BLOOMINGTON • MONROE COUNTY
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TECHNICAL ADVISORY COMMITTEE

June 24, 2009
10:00 – 11:30 a.m.
McCloskey Room (#135)

I. Call to Order

II. Approval of Minutes:
   A. May 27, 2009

III. Communications from the Chair

IV. Reports from Officers and/or Committees
   A. Updates on BMCMPO funded projects
   B. Updates on ARRA projects

V. Reports from the MPO Staff

VI. Old Business
   A. FY 2009-2010 Unified Planning Work Program Amendment
      (Recommendation Requested)
   B. FY 2010-2013 Transportation Improvement Program
      (Recommendation Requested)
   C. I-69 Hardship Right-of-Way Acquisition
      (Recommendation Requested)

VII. New Business

VIII. Communications from Committee Members *(non-agenda items)*
   A. Topic Suggestions for future agendas

IX. Upcoming Meetings
   A. Policy Committee – June 26, 2009 at 1:30 p.m. (McCloskey Room)
   B. Summer Recess – July 2009
   C. Technical Advisory Committee – August 26, 2009 at 10:00 a.m. (McCloskey Room)
   D. Citizens Advisory Committee – August 26, 2009 at 6:30 p.m. (McCloskey Room)

Adjournment

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Bloomington/Monroe County Metropolitan Planning Organization
Technical Advisory Committee

Draft Technical Advisory Committee Meeting Minutes
May 27, 2009 McCloskey Conference Room 135, City Hall

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

Attendance

Technical Advisory Committee: Kurt Babcock (Co. GIS), John Carter (Monroe Co. Community School Corp.), Jane Fleig (CBU), Christina Fulton (for Andrea Roberts- City Public Works), Russ Goodman (City ITS), Lew May (BT), Tom Micuda (City Planning), Doug Norton (Rural Transit), Emmanuel Nsonwu (INDOT), Adrian Reid (Bloomington Engineering), Mike Trexler (Bloomington Controller), Jim Ude (INDOT), Bill Williams (County Highway), Dave Williams (Bloomington Parks) and Gregg Zody (Monroe Co. Planning).

Others: Mary Jo Hamman (Michael Baker), David Butts (INDOT), Jim Stark (INDOT) Jay Mitchell (INDOT), Raymond Hess (MPO Staff), Jane Weiser (MPO Staff), and Scott Robinson (MPO Staff).

I. Call to Order—Adrian Reid called the meeting to order.

II. Approval of Minutes:

A. April 22, 2009—Mr. Micuda moved approval. Ms. Fleig seconded. Unanimous voice vote.

III. Communications from the Chair—No report**.**

IV. Reports from Officers and/or Committees

A. Updates on BMCMPO funded projects

Mr. Williams reported that the Smith and Rogers curve correction should be completed by the end of August.

Mr. Reid said that the City is gearing up for their Henderson St. Safe Routes project. They are asking for bids for engineering services for the 17th and Arlington roundabout project. They are also advertising for engineering and right-of-way services for the South Rogers St. project.

Mr. May said that BT is in the designing and engineering phase of the Downtown Transit Facility project. They have had a stakeholder and a general public charette that went very well. There will be another charette during the week of June 15. Things are moving along well.

V. Reports from the MPO Staff

A. FY 2009 3rd Quarter Progress Report—Mr. Hess presented the report. Any unused funds from FY 2009 will carry over to FY 2010 since it is a 2-year work program.

B. Crash Report CY 2005-2007—Mr. Robinson presented the report. The report should be finalized by the June 26 Policy Committee meeting. He noted that moped/motorcycle crashes and crashes with buses are being tracked now too.

