The current intersection is a four-way stop and will be the bottleneck for vehicular traffic after the completion of improvements at Rogers Street and Country Club Road. The City is interested in the viability of a roundabout design at this intersection given the skew at which Rockport Road intersects Tapp/Country Club. During the design process, we will unfold whether a modern roundabout or traffic signal is more appropriate for the intersection. There is a significant sight distance issue west of the intersection which will also be addressed with this project.

In addition to upgrading the intersection to accommodate vehicular traffic, sidewalk and/or side path will be included in accordance with the City's Greenways Plan. The project will extend side path on the north side of Country Club to the west connecting the portion of side path constructed with the Tapp/Adams Roundabout Project in 2007 with the portion the City plans to construct from Rockport east to Milton.

Finally, the project will include utility relocation coordination and utility upgrades as may be required by CBU. Curb and gutter and other storm water infrastructure will be included with the construction of the new intersection.

Performance Standards and Measurable Outcomes:

The project serves to reduce congestion and address the poor geometry of the intersection (sight distance, skew, etc.). Among other design criteria, a level of service analysis will help the City to determine a standard by which we can measure the results via a traffic model.

Additionally, the City desires an increase in pedestrian and bicycle traffic through the intersection with the continuation of a side path on the north side of Tapp/Country Club Drive. Currently, not much of this variety of traffic exists in this area. However, the construction of the final phase of the B-Line necessitates this side path to connect the B-Line with Clear Creek Trail. The City believes this connection to be highly desirable towards the fulfillment of the Greenways plan.

Project Timeline and Key Milestones:

Consultant selection will take place in July 2009 and notice to proceed with the design issued in August 2009. We anticipate the design taking 18-24 months with ROW acquisition beginning after July 2011. Construction is scheduled to begin after July 2013.

Project Cost:

Additional costs are anticipated for ROW and Construction. The City plans to apply for funding for these items via the MPO in the future. The following are total amounts to be split 80% INDOT and 20% LPA: *PE* - \$254,373.00. As the design progresses, we will have a better idea of the right-of-way acquisition and construction costs.

Public Participation Process:

At this time, we are anticipating two formal public meetings regarding this project. One will be early in the design process (Winter 2009-2010) and other as the design progresses (Summer/Fall 2010). The City will have to follow INDOT policies and procedures for notification of public meetings and to comply with NEPA requirements for federal-aid projects.

Stakeholder List:

The list of stakeholders is comprised of, but not limited to, the following:

- Board of Public Works
- City of Bloomington Utilities
- Other utilities not municipally-owned
- City Council
- MPO (TAC, CAC, Policy)
- HAND (for historic information)
- Bloomington Transit
- Planning
 - Bicycle and Pedestrian Safety Committee
 - Safe Routes to School Task Force
- Residents of neighborhoods affect by the project and adjacent property owners
- Emergency Services



Bloomington/Monroe County Metropolitan Planning Organization

Call for Projects - Project Submittal Form
FY2010-2013 Transportation Improvement Program

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by **5/13/09**:

Mail: Bloomington/Monroe County MPO
 401 N. Morton Street Suite 160 **-OR-** email: mpo@bloomington.in.gov
 PO Box 100 fax: (812)349-3535
 Bloomington, IN 47402

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fiends):

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

Project Contact: Adrian Reid **Phone:** 812-349-3417

Address: 401 N. Morton St. / Ste. 130 / P.O. Box 100 **Fax:** 812-349-3520
Bloomington, IN 47404 **Email:** reida@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Sare & Rogers Road Roundabout **DES Number:** # 0900213

Project Location: At the intersection of South Sare Rd. & East Rogers Road in Bloomington, IN

Brief Project Description: Upgrade 4-way stop controlled intersection to modern roundabout

Support for the Project (e.g. Local plans, LRTP, ITS, etc.): LRTP

Allied Projects (other projects related to this one): New waterline project (CBU), Sare Road Ph. 2

Project Cost:

Phase	Funding Source	2010	2011	2012	2013
PE	STP	\$	\$	\$	\$
	Local	\$ 64,000.00	\$	\$	\$
		\$	\$	\$	\$
ROW	STP	\$	\$	\$	\$
	Local	\$ 75,000.00	\$	\$	\$
		\$	\$	\$	\$
CON	STP	\$	\$ 720,000.00	\$	\$
	Local	\$	\$ 180,000.00	\$	\$
		\$	\$	\$	\$
Totals:		\$ 139,000.00	\$ 900,000.00	\$	\$

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)? Yes No Not Applicable



Bloomington/Monroe County Metropolitan Planning Organization

COMPLETE STREETS - Complete the following fields pursuant to the Complete Streets Policy

Applicability – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

Compliance - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: _____

Additional Information – All projects to which the Complete Streets Policy applies must provide the following information.* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation (*Note: Projects seeking an exemption do not need to provide this information*)?
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

**If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined"*

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

Signature

5/13/2009 _____

Date

Complete Streets Policy Statement of Compliance

Sare Road / Rogers Road Roundabout Project

Project Description:

The project serves to upgrade a four-way stop-controlled intersection to a modern roundabout which accommodates the increasing traffic demands at this intersection. Three of the four legs of the intersection are comprised of antiquated roadway sections (old county roads) with poor vertical geometry and inadequate sight distance on two of four approaches. The intersection does not support the volume of traffic which passes through the intersection.

In addition to upgrading to a roundabout, the City is proposing pedestrian amenities: extending the 8 ft. side path on the east side of Sare Road to the north (the side path will likely switch to the west side north of the intersection); extending the side path on the north side of Rogers Road for the project limits (east & west); and constructing a 5 ft. concrete sidewalk on the south side of Rogers Road. Also, the roundabout will have splitter islands which will be used for pedestrian refuge. All sidewalk and side path will have a tree plot serving as a buffer to vehicular traffic.

The Roundabout will also accommodate emergency services, fire trucks in particular, and Bloomington Transit buses. Coordination with City of Bloomington Utilities will be a vital component of the project because the proposed water line from Lake Monroe will be constructed through this intersection.

Performance Standards and Measurable Outcomes:

The project will be designed and constructed to meet INDOT design and construction standards. We anticipate a reduction in delay at the intersection and an increase in pedestrian traffic using the new sidewalks and side paths.

Project Timeline and Key Milestones:

Consultant selection will take place in June 2009 and notice to proceed with the design issued in July 2009. We anticipate the design taking approximately 18 months with ROW acquisition beginning in July 2010. Construction is scheduled to begin in Spring of 2011.

Project Cost:

Both Preliminary Engineering and ROW acquisition will be funded locally in 2009 & 2010. Public Works is budgeting \$150,000.00 for design and \$75,000.00 in ROW. The

total amount estimated for construction to be split 80% INDOT and 20% LPA is \$900,000.00.

Public Participation Process:

The City anticipates holding two formal public meetings during the design process and will follow INDOT policies and procedures for notification of public meetings to comply with NEPA requirements. One meeting will be early in the design process (possibly Fall/Winter 2009) and the other as the design progresses (Summer/Fall 2010). Also, the City will meet with property owners, stakeholders and neighborhoods affected by the project.

Information regarding public meetings will be shared through advertisement in the local paper and through mailings to individual property owners. At appropriate times during the design phase, drawings may be made available on the engineering web site.

Stakeholder List:

The list of stakeholders is comprised of, but not limited to, the following:

- Board of Public Works
- City of Bloomington Utilities
- Other utilities not municipally-owned
- City Council
- MPO (TAC, CAC, Policy)
- HAND (for historic information)
- Bloomington Transit
- Planning
 - Bicycle and Pedestrian Safety Committee
 - Safe Routes to School Task Force
- Sherwood Oaks Christian Church and other adjacent land owners
- Emergency Services
- MCCSC



Bloomington/Monroe County Metropolitan Planning Organization

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FY2010-2013 Transportation Improvement Program

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-OR-

email: mpo@bloomington.in.gov
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LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fiends):

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- Rural Transit Indiana University Bloomington Transit

Project Contact: Adrian Reid **Phone:** 812-349-3417

Address: 401 N. Morton St. / Ste. 130 / P.O. Box 100 **Fax:** 812-349-3520
Bloomington, IN 47404 **Email:** reida@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Old SR 37 & Dunn Street Improvements **DES Number:** # n/a

Project Location: At the intersection of Old State Route 37 and N. Dunn St. in Bloomington

Brief Project Description: Improve horizontal and vertical geometry and sight distance at the intersection and on approaches

Support for the Project (e.g. Local plans, LRTP, ITS, etc.): LRTP, Local plans

Allied Projects (other projects related to this one): Proposed subdivision on Old SR 37

Project Cost:

Phase	Funding Source	2010	2011	2012	2013
PE	STP	\$	\$	\$	\$
	Local	\$ TBD	\$	\$	\$
		\$	\$	\$	\$
ROW	STP	\$	\$	\$	\$
	Local	\$	\$	\$	\$
		\$	\$	\$	\$
CON		\$	\$	\$	\$
	Local	\$	\$	\$	\$
		\$	\$	\$	\$
Totals:		\$ TBD	\$	\$	\$

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)? Yes No Not Applicable



Bloomington/Monroe County Metropolitan Planning Organization

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- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

Compliance - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: _____

Additional Information – All projects to which the Complete Streets Policy applies must provide the following information.* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
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**If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined"*

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.



05/13/2009

Signature

Date

Complete Streets Policy Statement of Compliance

Old State Route 37 / North Dunn Street Improvements

Project Description:

Three fatalities have occurred in the past 7 years on Old SR 37. The project addresses issues with poor vertical and horizontal geometry in the curve on Old SR 37 east of the Dunn Street intersection. In addition, northbound traffic on Dunn Street experiences inadequate sight distance at the intersection and the project proposes to address this issue with one possibility being the relocation of Dunn Street to align with North Hillview Drive. In addition, bicycle and pedestrian amenities will be included in accordance with the Greenways Plan.

This project will be a collaborative project between the Monroe County Highway Department and the City of Bloomington Department of Public Works.

Performance Standards and Measurable Outcomes:

The project will be designed and constructed to meet INDOT design and construction standards. A reduction in the number and severity of vehicular accidents will be the ultimate goal of the project.

Project Timeline and Key Milestones:

Consultant selection will take place in August 2009 and notice to proceed with the design issued in September 2009. We anticipate the design taking approximately 18 months with ROW acquisition beginning in 2011. Construction is scheduled to begin in Spring of 2012.

Project Cost:

Both Preliminary Engineering and ROW acquisition will be funded locally in 2009 & 2010 by both Monroe County and the City of Bloomington. These entities have agreed to apply jointly for an HSIP grant to fund construction of the project. These amounts are not known at this time.

Public Participation Process:

We anticipate holding two formal public meetings during the design process and will follow INDOT policies and procedures for notification of public meetings to comply with NEPA requirements. One meeting will be early in the design process (possibly Spring

2010) and the other as the design progresses (Summer/Fall 2010). Also, the City will meet with property owners, stakeholders and neighborhoods affected by the project.

Information regarding public meetings will be shared through advertisement in the local paper and through mailings to individual property owners. At appropriate times during the design phase, drawings may be made available on the engineering web site.

Stakeholder List:

The list of stakeholders is comprised of, but not limited to, the following:

- Board of Public Works
- Monroe County
- City of Bloomington Utilities
- Other utilities not municipally-owned
- Bloomington Parks Department
- MPO (TAC, CAC, Policy)
- Planning
 - Bicycle and Pedestrian Safety Committee
 - Safe Routes to School Task Force
- Neighborhoods affected by the project and other adjacent land owners
- Emergency Services
- MCCSC



Bloomington/Monroe County Metropolitan Planning Organization

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 PO Box 100 fax: (812)349-3535
 Bloomington, IN 47402

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fiends):

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

Project Contact: Bill Williams **Phone:** (812) 349-2577
Address: 100 W. Kirkwood Avenue **Fax:** (812) 349-2959
Bloomington, IN 47404 **Email:** bwilliams@co.monroe.in.us

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Mt. Tabor Road Bridge #33 **DES Number:** # 0801060
Project Location: Over Jack's Defeat Creek, between McNeely Street and Maple Grove Road
Brief Project Description: Bridge Replacement
Support for the Project (e.g. Local plans, LRTP, ITS, etc.): LRTP, Bridge Inventory & Safety Inspection Report
Allied Projects (other projects related to this one): none

Project Cost:

Phase	Funding Source	2010	2011	2012	2013
PE	Local	\$ 50,000	\$ 50,000	\$ 50,000	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
ROW	Local	\$	\$	\$ 45,000	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
CON	STP	\$	\$	\$	\$ 1,200,000
	Local	\$	\$	\$	300,000
		\$	\$	\$	\$
Totals:		\$ 50,000	\$ 50,000	\$ 95,000	1,500,000

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)? Yes No Not Applicable

COMPLETE STREETS - Complete the following fields pursuant to the Complete Streets Policy

Applicability – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. *(Note: the following fields related to Complete Streets do not need to be completed)*

Compliance - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: _____

Additional Information – All projects to which the Complete Streets Policy applies must provide the following information.* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation *(Note: Projects seeking an exemption do not need to provide this information)?*
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

**If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined”*

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.



Signature

May 11, 2009
Date

Bloomington/Monroe County Metropolitan Planning Organization

Additional Information – All projects to which the Complete Streets Policy applies must provide the following information.* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – replacement of the functionally obsolete and structurally deficient, deteriorated concrete & steel bridge with a structure that satisfies current design standards. The road approach will be improved to satisfy current standards as well inclusive of lane and shoulder width increases. Once completed, this road segment will provide an adequate on-road opportunity for bicycles through the project limits.
- **Performance Standards and Measurable Outcomes** – the project will serve the area with a bridge that will allow all vehicles, including school buses and large trucks, to traverse the creek in a safe manner. This will be measured utilizing the well established FHWA/INDOT bridge inspection procedures, conducted every two years. Crashes in the immediate area will continue to be monitored and reported annually to the Board of Commissioners and the BMCMPPO.
- **Project Timeline and Key Milestones** – a consultant was selected in FY2009 and Monroe County is currently in contract negotiations for PE. The contract will be approved by Board of Commissioners in May, 2009. The notice to proceed with design will follow immediately. Other key milestones will be determined at a later date as the project develops. We do anticipate using the INDOT's new project development procedures which will decrease project development time, thus saving money.
- **Project Cost** – The overall project estimated costs, as of this date, are as follows; PE (inclusive of all environmental, historical, land surveys, public hearings and design) = \$173,250; ROW Services (title search, deed and document preparation, negotiations) = \$45,000; CON (construction and construction engineering) = \$1,405,000. The local match will be provided from the Cumulative Bridge Fund. Total local costs are estimated at \$499,250, or 31%, and STP funds (for construction only) are \$1,124,000, or 69%, for a total project cost of \$1,623,250. This is subject to change as specific information is determined as a later date.
- **Public Participation Process** – this project will meet or exceed the public hearing and participation requirements as set forth by the FHWA, the INDOT and / or the BMCMPPO. This method is by advertisement via local media sources as well as information posted on our web site at www.co.monroe.in.us/highway. To date, we have had meetings with adjacent property owners, Bybee Stone Co., Cook, Inc., and the owner of the Matthews Mansion, to discuss impacts to their businesses and the historic home. It is important to discuss this at the project inception to review impacts with adjacent property owners in order to review impacts and save public funds. Information regarding project details will be made available to the public upon request as we receive it.
- **Stakeholder List** – Initially, on a project of this type, we begin by sending notices and request for comments to almost 30 local, state and federal agencies as part of satisfaction of the environmental portion of the project. Local key parties are many, but primarily the users of Mount Tabor Road. As mentioned above, Bybee Stone Company and Cook, Inc. are two major employers in the area and are adjacent to the project limits. Also, we will blend the design to lessen the visual impact upon the Matthews Mansion, currently on the National Register of Historic Places. We will review information with the Richland Bean Blossom School Corporation, the Town of Ellettsville, both corporate and utilities, and various offices of Monroe County Government, such as Rural Transit, Planning, and others as deemed necessary as the project develops.



Bloomington/Monroe County Metropolitan Planning Organization

Call for Projects - Project Submittal Form
 FY2010-2013 Transportation Improvement Program

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by **5/13/09**:

Mail: Bloomington/Monroe County MPO
 401 N. Morton Street Suite 160
 PO Box 100
 Bloomington, IN 47402

-OR-

email: mpo@bloomington.in.gov
 fax: (812)349-3535

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fiends):

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

Project Contact: Adrian Reid **Phone:** 812-349-3417

Address: 401 N. Morton St. / Ste. 130 / P.O. Box 100 **Fax:** 812-349-3520
Bloomington, IN 47404 **Email:** reida@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: 17th & Arlington Roundabout **DES Number:** # 0900216

Project Location: At the intersection of West 17th St., West Arlington Rd., and North Monroe St. in Bloomington.

Brief Project Description: Replacement of "K" intersection with a modern roundabout.