VI. Old Business – No Old Business

VII. New Business

A. FY 2009-2010 Unified Planning Work Program Amendment—Mr. Hess presented the report. We are amending the existing FY 2009-2010 Work Program. Any committee comments or recommendations can still be included. Staff wants the Policy Committee (PC) to take action on this at their June 26 meeting. The revised total funding for FY 2009-2010 is $961,037.50. Our cost share for that is $768,830.00 federal and the local share is $192,207.50. Annual tasks for FY 2009 are all still funded. Annual tasks for FY 2010 remain largely unchanged. There is one new consultant project for BT's Grimes Lane Operation Facilities Study that is in Element 502 and is funded in the amount of $60,000. FHWA has given us Planning Emphasis Areas (PEAs). Under Element 104 there is language dealing with census support and coordination. MPO and Long Range Planning staff has been in touch with the Census Bureau staff to update the census tracks and boundaries are. Under 201 there is a new project called Quarterly Project Tracking Program. FHWA requires quarterly reports for projects in the TIP. We will be starting this in the first quarter of 2010. Mr. Williams said that he has found this a good tool for his tracking of projects. Mr. Hess discussed the local handling of TE funds. The PC adopted guidelines for developing a program administration committee. That will be posted online soon. Mr. Hess reported on ADA Compliance Plans. This will come back to the TAC on June 24.

Mr. Micuda asked Mr. Reid what he envisions for the 2nd Street feasibility study. Mr. Reid said they want to finish what they started since it's been worked on for a while. They need to consider the hospital's decision. Mr. Reid would like to use the same consultant.

Mr. Micuda asked Mr. May about a general timeline on the Grimes Lane facility. Mr. May said he would like to start it in July 2009 and have it completed by 2010.

Mr. Nsonwu said that INDOT will be reviewing the UPWP and Mr. Hess will send the self-certification statement for their review.

B. FY 2010-2013 Transportation Improvement Program—Mr. Hess said that the draft TIP was developed in coordination with the LPAs. Staff issued a call for projects on April 23 and had several meetings with LPAs to make sure that we were fiscally constrained. The project proposals were due by May 13. We opened up public review of documents last week. The review period will remain open until June 18. The TAC and PC will be able to review all the comments before making a final recommendation at the June 24 meeting. Since we now have a Complete Streets Policy, this TIP will be different than other TIPs. Most of the projects will be exempt. It only pertains to local, federally funded road projects which are not yet past 30% complete in design or have passed their preliminary field check. Included in this packet are 6 projects which are subject to the Complete Streets Policy. These projects include the City of Bloomington (COB) Tapp Rd/Country Club/Rockport Rd intersection improvement, the COB Sare and Rogers Rd. roundabout, COB Old SR 37 and Dunn St. improvements, Monroe County Mt. Tabor Rd Bridge #33, COB 17th & Arlington roundabout, and Monroe County Fullerton Pike/Gordon Pike/Rhorer Rd. improvements. He asked for comments as soon as possible.

Mr. Reid pointed out that the local match on the 17th and Arlington project reflects the old amount they requested from STP. The local match should be around $346,207.

Mr. Micuda asked Bill Williams if he could provide the TAC an update on the RFP for the Fullerton Pike project. Mr. Williams said that the RFP was collectively put together between Mr. Micuda and himself. The project has been advertised with several responses. They plan to shortlist the number of consultants soon. They have $1 million already appropriated from the TIP and local funds.

Mr. Micuda asked Mr. Reid if Engineering had an idea if there would be a signal or a roundabout at Tapp Rd project. Mr. Reid said that they would prefer to install a roundabout.

C. I-69 Hardship Right-of-Way Acquisition *(Recommendation Requested)*
Mr. Hess reminded the TAC that they heard a petition from INDOT to include in the TIP a hardship right-of-way property acquisition at the southwest corner of Tapp Rd and SR 37. That property would eventually be used for the I-69 project. The property owner had been unable to sell the property. The Policy Committee heard it in March and turned it down. There is some new evidence that INDOT would like the MPO to consider and would like the MPO to revisit this issue. They have presented some costs for the project. Since the Policy Committee took action on this in March, staff is considering this a new request. The petition has been advertised and the public comment period will continue until June 18th. Staff will compile the public comments and present it to the Policy Committee prior to their vote. INDOT wants to bring to the MPO's attention that in the Code of Federal Regulations language that states that a project of regional significance needs to be amended into a TIP regardless of funding source. The PC discussed at length whether the State could just use local funds to avoid amending it into the TIP. There were also questions about ramifications of the actions of the Policy Committee which still remain unclear at this time.

Mr. Butts of INDOT noted that this petition was presented to the TAC and the CAC prior to the March 13 Policy Committee meeting. He reminded the TAC about the details of the property and the situation. Since the initial hardship request, the property owner has indicated that they are having some medical difficulties and subsequent financial difficulties. Because this is a tiered process and Tier 1 has been approved, INDOT has the privilege to carry out this acquisition. He had not been made aware of the information in Title 23 CFR-450.324 Paragraph D at the time of the Policy Committee meeting.

Mr. Micuda pointed out that INDOT is actually asking for the hardship acquisition of a single property. INDOT is not asking for the local MPO amending its TIP for I-69 itself. Does INDOT assert that this regulation applies because the project itself is regionally significant but the acquisition is for a single property? Acquiring a single property is not typically seen as a regionally significant action in an MPO context. Is INDOT asking the MPO to amend its TIP for any I-69 related acquisition?

Jay Mitchell of INDOT said that the regulations state that any regionally significant project has to be included in the TIP even though it may not be directly in your MPO area. Any project that requires federal action would have to be placed in the TIP. Even though it is a very small item, it does have to be in the TIP by virtue of the fact of its relationship to the I-69 project. INDOT is mainly concerned with this particular parcel.

Ms. Fleig asked Mr. Hess to remind her of their previous action. Was it to forward it to the Policy Committee with a positive recommendation? Mr. Hess said yes.

Mr. Robinson asked if the representatives from INDOT were planning to attend the CAC meeting later in the day. They said they would attend. He had heard a comment that if the property is rented it is not qualified for this program. Mr. Butts said that he had never heard that requirement. The people who have deemed this hardship application qualified are aware of all of the conditions in this situation.

Ms. Fleig said that she didn't see the situation any differently than she did previously. She moved to send this on to the Policy Committee with a positive recommendation. Mr. Nsonwu seconded.

Mr. Micuda said that it has not yet been explained to the Policy Committee or this committee the consequences of a "No" vote at the Policy Committee. It was a concern to the PC that they were not given specific direction by either INDOT or FHWA what would happen if the PC voted "no." That was his only concern about taking action now. We have essentially the same information that we had a couple of months ago when the TAC made a positive recommendation. No committee yet has any understanding from INDOT or FHWA about the consequences of the same outcome at PC. At some point that needs to be conveyed so that all of us at the MPO have the facts before any final decision. Since the PC has that hesitation, he has that same hesitation. He suggested waiting a month since we have the opportunity to take action on June 24 before the PC meets on June 26. He assumed that INDOT before now and the 24th would have some more specific guidance for us regarding consequences.

Mr. Stark said that he would be meeting with the Commissioner tomorrow. Among other things, they are going to discuss what those consequences could be. No one at the meeting today has the responsibility to make those decisions. They would like to get that information to everyone so that it could be reviewed before you take action on June 24 and June 26. He was glad that everyone was being positive about their thought process. He wanted to make sure that all the information from FHWA is clear and concise. Things could happen since there would be an imbalance between the TIP and the STIP. That is where FHWA has real problems. It is how the federal government does business. He wished he had had the meeting before so that he could have had the information at this meeting. He felt it would be best for the TAC to make a decision at the June 24 meeting. Mr. Nsonwu pointed out that I-69 is already approved in the long range plan and the TIP is set on the long range plan. The TIP and the long range plan have to be in sync. If they are not, there are going to be some issues. Mr. Reid said we understand that concept but our Policy Committee is more interested in the ramifications.