Support for the Project (e.g. Local plans, LRTP, ITS, etc.): LRTP, Local plans

Allied Projects (other projects related to this one): Crestline Communities Development, Vernal Pike & Crescent Road

Project Cost:

Phase	Funding Source	2010	2011	2012	2013
PE	STP	\$ 200,000.00	\$	\$	\$
	Local	\$ 50,000.00	\$	\$	\$
		\$	\$	\$	\$
ROW	STP	\$	\$ 700,000.00	\$	\$
	Local	\$	\$ 175,000.00	\$	\$
		\$	\$	\$	\$ 1,384,826
CON	STP	\$	\$	\$	\$ 2,424,826.00
	Local	\$	\$	\$	\$ 606,207.00
		\$	\$	\$	\$
Totals:		\$ 250,000.00	\$ 875,000.00	\$	\$ 3,031,033.00 1,991,033.00

Handwritten notes:
 G.P.R.
 5/18/09

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)? Yes No Not Applicable



Bloomington/Monroe County Metropolitan Planning Organization

COMPLETE STREETS - Complete the following fields pursuant to the Complete Streets Policy

Applicability – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

Compliance - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: _____

Additional Information – All projects to which the Complete Streets Policy applies must provide the following information.* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation (*Note: Projects seeking an exemption do not need to provide this information*)?
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

**If any fields are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined"*

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

Signature

05/13/2009
Date

Complete Streets Policy Statement of Compliance

17th Street / Arlington Road / Monroe Street Roundabout Project

Project Description:

The proposed project will transform a badly aligned intersection with a high number of accidents from a "K" configuration to a modern roundabout. A traffic study, topographic survey, utility coordination, ROW engineering, and drainage design will be included in the design which will follow INDOT policies and procedures. Also included in the design will be 8 ft. side path within the project limits, 5' sidewalk within the project limits, and splitter islands for pedestrian refuge. Adjacent to Tri-North Middle School, this project will aid in improving bus service to the school, which currently routes buses to avoid left turns in the intersection.

Utility coordination will be an important component of this project because of the presence of several significant utility lines, a water booster station, and a sanitary sewer lift station. The low-lying area west of the intersection is prone to flooding, so storm water infrastructure will be another important component of the project.

Performance Standards and Measurable Outcomes:

The project serves to reduce the severity and number of accidents and reconfigure a poorly aligned intersection. The project will be designed and constructed to INDOT standards and specifications and will also address the requisite traffic demands as determined during the traffic study. Accommodations for pedestrians will also be included in the design within the limits of the project.

Project Timeline and Key Milestones:

Consultant selection will take place in June 2009 and notice to proceed with the design issued in July 2009. We anticipate the design taking 18-24 months with ROW acquisition beginning in July 2010. Construction is scheduled to begin in July 2012.

Project Cost:

There are no additional anticipated costs outside of those provided for the TIP spreadsheet. Engineering anticipates that local funding will be included in budget for Public Works capital projects. The following are total amounts to be split 80% INDOT and 20% LPA: *PE - \$250,000.00; ROW - \$875,000.00; Construction - \$3,031,033.00.*

Public Participation Process:

As we do not have information regarding the various triggers for a formal hearing via the INDOT environmental review process, we are comfortable saying that the City will hold two public meetings during the design process regardless of INDOT's requirements. In addition, we are planning to meet with residents of the neighborhood who have expressed interest in the project. While there is not a neighborhood association for this area of Bloomington, the meetings regarding this project have been very well attended. We do not anticipate this project sparking public controversy as it is eliminating a troublesome, poorly-configured intersection with a long history of accidents.

Information regarding public meetings will be shared through advertisement in the local paper and through mailings to individual property owners. At appropriate times during the design phase, drawings may be made available on the Engineering website.

Stakeholder List:

The list of stakeholders is comprised of, but not limited to, the following:

- Board of Public Works
- City of Bloomington Utilities
- Other utilities not municipally-owned
- City Council
- MPO (TAC, CAC, Policy)
- HAND (for historic information)
- Bloomington Transit
- Planning
 - Bicycle and Pedestrian Safety Committee
 - Safe Routes to School Task Force
- Residents of the northwest side neighborhood (no formal neighborhood association) and adjacent property owners
- Emergency Services
- MCCSC



Call for Projects - Project Submittal Form FY2010-2013 Transportation Improvement Program

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by **5/13/09**:

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 160 -OR- email: mpo@bloomington.in.gov
PO Box 100 fax: (812)349-3535
Bloomington, IN 47402

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fiends):

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

Project Contact: Bill Williams **Phone:** (812) 349-2577

Address: 100 W. Kirkwood Avenue **Fax:** (812) 349-2959

Bloomington, IN 47404 **Email:** bwilliams@co.monroe.in.us

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Fullerton Pike/Gordon Pike/ Rhorer Road **DES Number:** # 0801059

Project Location: State Road 37 to Sare Road

Brief Project Description: Road reconstruction & safety improvements

Support for the Project (e.g. Local plans, LRTP, ITS, etc.): GPP, LRTP, MCTP

Allied Projects (other projects related to this one): Sare Road, SR 37/I-69

Project Cost:

Phase	Funding Source	2010	2011	2012	2013
PE	Local	\$ 550,000	\$ 550,000	\$ 250,000	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
ROW	Local	\$	\$	\$ 550,000	\$ 550,000
		\$	\$	\$	\$
		\$	\$	\$	\$
CON		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
Totals:		\$ 550,000	\$ 550,000	\$ 800,000	\$ 550,000

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)? Yes No Not Applicable

COMPLETE STREETS - Complete the following fields pursuant to the Complete Streets Policy

Applicability – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

Compliance - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: _____

Additional Information – All projects to which the Complete Streets Policy applies must provide the following information.* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation (*Note: Projects seeking an exemption do not need to provide this information*)?
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

**If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined”*

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.



Signature

May 11, 2009

Date

Additional Information – All projects to which the Complete Streets Policy applies must provide the following information.* Answers to these questions should not total more than one supplemental page:

Detailed Project Description – The project involves the improvement of 3.2 miles of roadway in the corridor of Fullerton Pike / Gordon Pike / Rhorer Road, from State Road 37 to Sare Road, south of Bloomington, in Monroe County.

It is anticipated that portions of the corridor, of which have existing pavement on Fullerton Pike, from State 37 to the dead end, west of Rockport Road, and Gordon Pike/Rhorer Road, from the dead end to Sare Road, may be rehabilitated however the majority will require pavement reconstruction. The existing pavement varies from 18 to 24 feet in width throughout most of the corridor with the exception of the intersections of Rogers Street and Old State Road 37 South, which has additional pavement width for turning lanes. New construction will be required of the segment between Fullerton Pike and Gordon Pike, a length of approximately 0.75 mile.

The corridor will improve the roadway with intersection improvements at key intersections, such as Rockport Road, Rogers Street, Old State Road 37 South, Walnut Street Pike and Sare Road to accommodate turning movements and traffic flow. Decisions regarding the need and design for turn lanes at these intersections will be made in recognition for the need to provide short, safe crossing distances for pedestrians.

A traffic study will be required of the corridor to determine lane capacity. This study will not just rely on past trends in traffic flow but also recognize current and future factors influencing vehicle tripmaking such as rising fuel costs and recent national trends toward decreases in vehicle miles traveled and per capita trips. The traffic study will also review the intersections, including a warrant analysis for the potential construction of traffic signals at the above intersections. Also, as part of the proposed cross-section, it will be inclusive of curb, gutter & sidewalk along one side with a multi-use paved bituminous path along the opposite side of the sidewalk, thus connecting the Clear Creek Trail and the proposed Jackson Creek Trail. Three roadway bridges will be required as part of the project over Clear Creek and Jackson Creek.

The existing Right-of-Way varies from 33 feet to 100 feet. Additional Right-of-Way will likely be required in order to accommodate possible intersection improvements and possible changes to travel lane capacity. There is potential that relocation of a few residential units along the corridor may be necessary, however, that will be determined at a later phase of plan development.

All preliminary engineering deliverables (as noted), including, but not limited to, surveys, environmental documentation, permitting and approvals, geotechnical investigations and reports, and public hearings.

Design and contract documents, along with Right-of-Way engineering, such as legal descriptions and staking, Real Estate services such as appraisals and acquisition services will be required and advertised for at a later date, once this phase of the project's development is completed. Construction supervision is required and these services will be advertised for at a later date.

All submittals and services shall comply with the Indiana Department of Transportation regulations and requirements for project development and construction. Coordination with the MPO and the INDOT is essential.

Congestion management, traffic safety, economic development, and multi-modal transportation are nationwide issues. This project will assist with mitigation of congestion, which in turn, helps the environment, and safety issues of the community's road network in this area by providing an adequate transportation link, along the south side of Bloomington, to other improved and planned facilities of the County, City and State, which improves and promotes economic growth in planned opportunity areas, combined with a multi-use trail, which links the Clear Creek and Jackson Creek trails as well as two schools, Batchelor and Jackson Creek Middle Schools. A traffic study will be conducted to determine capacity needs, an in depth environmental and historic review of the corridor, along with opportunities for public input during project development as well as other studies as required by the INDOT and FHWA for a project of this scope.

Performance Standards and Measurable Outcomes – The purpose of the project is to construct a facility that will provide multi-modal opportunities and improvements along the corridor. As mentioned above, construction of a facility that will adequately address the community's future transportation needs. Also, with construction of this corridor, it is anticipated that the levels of service on other parallel roads (Tapp Road and That Road) will see improvements with reduced traffic. Methods to treat stormwater runoff from the pavements will be investigated during the design in order to improve water quality. Other information may be required and determined during project development that will assist to determine said standards and outcomes.

Project Timeline and Key Milestones – We have advertised and received letters of interest (LOIs) from 15 consulting firms for this project for the survey, environmental geotechnical study and traffic study/capacity needs analysis. Said LOIs are under review. Selection procedures as outlined by the INDOT will be adhered to, anticipating interviewing 3 to 4 firms. Once selected (anticipated in summer, 2009), the firm will begin traffic analysis and studies as outlined in the request for proposals. Once the draft of the aforementioned work has been reviewed and completed, public comment will be sought before design of the facility begins.

Project Cost – The overall project budget and schedule is as follows; Design cost of \$2,208,000 with completion in 3-5 years (2009 –2014), R/W cost of \$1,472,000 with completion in 1-2 years (2012 – 2013) and Construction at \$14,720,000 with completion in 2-3 years (2014 – 2017) for a total project cost of \$18,400,000.

Public Participation Process – As mentioned above, public comment via public informational meetings will be sought for the design of the facility. This project will meet or exceed the public hearing and participation requirements as set forth by the FHWA, the INDOT and / or the BMCMPPO. This method is by advertisement via local media sources as well as information posted on our web site at www.co.monroe.in.us/highway. It is our intent to construct a facility that not only serves the needs of the community but also improves conditions for those immediately affected by the project. Specific situations will be discussed with affected parties during the project development process and will determine how best to mitigate individual circumstances.

Stakeholder List – Initially, on a project of this type, we begin by sending notices and request for comments to almost 30 local, state and federal agencies as part of satisfaction of the environmental portion of the project. Local key parties are many, but primarily the users of corridor in question. Monroe County will seek input the aforementioned as well as from MPO staff and committees, City of Bloomington Park & Recreation, Monroe County Parks & Recreation, Monroe County Community School Corporation, City of Bloomington Public Works, Bloomington Transit, City of Bloomington and Monroe County Planning officials, and others as deemed necessary as the project develops.



Transportation Improvement Program

Fiscal Years 2010 through 2013



Draft
May 20, 2009



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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 (MPO) 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 MPO 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 page 51 for a map of the MPO'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: These agencies service an area larger than the MPO's urbanized area and may have capital projects that use federal funding which are not reflected in this document.*

Air Quality

The MPO, 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 MPO 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 MPO in cooperation with the State of Indiana and area transit operators. In order to enable the MPO to conduct adequate financial planning, both the state and transit operators provide the MPO 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 MPO.

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 2010 was used as the base year). This inflation rate was agreed upon by local project implementing agencies in early 2008.

Amendment Process

The TIP may be modified at any time, provided that appropriate public involvement occurs. However, minor TIP amendments may, unless specifically required by the MPO's Public Participation Plan, be made without public involvement. Additionally, projects may be advanced from future years to current years, without a TIP amendment so long as each year of the TIP cycle remains fiscally constrained. The TIP must be approved by the MPO 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.

Project Selection

Projects listed in the TIP typically originate in the Long Range Transportation Plan (LRTP) developed by the MPO 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 MPO 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. Highway improvement projects in the MPO’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.

Complete Streets

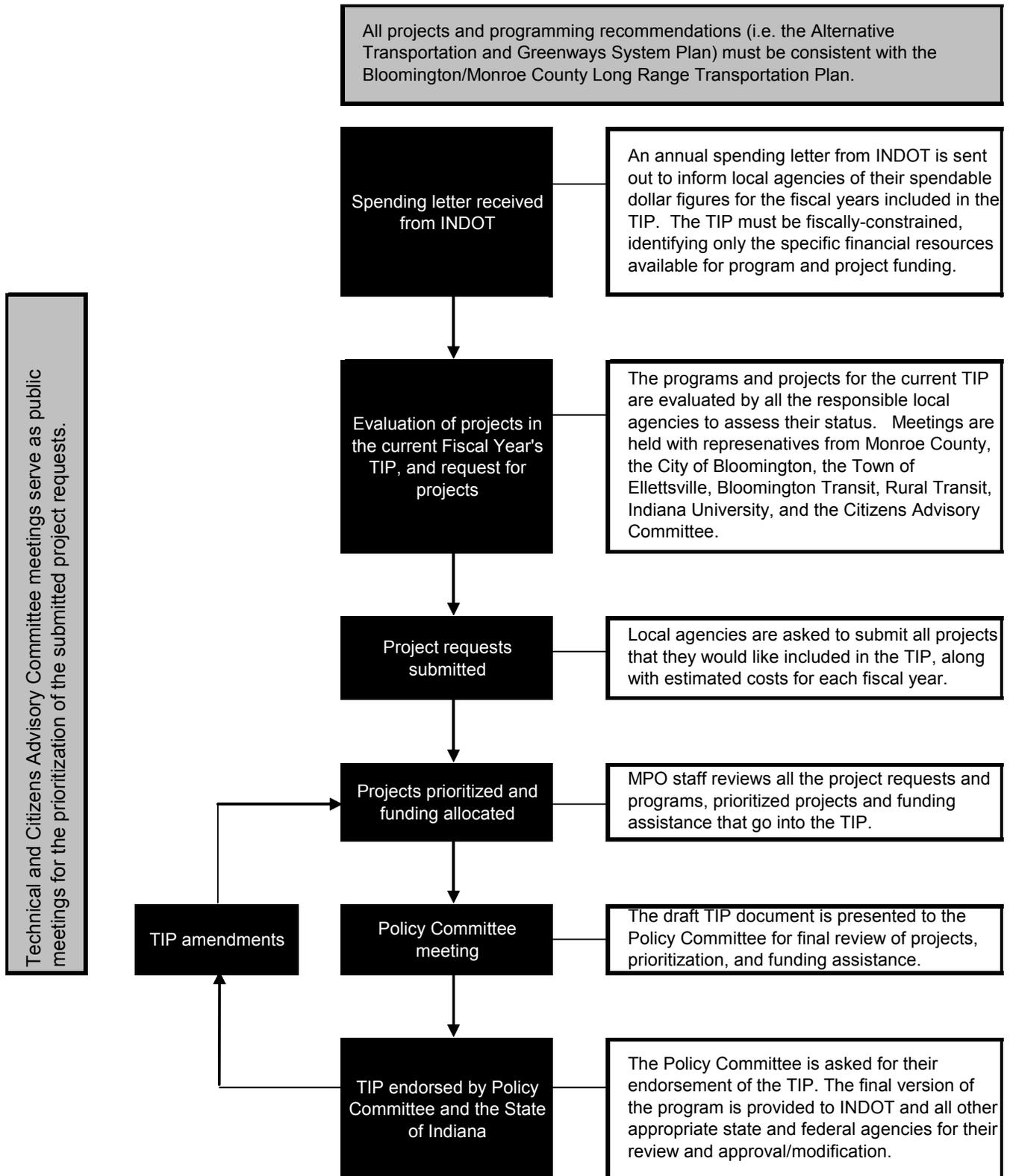
On January 9, 2009 the Policy Committee adopted a Complete Streets Policy. The purpose of the policy is to ensure that all federally funded local road projects are designed and built to adequately accommodate all users of a corridor, including pedestrians, bicyclists, users of mass transit, people with 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 illustrates local project compliance with the Complete Streets Policy.

FY 2010-2013 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>
4/23/2009	BMCMPPO issues call for projects
5/4/2009	Meeting with LPAs to discuss project submittal process and application
5/13/2009	Project submittals due/Call for Projects ends
5/18/2009	Meeting with LPAs to discuss project submittals and available budget
5/20-6/18/2009	30 day public review period (legal notice printed 5/18/09 in the Herald Times)
5/27/2009	First review by the Technical Advisory Committee and Citizens Advisory Committee
6/24/2009	Second review by the Technical Advisory Committee and Citizens Advisory Committee
6/26/2009	Policy Committee

TIP Development Process



Annual Listing of Projects

SAFETEA-LU requires Metropolitan Planning Organizations to prepare an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year. The listing shall be published or otherwise made available by the cooperative effort of the State, transit operators, and the Metropolitan Planning Organization for public review. The listing shall be consistent with the funding categories identified in each Transportation Improvement Program (TIP). This requirement has been revised by the SAFETEA-LU, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B).

An obligation could be defined as the federal government’s legal commitment to pay the federal share of a project’s cost. An obligated project is one that has been authorized by a federal agency, such as the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Obligated projects are not necessarily initiated or completed in the programmed year and the amount of the obligation may not necessarily equal the total cost of the project. For FTA projects, obligation occurs when the FTA grant is awarded. For FHWA projects, obligation occurs when a project agreement is executed and the state/grantee requests that the funds be obligated.

The following table provides information on transportation projects in the Bloomington/Monroe County Metropolitan Planning Organization’s Urbanized Area which have obligated the spending of federal funds. The information provided below is consistent with project listings of the FY 2009-2012 TIP. The list provides information on the amount of funds programmed in the TIP, the amount of funds obligated during the past fiscal year(s) and the amount of funds remaining and available for use in subsequent years.

Fiscal Year 2009 Listing of Obligated Projects							
LPA	2008 Projects	Brief Description	Phase	Federal Program	Programmed Federal Funding	Obligated Federal Funding	Remaining Funds
BL	North Campus Area Study	Area study to evaluate current and future transportation conditions for all modes of travel within the study area (refer to 2009-2010 UPWP)	PE	TEA-21	\$ 60,000	\$ 60,000	\$ - *
BL	West 3rd Street	Road reconstruction, channelized intersections, drainage improvements, sidewalks/sidepaths, landscaping and signalization	CON	TEA-21	\$ 1,586,767	\$ 1,586,767	\$ - *
BL	Sidewalk Construction (Henderson St.)	Safe Routes to School sidewalk construction project to improve safety for children walking to Templeton Elementary	CON	SRTS	\$ 250,000	\$ 250,000	\$ - *
MC	Rogers Rd. & Smith Rd.	Curve realignment and reconstruction at the intersection of Rogers Rd. and Smith Rod.	CON	HES & STP	\$ 610,132	\$ 610,132	\$ - *
MCCSC	MCCSC Bike/ped Education	Biking and walking campaign at various MCCSC and RBBCSC schools.	n/a	SRTS	\$ 75,000	\$ 75,000	\$ - *
BT	Operational Assistance	Federal, State and Local Assistance for the operation of BT’s fixed route & Access Service.	n/a	FTA 5307	\$ 1,286,000	\$ 1,286,000	\$ - *
BT	35 Foot Buses	Purchase of 4 new 35-foot hybrid electric buses	n/a	FTA 5307	\$ 1,760,000	\$ 1,760,000	\$ -
BT	40 Foot Buses	Purchase of 40 -foot buses	n/a	FTA 5307	\$ 560,000	\$ 560,000	\$ -
BT	BT Access Vehicles	Capitalize BT Access vehicles for use in paratransit service	n/a	FTA 5307	\$ 67,492	\$ 67,492	\$ -
BT	Downtown Transfer Facility	Land acquisition and environmental assessment for downtown transfer facility	n/a	FTA 5307 & FTA 5309	\$ 5,326,198	\$ 2,800,000	\$ 2,526,198 *
BT	Maintenance	Capitalize the purchase of engine/transmission rebuilds and tires	n/a	FTA 5307	\$ 61,868	\$ 61,868	\$ -

Fiscal Year 2009 Listing of Obligated Projects (Continued)							
LPA	2008 Projects	Brief Description	Phase	Federal Program	Programmed Federal Funding	Obligated Federal Funding	Remaining Funds
RT	Operating Budget	Operating budget assistance	n/a	FTA 5311	\$ 736,616	\$ 736,616	\$ - *
RT	Capital Budget	Capital budget assistance. Replace 4 light transit vehicles.	n/a	FTA 5311	\$ 179,296	\$ 179,296	\$ - *
TOTAL					\$ 12,559,369	\$ 10,033,171	\$ 2,526,198

**These projects are not necessarily completed yet and may need a portion of or all remaining funds.*

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 MPO stakeholders. The Fiscal Year used for the purposes of the TIP begins on July 1 and ends on June 30. Thus, Fiscal Year 2010 begins on July 1, 2009 and ends on June 30, 2010.

The tables in this section summarize the projected local revenues and expenditures for Fiscal Years 2010 through 2013. 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 MPO. 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 2010-2013 TIP. The STP line highlights estimated spending authority available through FY 2013. The TEA-21 line shows spending authority that was carried over from the previous transportation bill through special TIP amendments. This table does not include Federal revenues that may be added through special Congressional earmarks in the future. Any project utilizing such funds has been marked as “Illustrative” and is not counted in the fiscal constraint analysis.

Revenues

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 8,419,476	\$ 2,720,869	\$ 2,720,869	\$ 2,720,869	\$ 16,582,083
State	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,300,000
TE	\$ 2,119,610	\$ -	\$ 280,000	\$ 280,000	\$ 2,679,610
SRTS	\$ 460,000	\$ -	\$ -	\$ -	\$ 460,000
HSIP/HES	\$ 716,749	\$ 175,951	\$ 175,951	\$ 175,951	\$ 1,244,602
Bridge	\$ 103,680	\$ -	\$ 57,024	\$ -	\$ 160,704
FTA 5307/09	\$ 7,726,507	\$ 1,722,694	\$ 3,245,364	\$ 3,038,786	\$ 15,733,351
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ 1,067,183	\$ 1,067,183	\$ 1,132,183	\$ 1,157,183	\$ 4,423,732
FTA 5316	\$ 125,000	\$ 130,000	\$ 135,200	\$ 140,608	\$ 530,808
FTA 5317	\$ 10,000	\$ 10,400	\$ 10,816	\$ 11,249	\$ 42,465
PMTF	\$ 2,134,363	\$ 2,219,738	\$ 2,308,527	\$ 2,400,868	\$ 9,063,496
Farebox	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 1,386,984	\$ 5,235,992
Local	\$ 10,955,405	\$ 3,940,633	\$ 4,525,494	\$ 4,447,931	\$ 23,869,463
ARRA (+ illustrative)	\$ 7,648,537	\$ 95,000	\$ -	\$ -	\$ 7,743,537
TOTAL	\$ 44,019,534	\$ 13,364,812	\$ 15,925,067	\$ 15,760,429	\$ 89,069,843

Programmed Expenditures for Local Projects

The table below summarizes the programmed local expenditures, by funding source, for projects in the FY 2009-2012 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 MPO’s Change Order Policy. The TEA-21 funding carried over from the previous transportation bill has been fully programmed and will remain assigned to the projects it was allocated to at the end of that funding cycle.

Expenditures

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 8,411,102	\$ 2,720,869	\$ 2,720,869	\$ 2,720,869	\$ 16,573,711
State	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,300,000
TE	\$ 2,119,610	\$ -	\$ -	\$ -	\$ 2,119,610
SRTS	\$ 460,000	\$ -	\$ -	\$ -	\$ 460,000
HSIP/HES	\$ 564,300	\$ -	\$ -	\$ -	\$ 564,300
Bridge	\$ 103,680	\$ -	\$ 57,024	\$ -	\$ 160,704
FTA 5307/09	\$ 7,726,507	\$ 1,722,694	\$ 3,245,364	\$ 3,038,786	\$ 15,733,351
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ 1,067,183	\$ 1,067,183	\$ 1,132,183	\$ 1,157,183	\$ 4,423,732
FTA 5316	\$ 125,000	\$ 130,000	\$ 135,200	\$ 140,608	\$ 530,808
FTA 5317	\$ 10,000	\$ 10,400	\$ 10,816	\$ 11,249	\$ 42,465
PMTF	\$ 2,134,363	\$ 2,219,738	\$ 2,308,527	\$ 2,400,868	\$ 9,063,496
Farebox	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 1,386,984	\$ 5,235,992
Local	\$ 10,955,405	\$ 3,940,633	\$ 4,525,494	\$ 4,447,931	\$ 23,869,463
ARRA (+ illustrative)	\$ 7,648,537	\$ 95,000	\$ -	\$ -	\$ 7,743,537
TOTAL	\$ 43,858,711	\$ 13,188,861	\$ 15,469,117	\$ 15,304,479	\$ 87,821,168

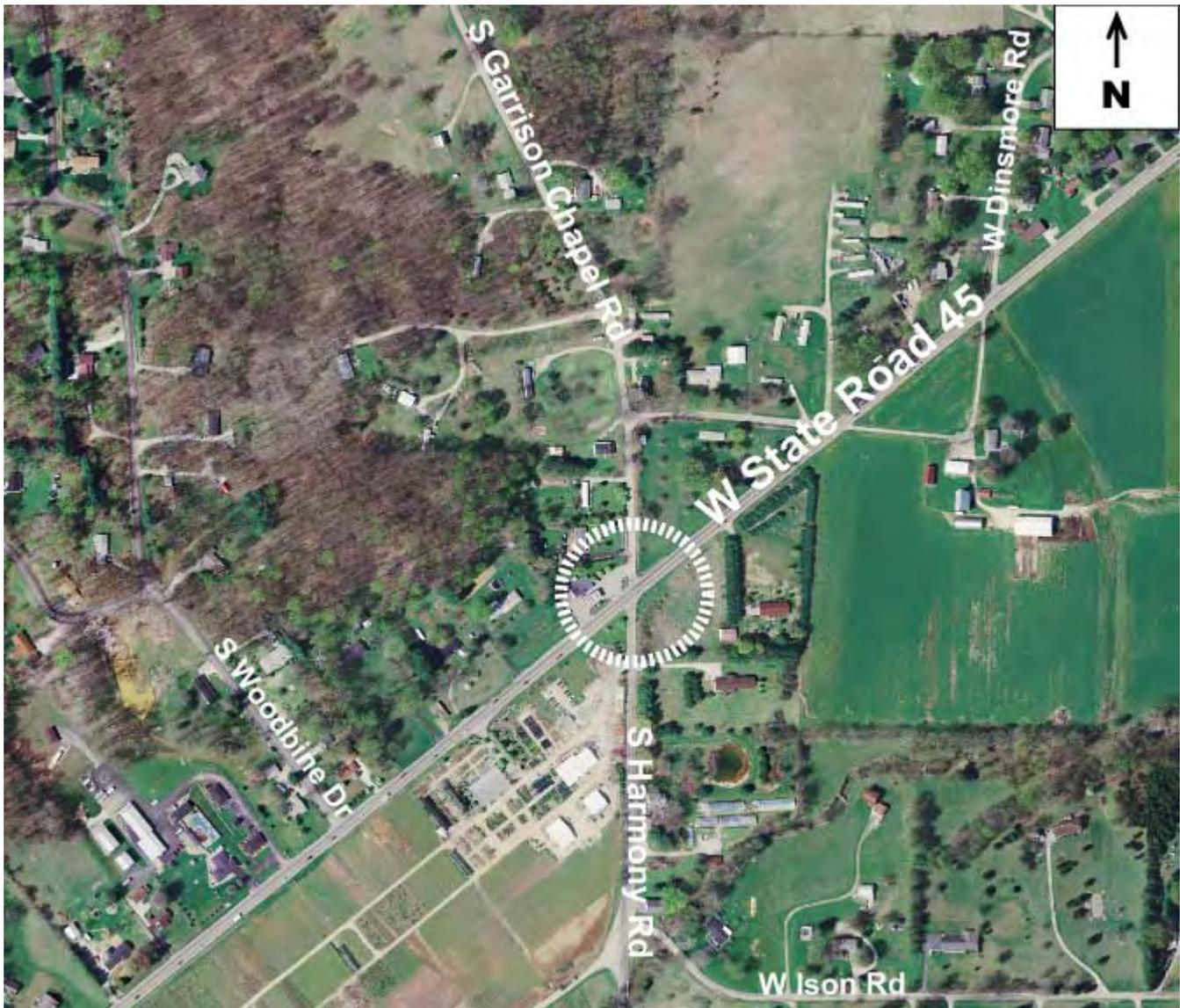
Programmed Projects

The following tables provide a description of each project programmed in the Transportation Improvement Program for fiscal years 2010 to 2013. 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 available 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.

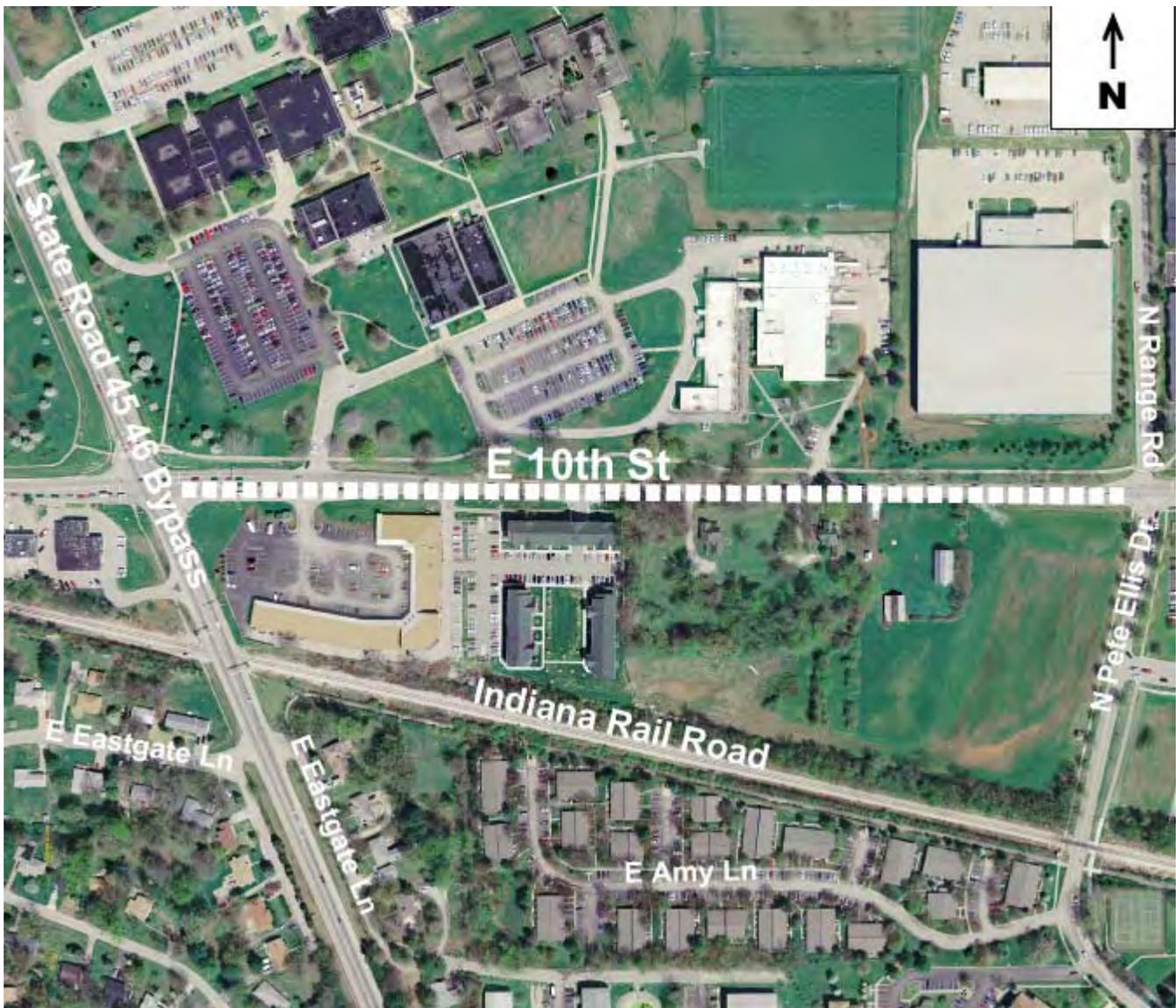
Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: State Road 45	PE	STP State				
Location: Intersection of State Road 45 and Garrison Chapel Rd.		STP State	\$ 88,000			
Description: Intersection improvement with added turn lanes	ROW	STP State	\$ 22,000			
		STP State				
DES#: 0710011	CON	STP State				
Support: Non-Interstate Preservation						
Allied Projects: n/a		TOTAL	\$ 110,000	\$ -	\$ -	\$ -



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: State Road 45	0.1 miles east of SR 45/46 Bypass to 0.1 miles east of Pete Ellis Drive	PE				
Description: Added travel lanes, traffic signals (~.30 miles long)			STP State			
DES#: 8824615, 947897A	Non-Interstate Preservation Program	CON	STP State	\$ 1,711,327		
Support:			STP State	\$ 427,832		
Allied Projects: State Road 45/46 Bypass, State Road 45		TOTAL	\$ 2,139,159	\$ -		



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: State Road 45	PE	STP State				
Location: Pete Ellis Drive to Russell Road		STP State	\$ 750,000			
Description: Road reconstruction, widening up to 3 lanes with intersection improvements, signals as warranted, sidewalk/sidepaths, concrete curb & gutter, drainage and landscaping. (~.88 miles long)	ROW	STP State		\$ 3,994,482		
DES#: 9902910		CON State		\$ 998,620		
Support: Safety						
Allied Projects: State Road 45/46 Bypass		TOTAL	\$ 750,000	\$ 4,993,102		



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: State Road 45/46 Bypass	PE					
Location: Monroe Street to Kinser Pike						
Description: Pavement rehabilitation (~.48 miles long)	ROW					
DES#: 0600811	CON	STP	\$ 1,040,000			
Support: Non-Interstate Preservation		State	\$ 260,000			
Allied Projects: State Road 45/46 projects		TOTAL	\$ 1,300,000	\$ -		



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: State Road 45/46 Bypass	PE	STP State				
Location: Kinser Pike to Pete Ellis Dr.		STP State				
Description: Added travel lanes, including 2 bridges, signals, sidepaths, pedestrian underpass. DES. #'s: 0300585, 9010075, 9611470, 001583 (~2.80 miles)	ROW	STP State				
DES#: (see Description above)	CON	STP State	\$ 24,500,000			
Support: Expansion/Major Improvements						
Allied Projects: State Road 45 projects		TOTAL	\$ 24,500,000	\$ -		



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: State Road 46	PE	STP				
Location: Intersection of SR 46 and Smith Road		State				
Description: Intersection improvements	ROW	STP				
		State				
DES#: 0100773	CON	STP	\$ 224,000			
Support: Safety Improvements		State	\$ 56,000			
Allied Projects: n/a		TOTAL	\$ 280,000	\$ -	\$ -	\$ -



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: State Road 46	PE	STP State				
Location: SR 446 to SR 135		STP State				
Description: Overlay and Preventive Maintenance	ROW	STP State				
DES#: 0810411		ARRA State	\$ 3,000,000			
Support: Non-interstate Preservation	CON	ARRA State	\$ 3,000,000			
Allied Projects: n/a		TOTAL	\$ 3,000,000	\$ -		