Mr. Micuda said that his issue is that FHWA wants us to have the continuous, cooperative planning process with all of our MPO partners. The PC is posing a question as to whether or not we can have a difference of opinion in the local MPO on a policy issue but still be running a good process. We can have a legitimate disagreement over a particular INDOT project. He wants to hear from FHWA in this process about how our process is or is not in compliance with their rules and procedures. He thinks there is an assertion that is being made by PC members

that we just have a difference of opinion regarding a project and we have a right as a local MPO to exercise a difference of opinion when we have it. Mr. Butts said he agreed that local MPOs do have that right. That is one of the things that they are finding out. He didn't have an answer on that today. Mr. Reid asked if we could table the motion. Mr. Hess said TAC will have a chance to vote before the next PC meeting and that there will be ongoing discussions with INDOT on this issue. Mr. Nsonwu encouraged the TAC to make the recommendation today. Mr. Stark said that it really wasn't necessary to vote today.

Mr. Zody moved to table the motion until the next meeting on June 24. Mr. Micuda seconded. Mr. Stark suggested that the CAC do the same thing at their meeting. Mr. Hess said that staff could recommend that but it would be up to them. **The motion to table was approved by unanimous voice vote.**

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 (special meeting) – June 26, 2009 at 1:30pm (McCloskey Room)

Adjournment

These minutes were_____ by the Technical Advisory Committee at their regular meeting held on June 24, 2009 (RCH 06/24/2009)

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO Technical Advisory Committee Members

From: Josh Desmond, AICP
MPO Director

Date: June 17, 2009

Re: Amendment to FY 2009-2010 UPWP

Background

Each year, the MPO adopts is Unified Work Program (UPWP), which lays out the tasks and projects that the MPO will undertake during the upcoming fiscal. The most recent UPWP was actually a 2 year plan, covering Fiscal Years 2009 and 2010. This was done to safeguard the MPO from potentially losing any funding due to the impending expiration of SAFETEA-LU, the Federal legislation that allocated money to the MPO operating budget. Because the 2 year plan is already in place, the MPO simply needs to adopt an amendment to it, rather than a completely new UPWP, in order to incorporate the additional funding made available for FY 2010.

Additional Funding for FY 2010

In addition to the existing funds provided in the UPWP, the BMCMPO received an additional $311,242 of Federal Funding, which requires a local match of $77,810.50, resulting in a total addition of $389,052.50 to the UPWP. Most of the new funding has been reallocated across the existing work elements to fund the annual tasks that are necessary for the operation of the MPO (administration, committee support, traffic counting, supplies, professional development, etc.). Key changes and additions to certain work elements are detailed below.

Proposed Changes to the UPWP

The FY 2009-2010 has been modified to accommodate a limited number of new tasks and projects as directed by FHWA and as requested by MPO partners.

- *Census 2010*: Funding under Element 101 has been added for administrative support related to the upcoming 2010 Census. MPO staff will play a key role in regional coordination of this effort to ensure the most accurate count of the local population.
- *ADA Transition Plans*: Pursuant to the new Planning Emphasis Area from FHWA, MPO Staff will assist LPAs with creating and implementing ADA Transition Plans. Staff continues to research the scope and impact of this effort, and will work closely with LPAs as it evolves. Funiding for this effort is under Element 201.
- *Quarterly Reports*: Pursuant to the new Planning Emphasis Area from FHWA, MPO Staff will work to establish a quarterly reporting system for local projects in the TIP. Funding for this effort is under Element 201.
- *TE Administration*: Finding for this administrative activity has been added to Element 201. Administration of the local TE process will be handled in a similar fashion to the local HSIP program established previously in the UPWP.
- *Transit Facility*: Bloomington Transit requested funding for a study to determine future needs for the joint operations facility located on Grimes Lane. Funding for this consultant project has been added to Element 502.

- *Car Sharing Program*: Indiana University and the City of Bloomington are jointly exploring the possibility of establishing a car sharing program, beginning on campus and perhaps later expanding beyond. The MPO will provide administrative assistance and support in the establishment of such a program. Funding for this effort has been added to Element 502.