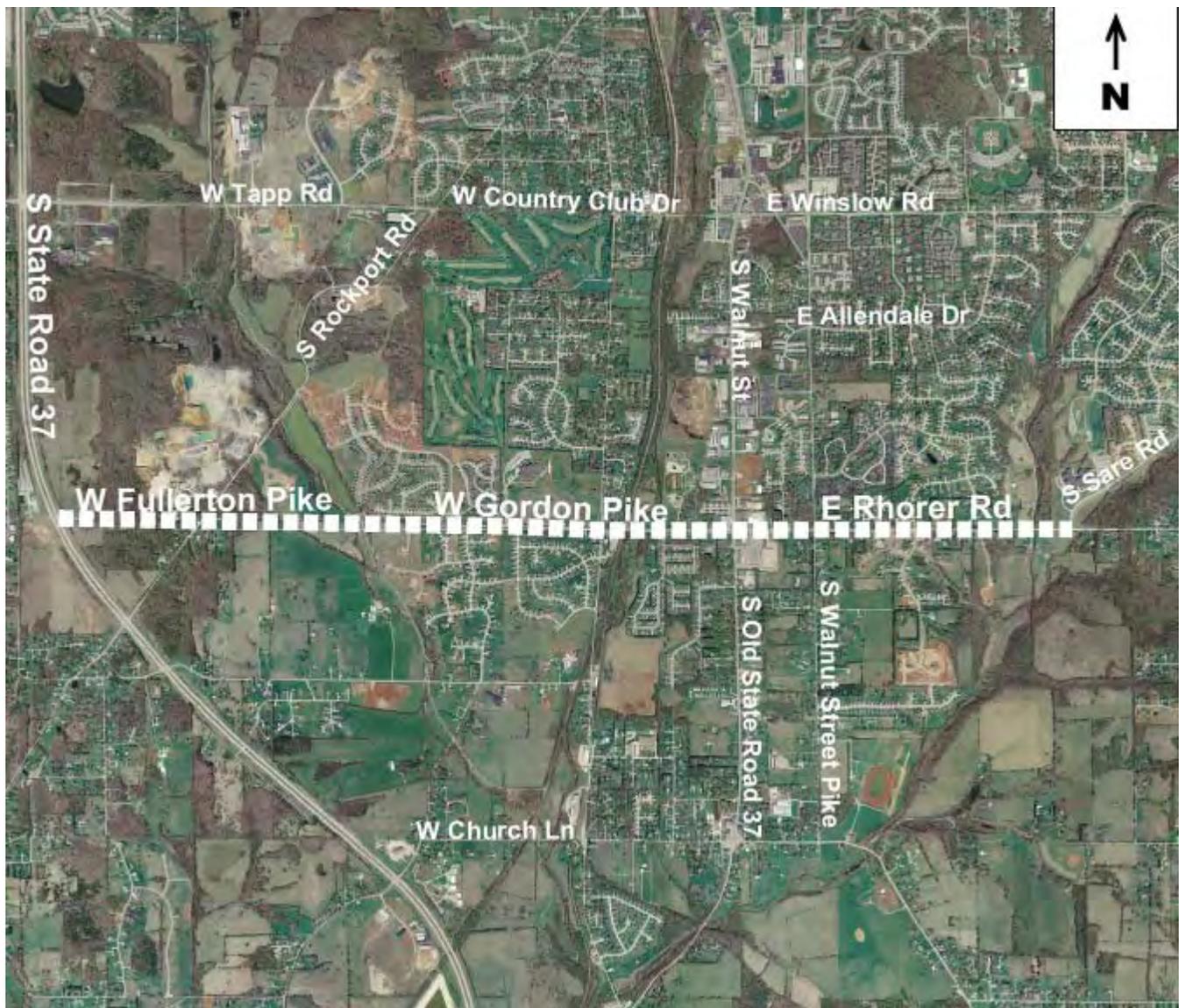
Programmed Projects: State of Indiana

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
NHS	\$ -		\$ -	\$ -	\$ -
STP	\$ 3,813,327	\$ 3,994,482	\$ -	\$ -	\$ 7,807,809
TE	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 25,265,832	\$ 998,620	\$ -	\$ -	\$ 26,264,452
Local	\$ -	\$ -	\$ -	\$ -	\$ -
ARRA	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000
TOTAL	\$ 32,079,159	\$ 4,993,102	\$ -	\$ -	\$ 37,072,261

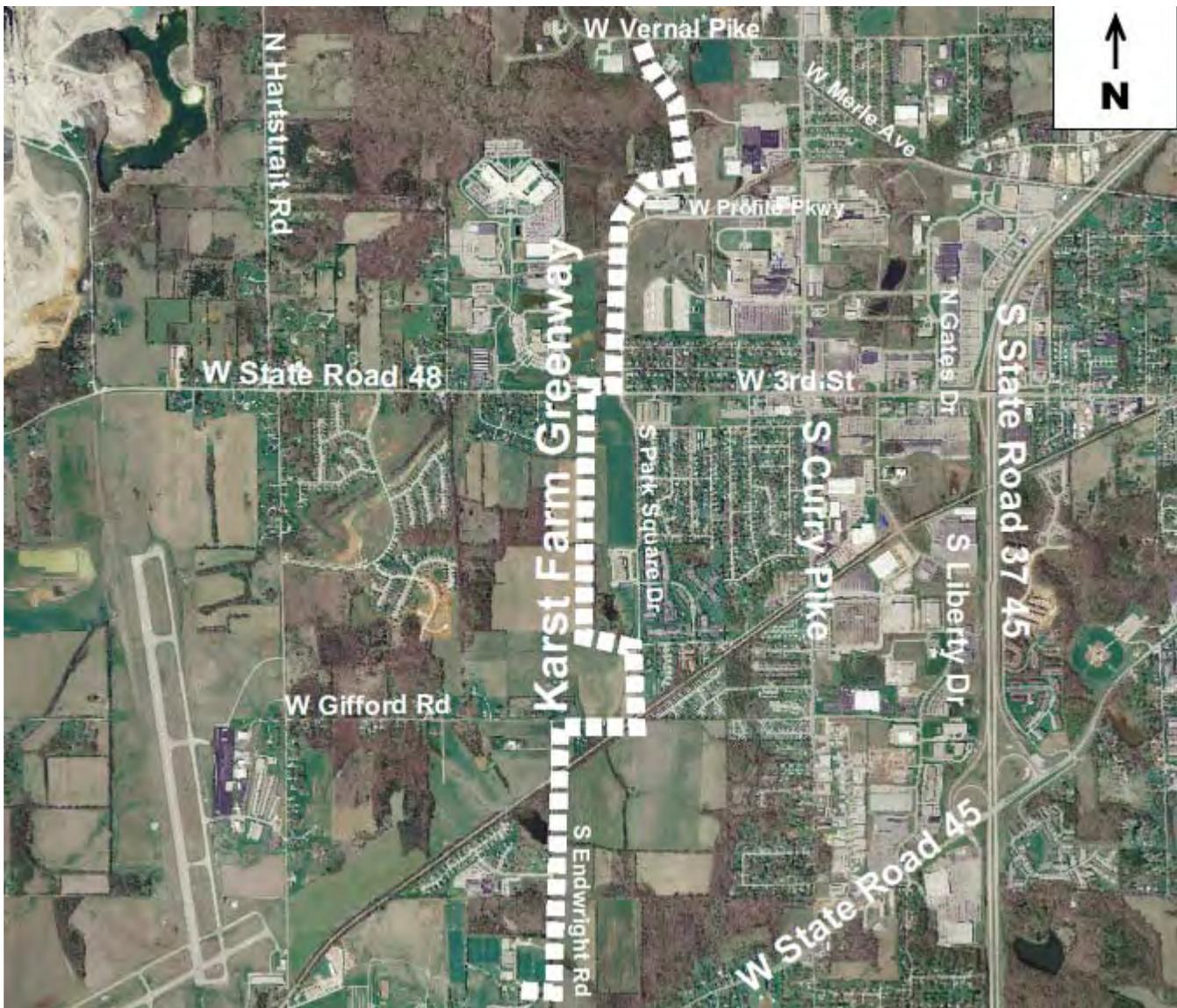
Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Fullerton Pike/Gordon Pike/Rhorer Rd.	PE	Local	\$ 550,000	\$ 550,000	\$ 250,000	
Location: SR 37 to Sare Road						
Description: Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long)	ROW	Local			\$ 550,000	\$ 550,000
DES#: 0801059						
Support: GPP, LRTP	CON					
Allied Projects: SR 37/I-69, Sare Road		TOTAL	\$ 550,000	\$ 550,000	\$ 800,000	\$ 550,000



Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year				
			2010	2011	2012	2013	
Project: Karst Farm Greenway (Phase I)	South of Vernal Pike to Karst Farm Park	PE					
Description: Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			Local				
DES#: 0600370		CON	TE	\$ 1,000,000			
Support: LRTP, MCGTSP, BATGSP, ERCP		Local		\$ 257,000			
Allied Projects: Ellettsville-Stinesville Trail, B-Line Trail		TOTAL		\$ 1,257,000	\$ -	\$ -	\$ -



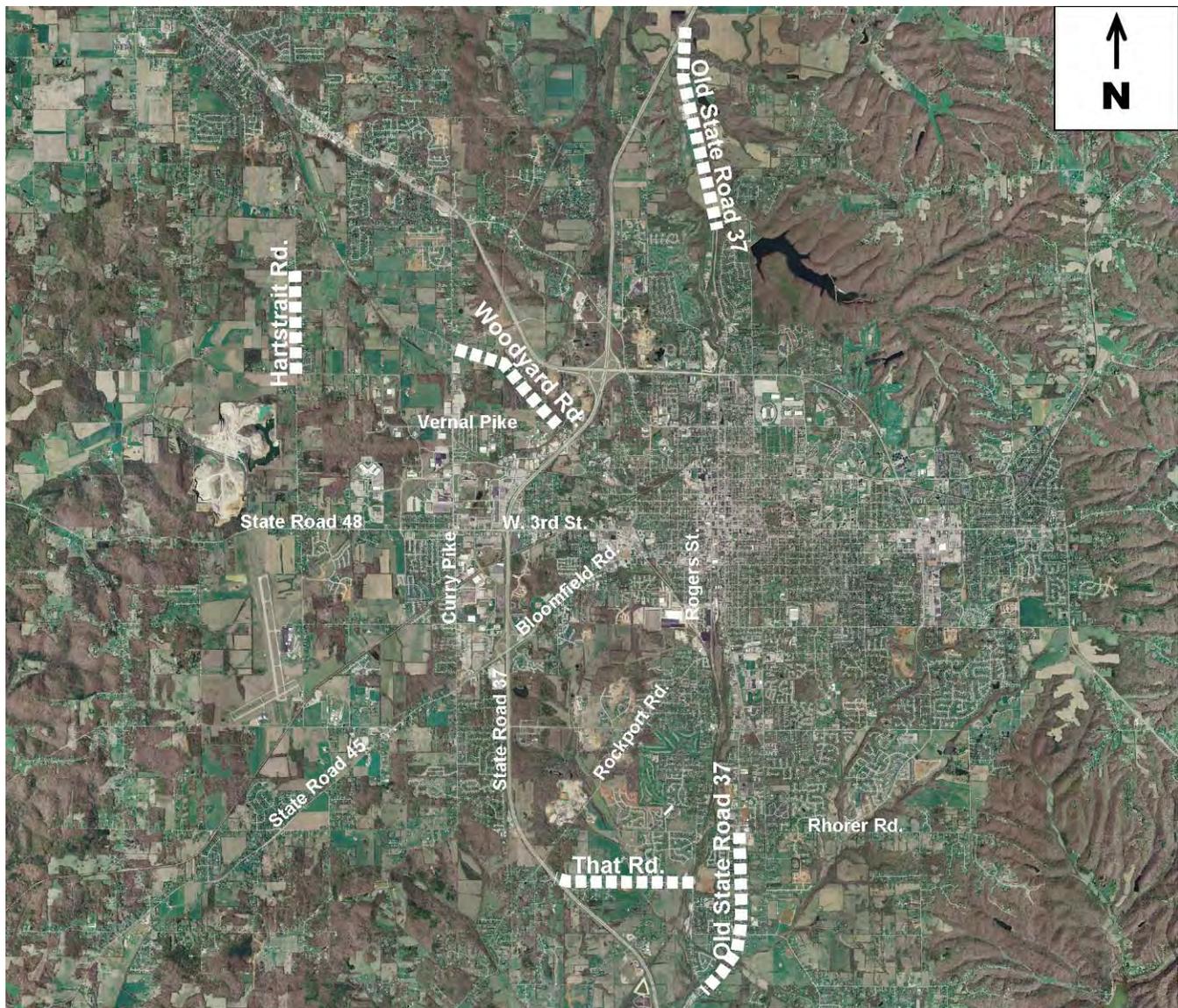
Programmed Projects: Monroe County

Monroe County Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: Mt. Tabor Road Bridge #33	Local	\$ 50,000	\$ 50,000	\$ 50,000	
Location: Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road	PE				
Description: Bridge replacement	Local			\$ 45,000	
DES#: 0801060	STP				\$ 1,200,000
Support: Bridge Inventory & Safety Inspection, LRTP	Local				\$ 300,000
Allied Projects:	TOTAL	\$ 50,000	\$ 50,000	\$ 95,000	\$ 1,500,000



Programmed Projects: Monroe County

Monroe County Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: Pavement Preservation	Local	\$ 43,763			
Location: Hartstrait rd. from Vernal Pike to Walcott Ln That Rd from SR37 to Rogers St. Woodyard Rd. from Curry Pike to Vernal Busines 37 N from SR37 to Old 37 Old SR 37 from Rogers Rd to Rhorer Rd					
Description: Pavement preservation (minor resurfacing/crack seal/chip & seal)	ARRA	\$ 1,137,160			
DES#: To be assigned					
Support:					
Allied Projects:	TOTAL	\$ 1,180,923	\$ -	\$ -	\$ -



Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Vernal Pike (Phase II)	PE					
Location: Curry Pike to Woodyard Road						
Description: Road reconstruction & safety improvements, including bituminous pavement, curb & gutter, sidewalk and drainage appurtenances. (~1.03 miles long)	ROW					
DES#: 9683081	CON	STP	\$ 5,531,140			
Support: LRTP		Local	\$ 1,382,785			
Allied Projects: Vernal Pike (Phase I), Curry Pike		TOTAL	\$ 6,913,925	\$ -	\$ -	\$ -



Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Bridge Inventory (Phases I & II)	Throughout Monroe County	Local	\$ 25,920		\$ 14,256	
Location:		BR	\$ 103,680		\$ 57,024	
Description: 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.		ROW				
DES#: Project No. BR-NBIS		CON				
Support: LRTP						
Allied Projects: n/a		TOTAL	\$ 129,600	\$ -	\$ 71,280	\$ -

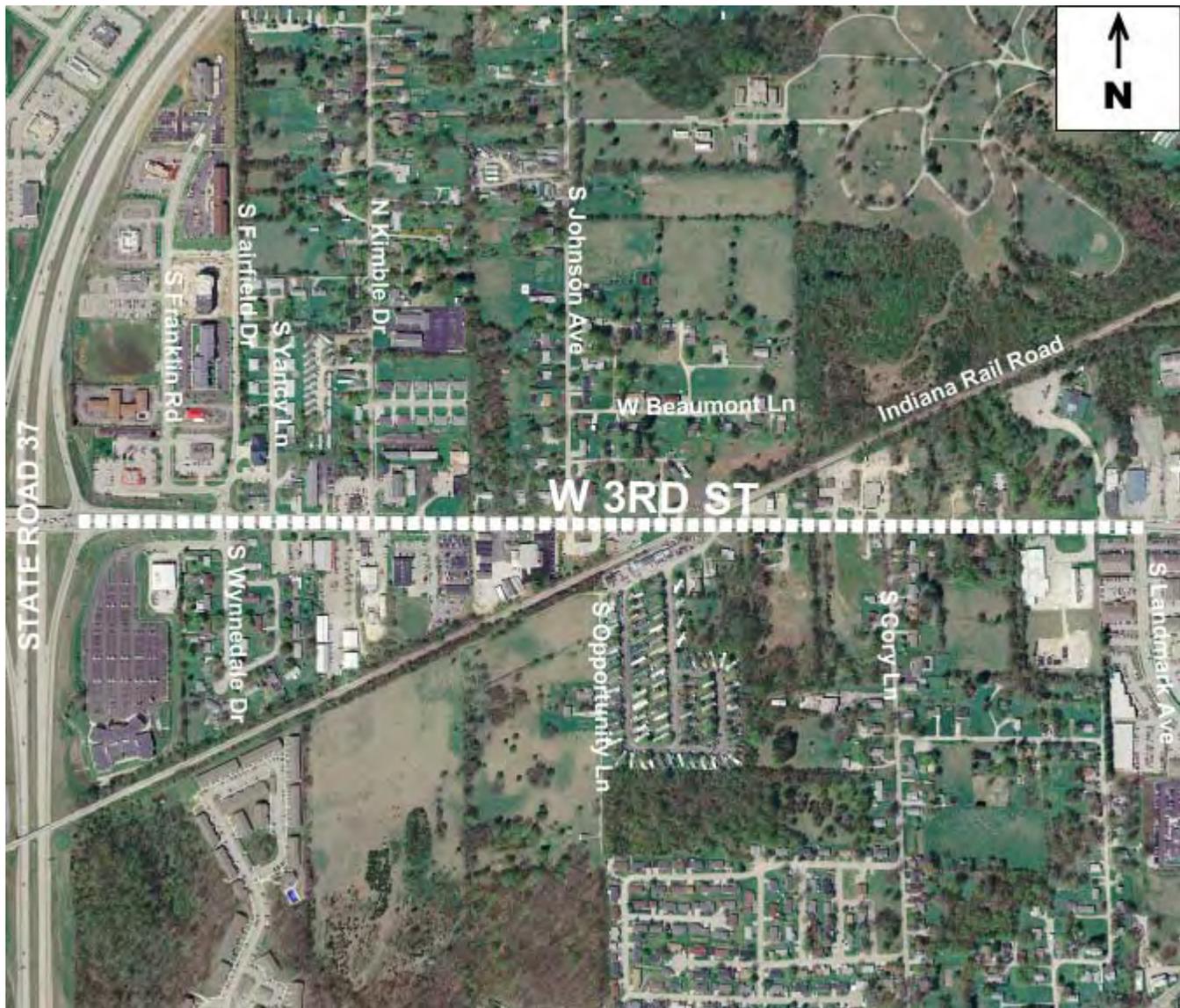
Programmed Projects: Monroe County

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 5,531,140	\$ -	\$ -	\$ 1,200,000	\$ 5,531,140
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP/HES	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ 103,680	\$ -	\$ 57,024	\$ -	\$ 160,704
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 2,309,468	\$ 600,000	\$ 909,256	\$ 850,000	\$ 3,818,724
ARRA	\$ 1,137,160	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 10,081,448	\$ 600,000	\$ 966,280	\$ 2,050,000	\$ 10,510,568

Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: West 3rd Street						
Location: West 3rd Street State Road 37 to Landmark Avenue		PE				
Description: Road reconstruction, channelized intersections, drainage improvements, sidewalks/sidepath, landscaping and signalization. (~.90 miles long)		ROW				
DES#: 0300766		CON	STP	\$ 1,756,421	\$ 607,000	
Support: LRTP, GPP, BATGSP			Bond	\$ 2,818,088	\$ 319,000	
Allied Projects: n/a			TEA-21			
		TOTAL		\$ 4,574,509	\$ 926,000	\$ - \$ -



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: 17th St. & Arlington Rd. Roundabout	PE	STP	\$ 200,000			
Location: Intersection of Arlington Road, W. 17th Street and N. Monroe Street		Local	\$ 50,000			
Description: 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		
DES#: 0900216	CON	STP				\$ 1,384,826
Support: LRTP		Local				\$ 606,207
Allied Projects: Crestline Development, Vernal Pike & Crescent Rd.		TOTAL	\$ 250,000	\$ 875,000	\$ -	\$ 1,991,033



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: 17th St. & Jordan Ave.	PE	STP Local	\$ 209,000			
Location: Intersection of E 17th Street and N. Jordan Avenue	ROW	STP Local				
Description: Improve vertical geometry and sight distance at the intersection and on approaches	CON	STP Local				
DES#: <i>To be assigned</i>						
Support: LRTP						
Allied Projects: 17th and Fee Intersection Realignment, SR45/46 Bypass	TOTAL		\$ 209,000	\$ -	\$ -	\$ -



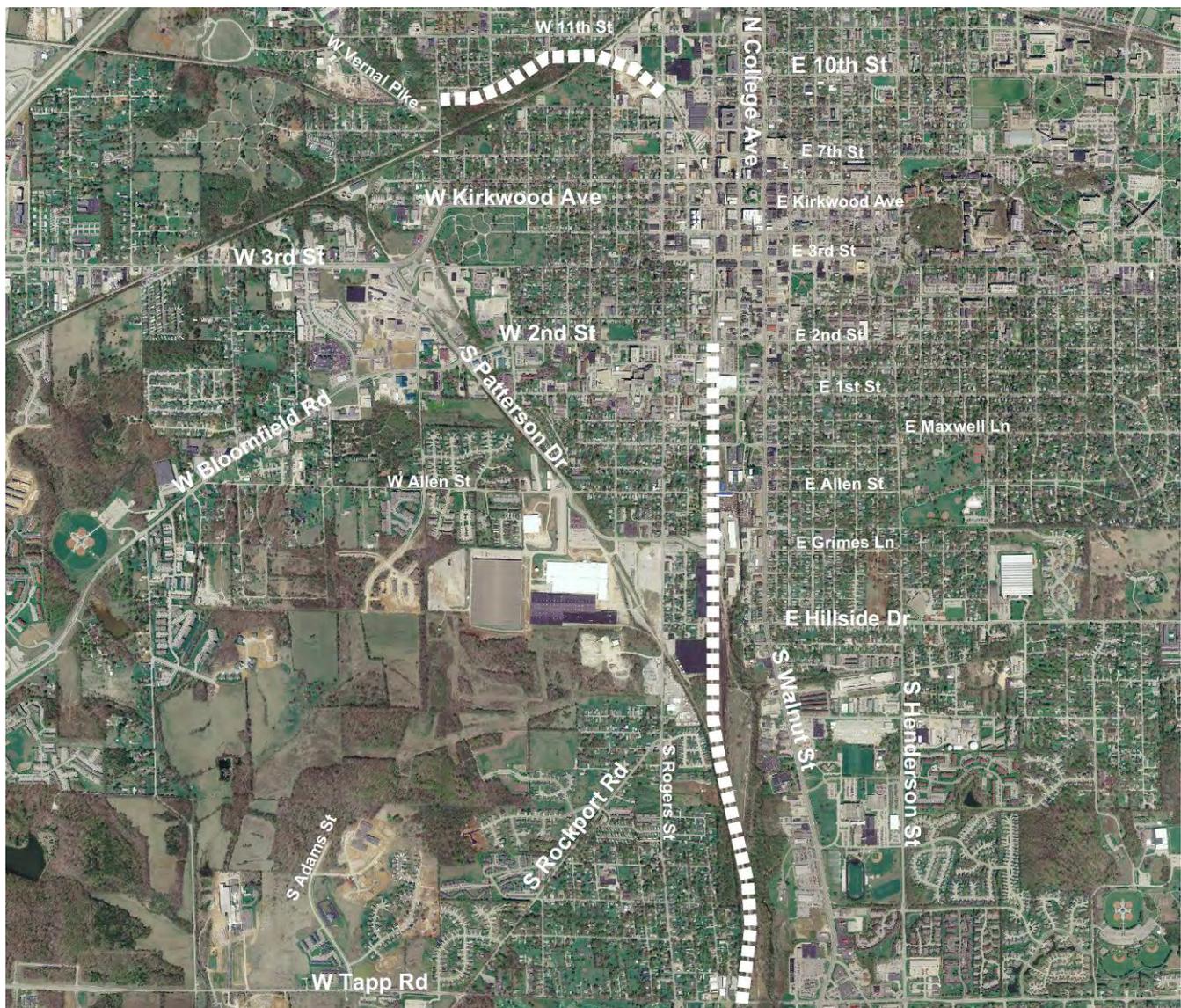
Programmed Projects: City of Bloomington

City of Bloomington Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: Atwater/Henderson Signal	Local				
Location: Intersection of Atwater & Henderson					
Description: Intersection safety improvements and installation of traffic signal	Local				
DES#: 080043	Local	\$ 7,575			
Support: Crash Report	HSIP	\$ 564,300			
Allied Projects:	TOTAL	\$ 571,875	\$ -	\$ -	\$ -



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: B-Line Trail (Phase II)	PE	Local	\$ 255,000			
Location: 2nd St. to Country Club Dr. & Rogers St. to Adams St.						
Description: Construction of a multi-use trail for non-motorized use, including site amenities (2.4 miles).	ROW					
DES#: To be assigned	CON	Local	\$ 826,000			
Support: LRTP, GPP, BPBTGSP, PMP		ARRA	\$ 1,800,000			
		State	\$ 1,300,000			
		Omnibus	\$ 950,000			
Allied Projects: Clear Creek Trail, Bloomington Rail Trail		TOTAL	\$ 5,131,000	\$ -	\$ -	\$ -



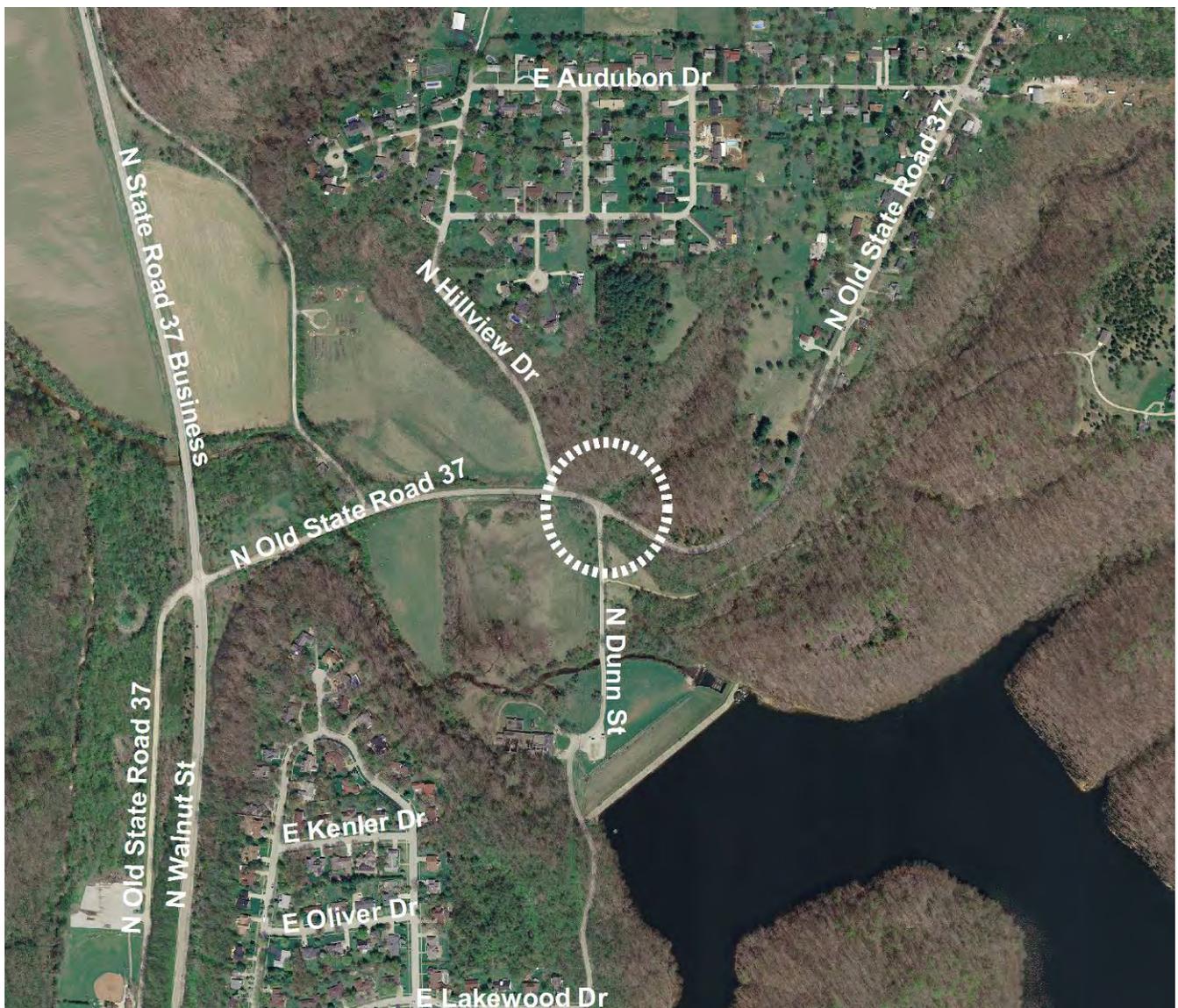
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Jackson Creek Trail (Phase I)		PE				
Location: Adjacent to Jackson Creek, Rogers Road to Sherwood Oaks Park						
Description: Construction of a multi-use trail for non-motorized use, including site amenities.		ROW				
DES#: 0200987			ARRA	\$ 748,045		
Support: LRTP, GPP, BATGSP, PMP		CON				
Allied Projects: Clear Creek Trail, Bloomington Rail Trail		TOTAL	\$ 748,045	\$ -	\$ -	\$ -



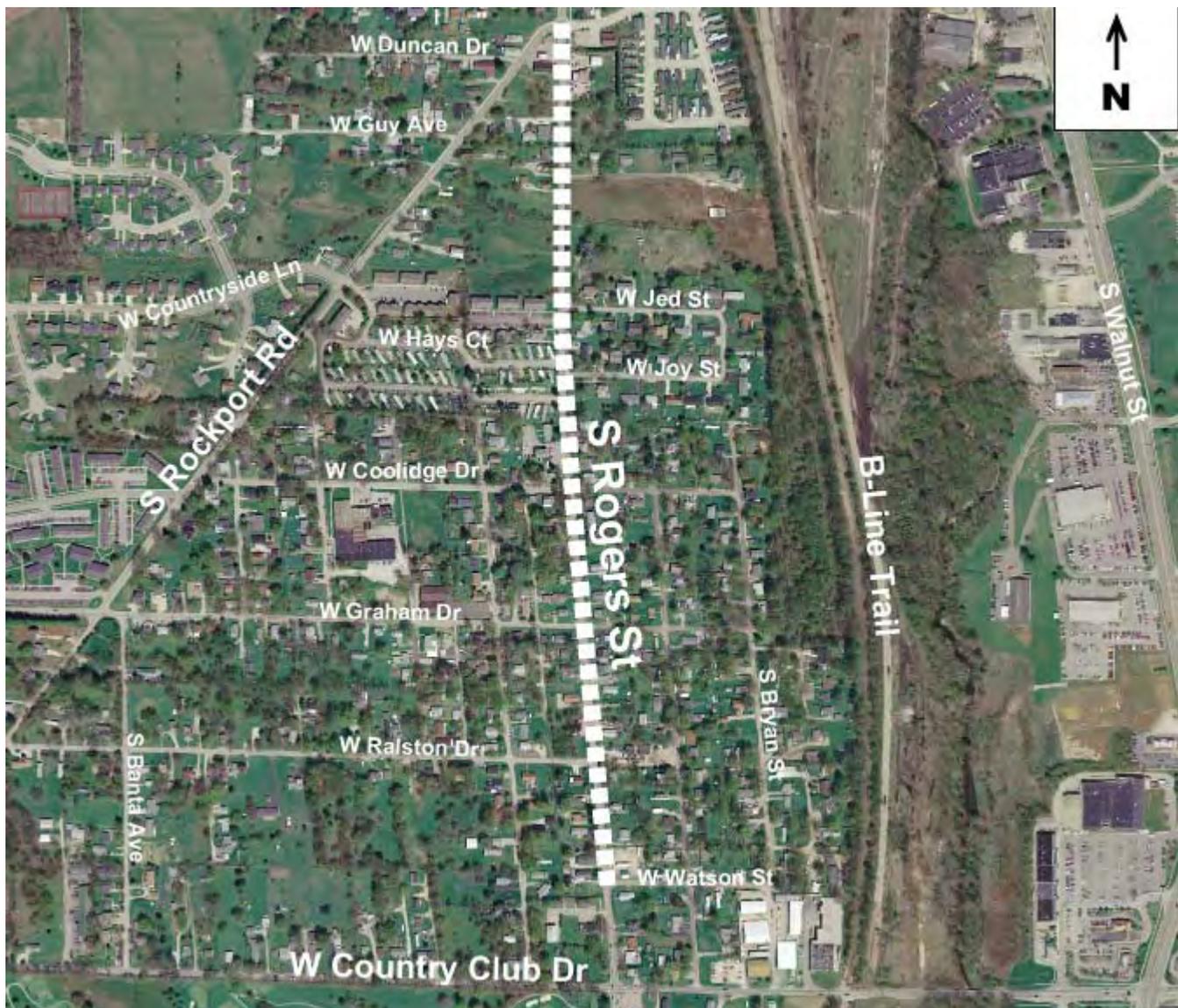
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Old SR 37 & Dunn St. Intersection Improvements	At the intersection of Old SR 37 & Dunn St.	STP	\$ 209,000			
Location:		Local				
Description: Improve horizontal and vertical geometry and sight distance at the intersection and on approaches		STP Local				
DES#: To be assigned		STP Local				
Support: LRTP						
Allied Projects: Proposed development on Old SR 37		TOTAL	\$ 209,000	\$ -	\$ -	\$ -