Requested Action

Staff recommends that the Technical Advisory Committee vote to approve the amended Fiscal Year 2009-2010 Unified Work Program.

Unified Planning Work Program

Fiscal Years 2009-2010

[July 1, 2008 through June 30, 2010]

Adopted:
05/09/08

Amended:
##/##/09

DRAFT: 06.17.09

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Executive Summary

The following is the Executive Summary of the Fiscal Year (FY) 2009-2010 Unified Planning Work Program for the Bloomington/Monroe County Metropolitan Planning Organization. One of the federal requirements of the urban transportation planning process involves the development of an annual Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the MPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have several Planning Emphasis Areas (PEAs) for special consideration in F.Y. 2009-2010 under the federal legislative provisions established with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In addition to the SAFETEA-LU requirements, FHWA recommends two additional areas and FTA recommends five additional areas that warrant further attention for the Bloomington/Monroe County MPO FY 2009-2010 UPWP. Unless specifically noted, the following Planning Emphasis Areas are outlined to highlight efforts that the Bloomington/Monroe County MPO will conduct to help fulfill these requirements in the forthcoming fiscal year:

METROPOLITAN AND STATEWIDE PLANS – ENVIRONMENTAL MITIGATION

This PEA focuses on the coordination of transportation plan efforts so that a discussion of potential environmental mitigation activities is developed with Federal, State and Tribal, land management, and regulatory agencies.

> *The coordination of all transportation plans will be undertaken through Work Elements #101 and #103. Environmental issues will be addressed in accordance with National Environmental Policy Act (NEPA) guidelines and locally established environmental planning policies and programs for the Bloomington/Monroe County MPO. Such coordination will also occur under Work Element #301 as a component of the 2035 Long Range Transportation Plan.*

NEW CONSULTATIONS

Similar to the previous PEA, State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation shall be consulted in the development of long-range transportation plans. FHWA and FTA are developing guidance on determining the role of local MPO decisions as they relate to NEPA decision-making.

> *The MPO will continue to fully coordinate all planning activities and NEPA decision-making with appropriate federal, state, and local agencies, regardless of responsibilities, through Work Elements #101 and #103. In addition, the 2035 Long Range Transportation Plan will incorporate such consultations under Work Element #301.*

CONSISTENCY OF TRANSPORTATION PLAN WITH PLANNED GROWTH AND DEVELOPMENT PLANS

Revises the previous PEA related to environment and adds the promotion of consistency between transportation improvements and State and local planned growth and economic development patterns.

> *The 2030 Long Range Transportation Plan adopted by the MPO in April 2006 (and amended June 2007), and the annual Transportation Improvement Program are consistent with comprehensive plans, alternative transportation plans, and other relevant land use and transportation policy documents adopted by the City of Bloomington, Monroe County, and the Town of Ellettsville. The FY 2009-2010 UPWP will focus on this planning emphasis area with Work Elements #101 and #103.*

TRANSPORTATION SYSTEM SECURITY

This PEA calls for the security of the transportation system as a stand-alone planning factor thereby signaling an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor.

> *The MPO is committed to the development of an Intelligent Transportation System (ITS) Architecture in partnership with the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) that will improve transportation system efficiency, safety and security. Work Element #301 will result in a complete ITS Architecture for the Bloomington/Monroe County MPO as well as its on-going maintenance.*

OPERATIONAL AND MANAGEMENT STRATEGIES

This PEA is designed to ensure that metropolitan transportation plans shall include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

> *Multi-modal operational and management strategies for the Bloomington/Monroe County MPO transportation system will be addressed in the FY 2009-2010 UPWP with Work Elements #201, #202, #301, #401, #402, #501, #502, and #503.*

PARTICIPATION PLAN

This PEA requires MPOs to develop and utilize a "Participation Plan" that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP.