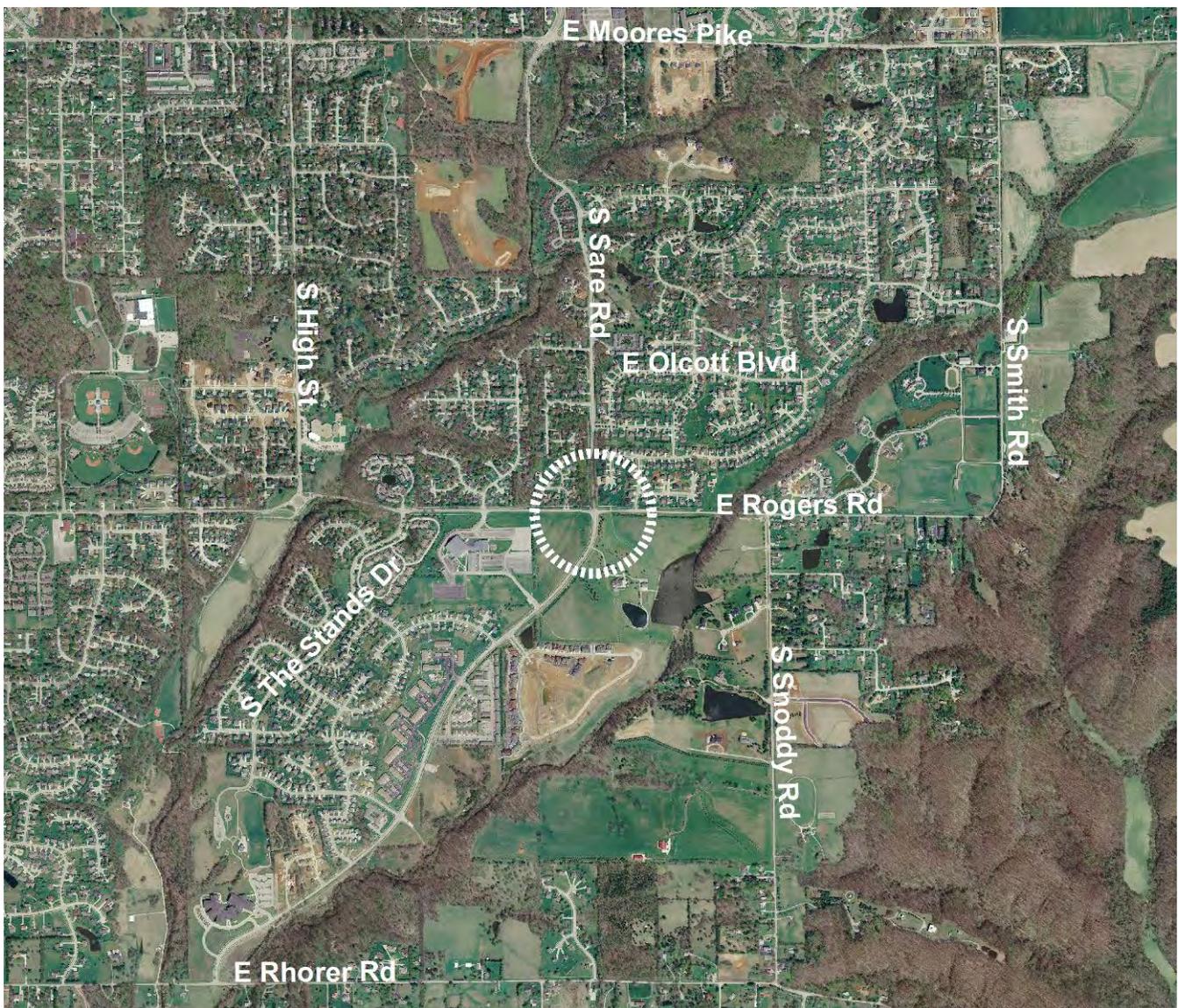
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Rogers Street	PE					
Location: Rockport Road to Watson Street						
Description: Roadway improvement (sidepath, sidewalk, curb & gutter, etc.) for 0.6 miles of S. Rogers Rd.	ROW	STP	\$ 584,000			
		Local	\$ 146,000			
DES#: 0600496	CON	STP		\$ 557,826	\$ 2,584,826	
Support: LRTP, GPP, BBPTGSP		Local		\$ 139,457	\$ 646,207	
Allied Projects: Rogers & Country Club Intersection Improvement		TOTAL	\$ 730,000	\$ 697,283	\$ 3,231,033	\$ -



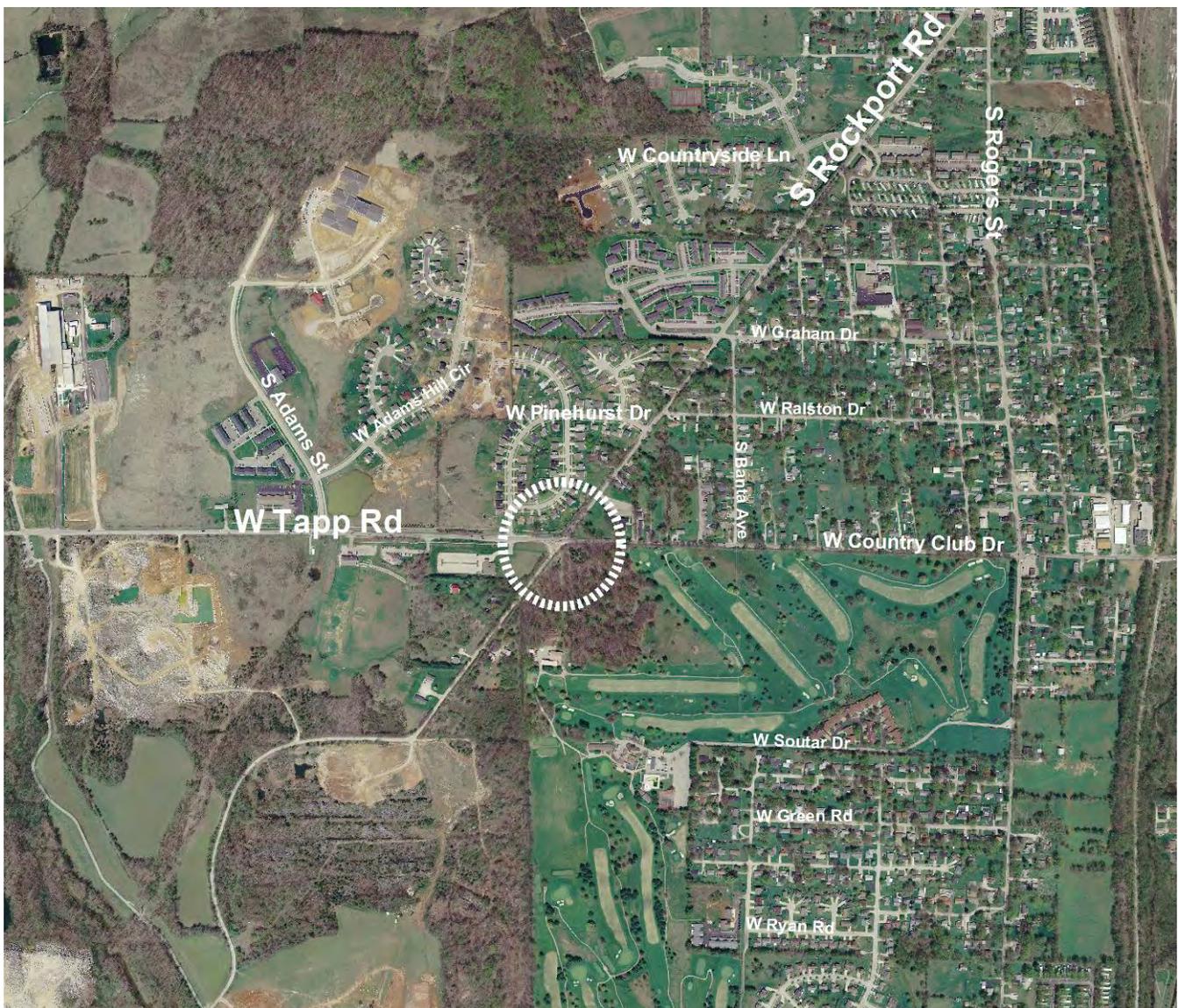
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Sare Rd and Rogers Rd Roundabout	PE	Local	\$ 64,000			
Location: Intersection of Sare Rd and East Rogers Rd						
Description: Upgrade 4-way stop controlled intersection to modern roundabout	ROW	Local	\$ 75,000			
DES#: 0900213	CON	STP		\$ 720,000		
Support: LRTP		Local		\$ 180,000		
Allied Projects: New waterline (CBU), Sare Road Ph 2		TOTAL	\$ 139,000	\$ 900,000	\$ -	\$ -



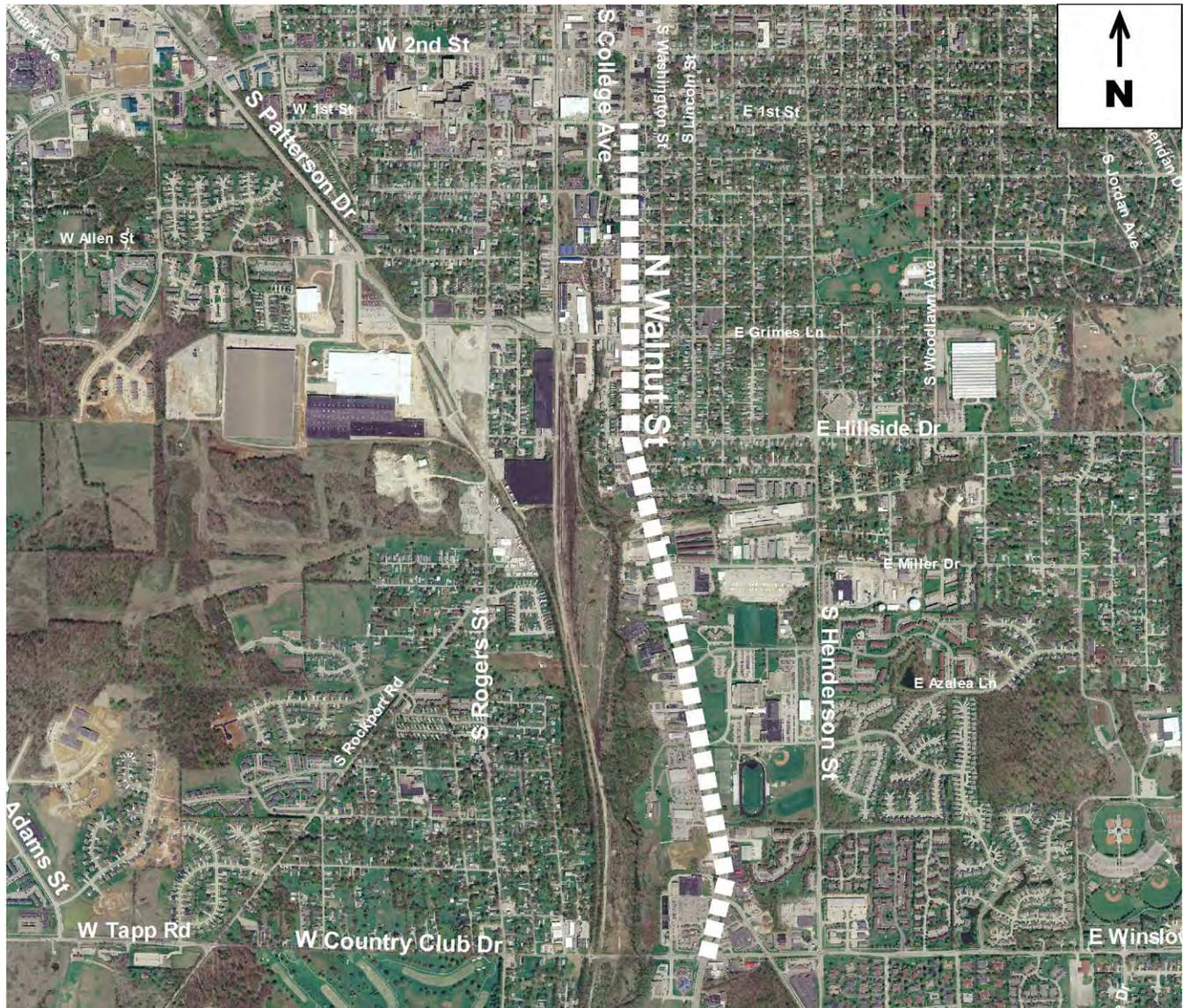
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project:	Tapp Rd & Rockport Rd Intersection Improvements	STP	\$ 203,498			
Location:	At the intersection of Tapp Rd/Country Club Dr. and Rockport Rd.	Local	\$ 50,875			
Description:	Modernize intersection and upgrade from 4-way stop to roundabout or signal					
DES#:	To be assigned					
Support:	LRTP, BBPTGSP					
Allied Projects:	Tapp/Adams Roundabout, Rogers/Country Club Intersection Improvements	TOTAL	\$ 254,373	\$ -	\$ -	\$ -



Programmed Projects: City of Bloomington

City of Bloomington Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: Walnut St. Pavement Preservation					
Location: S. Walnut St. from 1st St. to Country Club Dr.	PE				
Description: Pavement preservation (resurfacing and curb ramps)	ROW				
DES#: <i>To be assigned</i>	CON	ARRA	\$ 647,058		
Support:					
Allied Projects:	TOTAL		\$ 647,058	\$ -	\$ -



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Sidewalk Restoration	Location: Various locations across the City	PE				
Description: Sidewalk repair and upgrades to address accessibility						
DES#: <i>To be assigned</i>	Support: BBPTGSP	CON	ARRA	\$ 225,559		
Allied Projects:			TOTAL	\$ 225,559	\$ -	\$ -

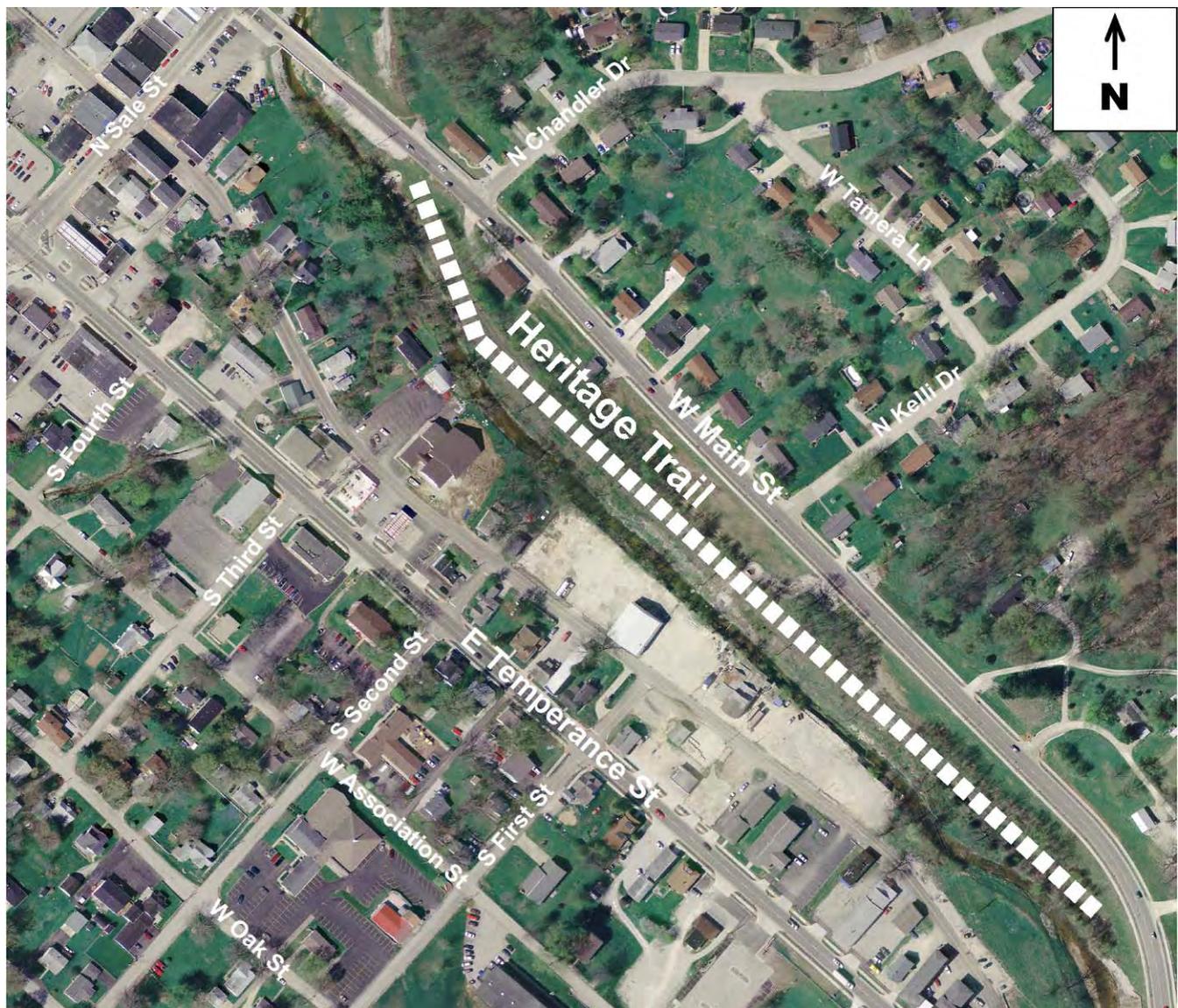
Programmed Projects: City of Bloomington

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 2,743,919	\$ 2,584,826	\$ 2,584,826	\$ 1,384,826	\$ 9,298,397
State	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,300,000
TE	\$ 950,000	\$ -	\$ -	\$ -	\$ 950,000
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ 564,300	\$ -	\$ -	\$ -	\$ 564,300
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 4,710,538	\$ 813,457	\$ 646,207	\$ 606,207	\$ 6,776,409
ARRA	\$ 3,420,662	\$ -	\$ -	\$ -	\$ 3,420,662
TOTAL	\$ 13,689,419	\$ 3,398,283	\$ 3,231,033	\$ 1,991,033	\$ 18,889,106

Programmed Projects: Town of Ellettsville

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Ellettsville Heritage Trail (Ph I)	PE					
Location: Along former rail line from Main St. to Depot Rd.						
Description: Construction of a multi-use trail for non-motorized use, including site amenities.	ROW					
DES#: 0301167	CON	TE	\$ 169,610			
Support: MCATGSP		Local	\$ 42,403			
Allied Projects: B-Line Trail, Ellettsville-Stinesville Trail	TOTAL		\$ 212,013	\$ -	\$ -	\$ -



Programmed Projects: Town of Ellettsville

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Ellettsville Heritage Trail (Ph II)	PE					
Location: Bridge over Jack's Defeat Creek						
Description: Construction of a multi-use trail bridge for non-motorized use.	ROW					
DES#: To be assigned	CON	ARRA	\$ 300,000			
Support: MCATGSP						
Allied Projects: B-Line Trail, Ellettsville-Stinesville Trail	TOTAL		\$ 300,000	\$ -	\$ -	\$ -



Programmed Projects: Town of Ellettsville

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 169,610	\$ -	\$ -	\$ -	\$ 169,610
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 42,403	\$ -	\$ -	\$ -	\$ 42,403
ARRA	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000
TOTAL	\$ 512,013	\$ -	\$ -	\$ -	\$ 512,013

Programmed Projects: Community School Corporations

Richland-Bean Blossom Com. School Corp. Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: RBBCSC Sidewalk Construction		SRTS	\$ 33,000			
Location: Reeves Rd./Sale St., Edgewood Dr., Ridge Springs Ln.						
Description: Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods						
DES#: 0800021		SRTS	\$ 32,619			
Support: n/a						
Allied Projects: B-Line Trail, Ellettsville-Stinesville Trail		TOTAL	\$ 250,000	\$ -	\$ -	\$ -



Programmed Projects: Community School Corporations

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: MCCSC Batchelor Middle Infrastructure		PE SRTS	\$ 10,000			
Location: Batchelor Middle School property and adjacent roads (Rogers Street & Gordon Pike)						
Description: 700 ft of sidewalk and improved crossings on Gordon Pike and Rogers Street		ROW				
DES#: 0710204		CON SRTS	\$ 50,000			
Support: MCATGSP						
Allied Projects: MCCSC Non-Infrastructure Project		TOTAL	\$ 60,000	\$ -	\$ -	\$ -



Programmed Projects: Community School Corporations

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: MCCSC Bike/Ped Education	Various MCCSC & RBBCSC schools	SRTS	\$ 75,000			
Location:						
Description: Biking and walking campaigns at MCCSC and RBBCSC Schools; walking school bus; International Walk to School Day activities; & bicycle rodeos						
DES#: 0800012						
Support: MCATGSP						
Allied Projects: MCCSC Batchelor Middle School Project	TOTAL	\$ 75,000	\$ -	\$ -	\$ -	

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: MCCSC School Route Travel Plans	Highland Park El., Fairview El., Arlington El., University El, Binford/Rogers El., Tri-North Middle	SRTS	\$ 75,000			
Location:						
Description: Conduct school route travel plans at several area schools to identify infrastructure and noninfrastructure projects which could provide safe routes to school						
DES#: 0810450						
Support: MCATGSP BBPTGSP						
Allied Projects: MCCSC Bike Ped Education	TOTAL	\$ 75,000	\$ -	\$ -	\$ -	

Programmed Projects: Community School Corporations

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ 460,000	\$ -	\$ -	\$ -	\$ 460,000
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -
ARRA	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 460,000	\$ -	\$ -	\$ -	\$ 460,000

Programmed Projects: Rural Transit

Rural Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Operating Budget	FTA/PMTF	\$ 1,067,183	\$ 1,067,183	\$ 1,132,183	\$ 1,157,183
Description: Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.	Local	\$ 533,049	\$ 533,049	\$ 532,699	\$ 540,997
DES#: n/a					
Support: Coordinated Plan	TOTAL	\$ 1,600,232	\$ 1,600,232	\$ 1,664,882	\$ 1,698,180

Rural Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Photovoltaic Solar System	TIGGER		\$ 95,000		
Description: Upgrade facility with solar power					
DES#: n/a					
Support:			\$ 95,000		

Rural Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Transit Stimulus Package Purchases	ARRA	\$ 1,074,057			
Description: 4 Modified Vans with Lifts 9 Large light transit vehicles, 8 w/ lifts 8 Bus Shelters with signage Fare Collection equipment 20 On-board camera systems Office & Garage Security Camera System 7 computer workstations, 1 network server, 1 laptop, 1 multimedia projector 4 Office storage units Scheduling/dispatching software Maintenance Software 22 two way radios linked to repeater 2 new digital repeaters Upgrade 2 analog repeaters to digital 4 radio base control stations, 2 handheld radios Shop tools Replace bus wash Fence in area in front of garage Repair bus parking lot and drain 1 Heavy duty scissors air jack Concrete pad for fuel tanks Facility upgrade: solar perimeter LED lighting					
DES#: n/a					
Support: Coordinated Plan	TOTAL	\$ 1,074,057	\$ -	\$ -	\$ -

Programmed Projects: Rural Transit

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/09	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ 1,067,183	\$ 1,067,183	\$ 1,132,183	\$ 1,157,183	\$ 4,423,732
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 533,049	\$ 533,049	\$ 532,699	\$ 540,997	\$ 2,139,794
ARRA	\$ 1,074,057	\$ 95,000			\$ 1,169,057
TOTAL	\$ 2,674,289	\$ 1,695,232	\$ 1,664,882	\$ 1,698,180	\$ 7,732,583

Programmed Projects: Bloomington Transit

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: 25 Foot Buses	FTA 5307		\$ 60,000	\$ 62,400	
Description: Purchase of one new 25-foot bus in 2011 and one 25-foot bus in 2012).	Local		\$ 15,000	\$ 15,600	
DES#: n/a					
Support: LRTP, TDP	TOTAL	\$ -	\$ 75,000	\$ 78,000	\$ -

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: 35 Foot Buses	FTA 5309	\$ 960,000			
Description: Purchase of two new 35-foot hybrid electric buses.	Local	\$ 240,000			
DES#: n/a					
Support: LRTP, TDP	TOTAL	\$ 1,200,000	\$ -	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: 40 Foot Hybrid Buses	FTA 5309	\$ 992,000			
Description: Purchase of two 40-foot hybrid electric buses	Local	\$ 248,000			
DES#: n/a					
Support: LRTP, TDP	TOTAL	\$ 1,240,000	\$ -	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: BT Access Vehicles	FTA 5307	\$ 70,192	\$ 73,000	\$ 75,920	\$ 78,956
Description: Capitalize BT Access vehicles used in paratransit service by service provider.	Local	\$ 17,548	\$ 18,250	\$ 18,980	\$ 19,739
DES#: n/a					
Support: LRTP, TDP	TOTAL	\$ 87,740	\$ 91,250	\$ 94,900	\$ 98,696

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Downtown Transfer Facility	FTA 5307	\$ 1,200,000			
Description: Architectural design, engineering, and construction of Downtown Passenger Transfer Facility.	FTA 5309	\$ 1,684,932			
	ARRA	\$ 1,716,658			
	Local	\$ 721,233			
DES#: n/a					
Support: LRTP, GPP, TDP	TOTAL	\$ 5,322,823	\$ -	\$ -	\$ -

Note: The figure in italics represents a total of four earmarks from 2006, 2007, 2008, & 2009

Programmed Projects: Bloomington Transit

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Maintenance	FTA 5307	\$ 64,343	\$ 66,917	\$ 69,593	\$ 72,377
Description: Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.	Local	\$ 16,086	\$ 16,729	\$ 17,399	\$ 18,095
DES#: n/a					
Support: LRTP, TDP	TOTAL	\$ 80,429	\$ 83,646	\$ 86,992	\$ 90,472

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Operational Assistance	FTA 5307	\$ 1,233,440	\$ 1,282,778	\$ 1,334,089	\$ 1,387,452
Description: Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.	FTA 5316	\$ 125,000	\$ 130,000	\$ 135,200	\$ 140,608
	FTA 5317	\$ 10,000	\$ 10,400	\$ 10,816	\$ 11,249
	PMTF	\$ 2,134,363	\$ 2,219,738	\$ 2,308,527	\$ 2,400,868
	Local	\$ 1,811,680	\$ 1,884,147	\$ 1,959,513	\$ 2,037,894
DES#: n/a	Fares	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 1,386,984
Support: LRTP, GPP, TDP	TOTAL	\$ 6,547,507	\$ 6,809,407	\$ 7,081,784	\$ 7,365,055

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Passenger Shelters	FTA 5307	\$ 21,600		\$ 23,363	\$ -
Description: Purchase 5-10 passenger shelters for BT fixed route stops.	Local	\$ 5,400		\$ 5,841	\$ -
DES#: n/a					
Support: LRTP, GPP, TDP	TOTAL	\$ 27,000	\$ -	\$ 29,203	\$ -

Programmed Projects: Bloomington Transit

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ 6,226,507	\$ 1,482,694	\$ 1,565,364	\$ 1,538,786	\$ 10,813,351
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ 125,000	\$ 130,000	\$ 135,200	\$ 140,608	\$ 530,808
FTA 5317	\$ 10,000	\$ 10,400	\$ 10,816	\$ 11,249	\$ 42,465
PMTF	\$ 2,134,363	\$ 2,219,738	\$ 2,308,527	\$ 2,400,868	\$ 9,063,496
Farebox	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 1,386,984	\$ 5,235,992
Local	\$ 3,059,947	\$ 1,934,127	\$ 2,017,332	\$ 2,075,727	\$ 9,087,133
ARRA	\$ 1,716,658	\$ -	\$ -	\$ -	\$ 1,716,658
TOTAL	\$ 14,505,499	\$ 7,059,303	\$ 7,370,878	\$ 7,554,222	\$ 36,489,903

Programmed Projects: Indiana University Transit

Indiana University Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Bus Replacement	FTA 5309			\$ 1,440,000	\$ 1,500,000
Description: Replacement of 10 buses (5 in 2012; 5 in 2013)	Local			\$ 360,000	\$ 375,000
DES#: n/a				Note: A Congressional earmark is being sought for funding highlighted in bold on this chart.	
Support: n/a	TOTAL	\$ -	\$ -	\$ 1,800,000	\$ 1,875,000

Indiana University Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Garage Safety and Efficiency	FTA 5309		\$ 80,000	\$ 80,000	
Description: Miscellaneous capital equipment	Local		\$ 20,000	\$ 20,000	
DES#: n/a				Note: A Congressional earmark is being sought for the funding highlighted in bold on this chart.	
Support: n/a	TOTAL		\$ 100,000	\$ 100,000	\$ -

Indiana University Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Park & Ride Improvements	FTA 5309	\$ 1,500,000			
Description: Physical improvements to the IU Park & Ride station at the IU Football Stadium parking lot.	Local	\$ 300,000			
DES#: n/a				Note: A Congressional earmark is being sought for the remaining funding highlighted in bold on this chart.	
Support: n/a	TOTAL	\$ 1,800,000	\$ -	\$ -	\$ -

Indiana University Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Passenger Amenities	FTA 5309		\$ 160,000	\$ 160,000	
Description: Passenger shelters	Local		\$ 40,000	\$ 40,000	
DES#: n/a				Note: A Congressional earmark is being sought for the funding highlighted in bold on this chart.	
Support: n/a	TOTAL	\$ -	\$ 200,000	\$ 200,000	\$ -

Programmed Projects: Indiana University Transit

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/09	\$ 1,500,000	\$ 240,000	\$ 1,680,000	\$ 1,500,000	\$ 4,920,000
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 300,000	\$ 60,000	\$ 420,000	\$ 375,000	\$ 1,155,000
ARRA	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 1,800,000	\$ 300,000	\$ 2,100,000	\$ 1,875,000	\$ 6,075,000

Listing of Local Public Agency Projects by Year

The following set of tables and charts represents a compilation of annual expenditures and the funding sources for all local projects (note: these tables do not include information about Indiana Department of Transportation projects). 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 MPO's Change Order Policy.

2010 Local Public Agency Project Listing

2010 Local Projects	Phase	TEA-21	STP	State	TE	SRYS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	ARRA	TOTAL
BL West 3rd St.	CON		\$ 1,756,421													\$ 2,818,068		\$ 4,574,509
BL Rogers Street	ROW		\$ 584,000													\$ 146,000		\$ 730,000
BL Sare Rd & Rogers Rd Roundabout	PE															\$ 64,000		\$ 64,000
BL Sare Rd & Rogers Rd Roundabout	ROW															\$ 75,000		\$ 75,000
BL Old SR37 and Durns St. Intersection	PE															\$ 209,000		\$ 209,000
BL 17th St/Warlington Rd Roundabout	PE		\$ 200,000													\$ 50,000		\$ 250,000
BL 17th St & Jordan Ave.	PE															\$ 209,000		\$ 209,000
BL Tapp & Rockport Intersection Imp.	PE		\$ 203,488													\$ 50,875		\$ 254,373
BL Jackson Creek Trail (Phase I)	CON															\$ 748,045		\$ 748,045
BL B-Line Trail (Phase II)	PE															\$ 255,000		\$ 255,000
BL B-Line Trail (Phase II)	CON			\$ 1,300,000	\$ 950,000											\$ 826,000	\$ 1,800,000	\$ 4,876,000
BL S. Walnut Pavement Preservation	CON																\$ 647,058	\$ 647,058
BL Sidewalk Restoration	CON																\$ 225,553	\$ 225,553
BL Anwater/Henderson Signal	CON						\$ 564,300									\$ 7,575		\$ 571,875
MC Karst Farm Greenway (Phase I)	CON				\$ 1,000,000											\$ 257,000		\$ 1,257,000
MC Bridge renovation (Phases I & II)	PE							\$ 103,680								\$ 25,000		\$ 128,680
MC Vermil Pike (Phase II)	CON		\$ 5,531,140													\$ 1,382,765		\$ 6,913,905
MC Labor Road Bridge #23	PE															\$ 50,000		\$ 50,000
MC Pavement Preservation	PE															\$ 43,763		\$ 43,763
MC Pavement Preservation	CON															\$ 550,000	\$ 1,137,160	\$ 1,137,160
MC Fullerton Pike/Corbin Pike/Rhorer Rd.	PE															\$ 42,403		\$ 42,403
EV Ellettsville Trail (Phase I)	CON				\$ 169,610											\$ -	\$ 300,000	\$ 300,000
EV Ellettsville Trail (Phase II)	CON															\$ -	\$ 300,000	\$ 300,000
RBB RBBCSC Sidewalk Construction	PE				\$ 33,000											\$ -		\$ 33,000
RBB RBBCSC Sidewalk Construction	CON				\$ 32,619											\$ -		\$ 32,619
RBB RBBCSC Sidewalk Construction	CON				\$ 184,381											\$ -		\$ 184,381
MCC Batchelor Infrastructure	PE				\$ 10,000											\$ -		\$ 10,000
MCC Batchelor Infrastructure	CON				\$ 50,000											\$ -		\$ 50,000
MCC Bke/Ped Education	PE				\$ 75,000											\$ -		\$ 75,000
MCC Bke/Ped Education	PE				\$ 75,000											\$ -		\$ 75,000
RT Operating Budget	n/a								\$ 1,087,183							\$ 533,049		\$ 1,600,232
RT Transit Stimulus Package Purchases	n/a															\$ -	\$ 1,074,057	\$ 1,074,057
BT Operational Assistance	n/a								\$ 1,233,440							\$ 1,233,024	\$ 1,074,057	\$ 2,307,497
BT 40 Foot Buses	n/a								\$ 992,000							\$ 248,000		\$ 1,240,000
BT 35 Foot Buses	n/a								\$ 960,000							\$ 240,000		\$ 1,200,000
BT Downtown Transfer Facility	n/a								\$ 2,884,932							\$ 721,233	\$ 1,716,658	\$ 5,322,823
BT Passenger Shelters	n/a								\$ 21,600							\$ 5,400		\$ 27,000
BT Maintenance	n/a								\$ 64,343							\$ 16,068		\$ 80,429
BT Access Vehicles	n/a								\$ 70,182							\$ 17,548		\$ 87,740
BU Park and Ride Improvements	n/a								\$ 1,500,000							\$ 300,000		\$ 1,800,000
MPO 5% Change Order Reserve	n/a		\$ 136,043													\$ -		\$ 136,043
TOTAL			\$ 8,411,102	\$ 1,300,000	\$ 2,119,610	\$ 460,000	\$ 564,300	\$ 103,680	\$ 7,726,507	\$ -	\$ 1,067,183	\$ 125,000	\$ 10,000	\$ 2,134,363	\$ 1,233,024	\$ 10,955,405	\$ 7,648,537	\$ 4,365,711

FY 2010 – 2013 Transportation Improvement Program
Bloomington/Monroe County Metropolitan Planning Organization

2011 Local Public Agency Project Listing

2011 Local Projects	Phase	TEA-21	STP	State	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	ARRA	TOTAL
BL West 3rd St	CON		\$ 607,000													\$ 319,000		\$ 926,000
BL Rogers Street	CON		\$ 557,826													\$ 139,457		\$ 697,283
BL Sore Rd & Rogers Rd Roundabout	CON		\$ 720,000													\$ 180,000		\$ 900,000
BL 17th St/Arlington Rd Roundabout	ROW		\$ 700,000													\$ 175,000		\$ 875,000
MC Fullerton Pike/Gordon Pike/Rthor Rd	PIE															\$ 550,000		\$ 550,000
MC Mt. Labor Road Bridge #33	PIE															\$ 50,000		\$ 50,000
RT Operating Budget	n/a								\$ 1,067,183							\$ 533,049		\$ 1,600,232
RT Photovoltaic Solar System	n/a																\$ 95,000	\$ 95,000
RT Operational Assistance	n/a								\$ 1,282,778			\$ 130,000	\$ 10,400	\$ 2,219,738	\$ 1,282,345	\$ 1,884,147		\$ 6,809,407
RT Maintenance	n/a								\$ 96,817							\$ 16,729		\$ 83,645
RT Access Vehicles	n/a								\$ 73,000							\$ 12,250		\$ 91,250
RT 25 Foot Buses	n/a								\$ 60,000							\$ 15,000		\$ 75,000
RT Passenger Amenities	n/a								\$ 160,000							\$ 40,000		\$ 200,000
RT Garage Safety and Efficiency	n/a								\$ 80,000							\$ 20,000		\$ 100,000
MPO 5% Change Order Reserve	n/a		\$ 136,043						\$ 1,722,694			\$ 130,000	\$ 10,400	\$ 2,219,738	\$ 1,282,345	\$ 3,940,633	\$ 95,000	\$ 13,188,861
TOTAL			\$ 2,720,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,722,694	\$ -	\$ 1,132,183	\$ 130,000	\$ 10,400	\$ 2,219,738	\$ 1,282,345	\$ 3,940,633	\$ 95,000	\$ 13,188,861

2012 Local Public Agency Project Listing

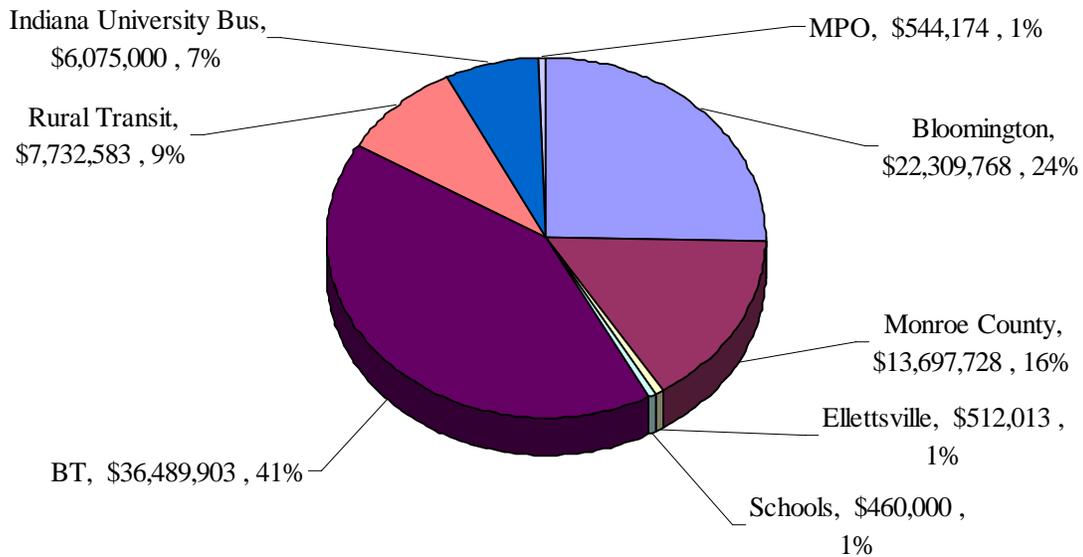
2012 Local Projects	Phase	TEA-21	STP	State	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	ARRA	TOTAL
BL Rogers Street	CON		\$ 2,594,928													\$ 646,207		\$ 3,231,033
MC Bridge Inventory (Phase I & II)	PE							\$ 57,024								\$ 14,256		\$ 71,280
MC Fullerton Pike/Gordon Pike/Rthor Rd	PE															\$ 250,000		\$ 250,000
MC Fullerton Pike/Gordon Pike/Rthor Rd	ROW															\$ 550,000		\$ 550,000
MC Mt. Labor Road Bridge #33	PIE															\$ 50,000		\$ 50,000
MC Mt. Labor Road Bridge #33	ROW															\$ 45,000		\$ 45,000
RT Operating Budget	n/a								\$ 1,132,183							\$ 532,659		\$ 1,664,832
RT Operational Assistance	n/a								\$ 1,334,089			\$ 135,200	\$ 10,816	\$ 2,306,527	\$ 1,335,639	\$ 1,959,513		\$ 7,081,784
RT Maintenance	n/a								\$ 69,593							\$ 17,399		\$ 86,992
RT Passenger Shelters	n/a								\$ 23,363							\$ 5,841		\$ 29,203
RT Access Vehicles	n/a								\$ 75,920							\$ 18,980		\$ 94,900
RT 25 Foot Buses	n/a								\$ 62,400							\$ 15,600		\$ 78,000
RT Passenger Amenities	n/a								\$ 160,000							\$ 40,000		\$ 200,000
RT Bus Replacement	n/a								\$ 1,440,000							\$ 360,000		\$ 1,800,000
RT Garage Safety and Efficiency	n/a								\$ 80,000							\$ 20,000		\$ 100,000
MPO 5% Change Order Reserve	n/a		\$ 136,043						\$ 3,245,364			\$ 135,200	\$ 10,816	\$ 2,306,527	\$ 1,333,639	\$ 4,525,484		\$ 15,468,117
TOTAL			\$ 2,720,869	\$ -	\$ -	\$ -	\$ -	\$ 57,024	\$ 3,245,364	\$ -	\$ 1,132,183	\$ 135,200	\$ 10,816	\$ 2,306,527	\$ 1,333,639	\$ 4,525,484	\$ -	\$ 15,468,117

2013 Local Public Agency Project Listing

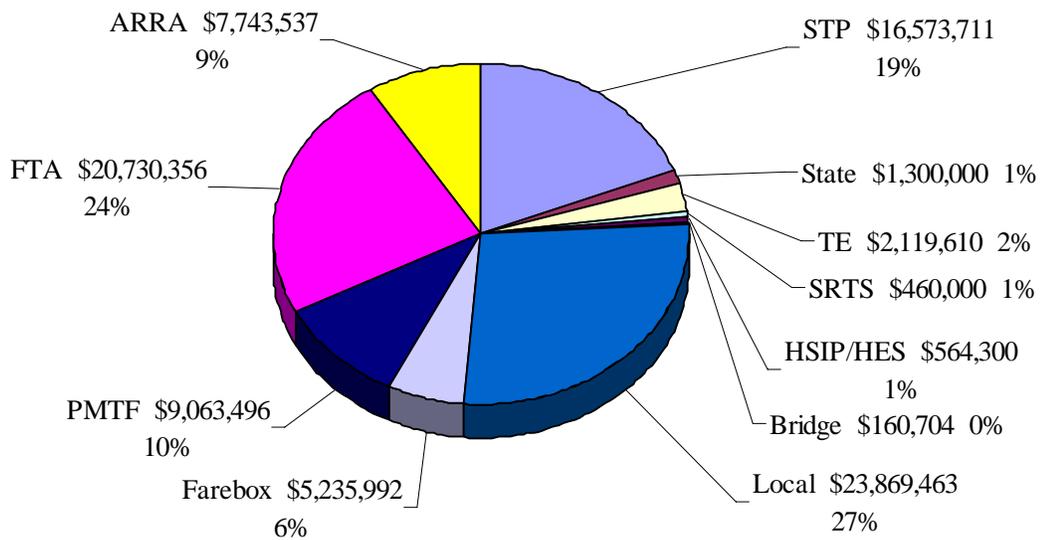
2013 Local Projects	Phase	TEA-21	STP	State	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	ARRA	TOTAL
BL 17th & Arlington Roundabout	CON		\$ 1,384,826													\$ 696,207		\$ 1,991,033
MC Fullerton Pike/Gordon Pike/Rthor	ROW															\$ 550,000		\$ 550,000
MC Mt. Labor Road Bridge #33	CON		\$ 1,200,000													\$ 300,000		\$ 1,500,000
RT Operating Budget	n/a								\$ 1,157,183							\$ 540,997		\$ 1,698,180
RT Operational Assistance	n/a								\$ 1,387,452			\$ 140,608	\$ 11,249	\$ 2,400,868	\$ 1,386,984	\$ 2,037,884		\$ 7,365,055
RT Maintenance	n/a								\$ 72,377							\$ 18,095		\$ 90,472
RT Access Vehicles	n/a								\$ 78,856							\$ 19,739		\$ 98,696
RT Bus Replacement	n/a								\$ 1,500,000							\$ 375,000		\$ 1,875,000
MPO 5% Change Order Reserve	n/a		\$ 136,043						\$ 3,038,786			\$ 140,608	\$ 11,249	\$ 2,400,868	\$ 1,386,984	\$ 4,447,931		\$ 15,304,479
TOTAL			\$ 2,720,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,038,786	\$ -	\$ 1,157,183	\$ 140,608	\$ 11,249	\$ 2,400,868	\$ 1,386,984	\$ 4,447,931	\$ -	\$ 15,304,479

AGENDA ITEM VII.B.

FY 2010-2013 Total Expenditures on Local Projects by Implementing Agency



FY 2010-2013 Total Expenditures for Local Projects by Funding Source



*It should be noted that revenues & expenditures related to transit include operational expenses and illustrative projects.
 **Expenditure for "schools" include expenditures for Monroe County Community School Corporation and Richland Bean Blossom Community School Corporation.

Complete Streets Compliance

The following table illustrates a projects 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	Bridge Inventory	Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.			●
MC	Vernal Pike (Phase II)	Road reconstruction & safety improvements, including bituminous pavement, curb & gutter, sidewalk and drainage appurtenances. (~1.03 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	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	Mt. Tabor Road Bridge #33	Bridge replacement	●		
MC	Pavement Preservation	Pavement preservation (minor resurfacing/crack seal/chip & seal)			●
BL	West 3rd Street	Road reconstruction, channelized intersections, drainage improvements, sidewalks/sidepath, landscaping and signalization. (~.90 miles long)			●
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	Atwater/Henderson Signal	Intersection safety improvements and installation of traffic signal			●
BL	B-Line Trail (Phase II)	Construction of a multi-use trail for non-motorized use, including site amenities (2.4 miles).			●
BL	Jackson Creek Trail (Phase I)	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	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	●		

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
BL	Sidewalk Restoration	Sidewalk repair and upgrades to address accessibility			●
BL	Tapp Rd & Rockport Rd Intersection Improvements	Modernize intersection and upgrade from 4-way stop to roundabout or signal	●		
BL	Walnut St. Pavement Preservation	Pavement preservation (resurfacing and curb ramps)			●
EV	Ellettsville Heritage Trail (Ph I)	Construction of a multi-use trail for non-motorized use, including site amenities.			●
EV	Ellettsville Heritage Trail (Ph II)	Construction of a multi-use trail bridge for non-motorized use.			●
MCCSC	MCCSC Batchelor Middle Infrastructure	700 ft of sidewalk and improved crossings on Gordon Pike and Rogers Street			●
MCCSC	MCCSC Bike/Ped Education	Biking and walking campaigns at MCCSC and RBBSC Schools; walking school bus; International Walk to School Day activities; & bicycle rodeos			●
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			●
RBBSC	RBBSC Sidewalk Construction	Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods			●
RT	Operating Budget	Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.			●
RT	Photovoltaic Solar System	Upgrade facility with solar power			●
RT	Transit Stimulus Package Purchases	Numerous purchases (see project description provide in the project tables)			●
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.			●

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
BT	Downtown Transfer Facility	Architectural design, engineering, and construction of Downtown Passenger Transfer Facility.			●
BT	Maintenance	Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.			●
BT	Operational Assistance	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.			●
BT	Passenger Shelters	Purchase 5-10 passenger shelters for BT fixed route stops.			●
BT	Bus Replacement	Replacement of 10 buses (5 in 2012; 5 in 2013)			●
IU	Garage Safety and Efficiency	Miscellaneous capital equipment			●
IU	Park & Ride Improvements	Physical improvements to the IU Park & Ride station at the IU Football Stadium parking lot.			●
IU	Passenger Amenities	Passenger shelters			●

*Compliance with the Complete Streets Policy is to be determined by the Policy Committee at the time of adoption of this document. For purposes of this draft document, the labels of “*Compliant, Exempt, and Not Applicable*” reflect the project designations as submitted by the LPAs and not the final determination of the Policy Committee.

Abbreviations and Acronyms List

3C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BATGSP	Bloomington Alternative Transportation & Greenways System Plan
BL	City of Bloomington
CAC	Citizens Advisory Committee
BOND	Municipal Bond
BR	Bridge Replacement and Rehabilitation
BT	Bloomington Transit
CDBG	Community Development Block Grant
CMAQ	Congestion Mitigation and Air Quality
CON	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
HES	Hazard Elimination Safety Program
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
IN	State of Indiana
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
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
MPO	Metropolitan Planning Organization
MTP	Master Thoroughfare Plan
NHS	National Highway System
PC	Policy Committee
PE	Preliminary Engineering
PMP	Parks Master Plan
PMTF	Public Mass Transportation Fund
RABA	Revenue Aligned Budget Authority
RBBCSC	Richland-Bean Blossom Community School Corporation
ROW	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
TDF	Travel Demand Forecast
TDM	Travel Demand Model
TEA-21	Transportation Equity Act for the 21 st 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
UMTA	Urban Mass Transit Administration
UPWP	Unified Planning Work Program

MEMORANDUM



To: MPO Citizens Advisory Committee Members
 From: Raymond Hess, AICP
 Senior Transportation Planner
 Date: May 21, 2009
 Re: Transportation Improvement Program (TIP) Amendment – I-69 ROW

Indiana Department of Transportation (INDOT)

I-69 Right-of-way acquisition (1 parcel)

INDOT wishes the Bloomington/Monroe County Metropolitan Planning Organization to reconsider their request to acquire one property at the SW corner of SR37 and Tapp Road for the future I-69 alignment. INDOT deems this purchase as a Hardship Acquisition because of the property owner’s inability to sell the property since moving out-of-state. They wish to purchase this parcel at this time to alleviate the burden to the property owner and because all proposed alignments of the I-69 corridor show a need for this parcel. INDOT requests the TIP be amended to include:

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: I-69 Right-of-way acquisition	PE ROW CON	NHS State	\$ 10,000			
Location: SW corner of Tapp Rd. and SR 37 (3301 W. Tapp Rd.)		NHS State	\$ 150,000			
Description: Hardship acquisition of property (owner unable to sell property)		STP State	\$ 25,000			
DES#: n/a						
Support:						
Allied Projects:		TOTAL	\$ 185,000	\$ -		

Recommendation Requested: The CAC is requested to make a recommendation to the Policy Committee concerning the Indiana Department of Transportation’s I-69 right-of-way acquisition TIP amendment.

Attachments: Email for David Butts of INDOT 5/7/09
 Project description provided by David Butts

From: [Butts, David](#)
To: [Desmond, Josh](#); [Micuda, Tom](#); [Hess, Raymond](#); [Holtz, David](#);
CC: [Ude, Jim](#); [Smith, Steve \(INDOT\)](#); [Mitchell, Jay](#); [Nsonwu, Emmanuel](#); [Seeman, Tom](#); [Kicinski, Greg](#); [Penturf, Steve](#);
[Dumontelle, Jay](#); [Osadczuk, Janice \[FHWA\]](#);
Subject: Agenda Item for the June 12th Policy Committee Meeting
Date: Thursday, May 07, 2009 3:57:03 PM
Attachments: [Request for TIP Amendment Reconsideration - 061209Mtg.doc](#)

Mr. Desmond, Mr, Micuda and Mr. Hess:

Per my telephone conversations over the last week with Mr. Raymond Hess, I have attached information regarding reconsideration of the TIP Amendment Request for the Hardship Acquisition of the property, house and other out buildings located at the southwest corner of Tapp Road and SR 37. We are requesting this item be placed on the Bloomington Monroe County MPO's Policy Committee's June 12, 2009 meeting agenda. Please inform me once this is placed on the requested agenda.

In the telephone conversations with Mr. Hess, he mentioned there had to be a "compelling" reason for the BMCMPPO's Policy Committee to "reopen" this issue. Also, according to Mr. Hess, after internal discussions there in Bloomington, it was determined that this request would be treated as a new request since there was a final vote not approving this amendment request at the March 13, 2009 meeting. It would go through the public involvement process including the 30-day advertisement/public comment period. Mr. Hess mentioned that the committee would be taking written and verbal commentary from the public during this comment period as well as at the meeting on June 12th. In one of the later telephone conversations, Mr. Hess also asked what would be the ramifications of not approving this amendment request.

One of the compelling reasons for the reconsideration of this amendment

request to the BMCMPO's TIP is demonstrated under the Code of Federal Regulations (CFR), in particular, Title 23 CFR 450.324, Paragraph 'D'. This paragraph provides direction for TIP Amendments of Regionally Significant Projects. All of I-69 in Indiana falls within the category of being a Regionally Significant Project. In addition, I-69 is in the Bloomington Monroe County MPO's (BMCMPPO) Long Range Plan in multiple forms. The critical aspect of this particular CFR states that regardless of the source of the funding, any regionally significant project shall be amended into the TIP of the local MPO.

Regarding Mr. Hess's question on the possible ramifications if the MPO does not approve the TIP Amendment Request, there is not an absolute answer to that question at this time. This question can be best answered by Mr. Desmond, Mr. Hess and/or other MPO staff members having an in-person discussion with the Department's Integrated Transportation Planning Division Director, David Holtz. If desired, I can arrange a meeting between the parties, most likely at the Seymour District with Jim Ude.

If you have any questions or need more information, please let me know.

David A. Butts, P.E.
I-69 Deputy Project Manager
Office of Project Management
Production Division
Indiana Department of Transportation
(317) 232-3767

Request for TIP Amendment Reconsideration

INDOT is requesting to have placed on the agenda for the Bloomington Monroe County MPO's Policy Committee's June 12, 2009 meeting a reconsideration of the Tapp Road Hardship Acquisition Amendment to the MPO's FY 2009 – FY 2012 TIP. Following is the project information:

Road: I-69

Des#: 0810395

Location: Hardship Acquisition of property, house and other out buildings located in the SW Quadrant of the Intersection of SR37 & Tapp Rd., Monroe County

Work Category: New Road Construction Project

Work Type: Protective Buying

Phase: PE - \$10,000.00 (FY 2010) – NHS Funds

RW - \$150,000.00 (FY 2010) – NHS Funds

CN - \$25,000.00 (FY 2010) – NHS Funds