> *The MPO recognizes the importance of public participation and embraces it with an extensive outreach and involvement program. The Citizens' Guide to Transportation Planning, the Citizens Advisory Committee webpage, and the MPO Citizens Advisory Committee Fact Sheet with contact information are accessible to the community, as are public meeting notifications for all MPO meetings and the 2030 Long Range Transportation Plan and the annual Transportation Improvement Program. In addition to Work Element #103, the FY 2009-2010 UPWP will use Work Elements #502 and #503 to expand public participation in alternative transportation planning initiatives.*

VISUALIZATION TECHNIQUES IN PLANS AND METROPOLITAN TIP DEVELOPMENT

This PEA requires MPOs to develop and utilize visualization techniques as part of the Transportation Plan and TIP development.

> *The MPO currently publishes maps online and both the City of Bloomington and Monroe County have interactive mapping capabilities. The MPO intends to expand upon visualization techniques for all public documents including the 2030 Long Range Transportation Plan, the annual Transportation Improvement Program, and alternative transportation with enhanced website capabilities including the availability of aerial photo overlays through the City of Bloomington's geographic information system (GIS). This initiative to improve web based content and public contact is already underway through the City of Bloomington's Information Technology Department. Work Element #103 will be used to coordinate this effort, and it will also be integrated into any MPO activity where visualizations would prove beneficial to public users.*

PUBLICATION OF PLANS AND TIP/STIP

This PEA requires MPOs to publish or otherwise make available for public review transportation plans and TIPs including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

> *The MPO currently publishes and will continue to publish under Work Element #103 all meeting notices, agendas, minutes, draft plans and final documents, including the annual Transportation Improvement Plan and the 2030 Long Range Transportation Plan. All information is made available for downloading in a standard Adobe Acrobat file format.*

ANNUAL LISTING OF OBLIGATED PROJECTS

This PEA requires MPOs to develop a cooperative effort of the State, transit operator, and MPO to provide an annual listing of investments in pedestrian walkways and bicycle transportation facilities for which Federal funds have been obligated in the preceding year as well as all other obligated projects.

> *The MPO will include an annual listing of all obligated federal transportation funded projects in the development of the annual Transportation Improvement Program (Work Element #201) and maintain publication of the document on its website (Work Element #103).*

CONGESTION MANAGEMENT PROCESS IN TRANSPORTATION MANAGEMENT AREAS (TMAS)

Within a metropolitan planning area serving a TMA, there must be "a process that provides for effective management and operation" to address congestion management. This provision is similar to the ISTEA/TEA-21 requirement for a Congestion Management System (CMS) to be developed and implemented in TMAs. Each TMA (with input from the FHWA Division Offices and FTA Regional Offices) should assess the extent that the TMA's existing CMS meets the new statutory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3) and define a plan and schedule to implement this process. Consistent with previous FHWA/FTA guidance, the phase-in schedule for this provision in newly designated TMAs is 18 months after the identification of a TMA.

> *The Bloomington/Monroe County MPO is not currently defined as a Transportation Management Area nor is it likely to be so identified within the near future. Regardless, the MPO will employ a variety of Work Elements (#202, #301, #302, #401, #501, #502, and #503) to address congestion issues in the urbanized area.*

COORDINATED HUMAN SERVICES PUBLIC TRANSIT TRANSPORTATION PLAN

As a condition for receiving formula funding under the following 3 FTA programs, proposed projects must be derived from a locally developed human services public transit transportation plan: (1) Special Needs of Elderly Individuals and Individuals with Disabilities [49 U.S.C. 5310(d)(2)(B)(i) and (ii)]; (2) Job Access and Reverse Commute [49 U.S.C. 5316(g)(3)(A) and (B)]; and (3) New Freedom [49 U.S.C. 5317(f)(3)(A) and (B)]. The plan must have been developed through a process that included representatives of public, private, and non profit transportation and human services providers, as well as the public. This new requirement reinforces the broadened list of entities to be involved in the MPO's Participation Plan (23 U.S.C. 134 (i)(5)(A) and 49 U.S.C. 5303 (i)(5)(A)), as described above. In preparing the local public transit-human service transportation plans, service providers seeking assistance under these programs should ensure full coordination with the applicable metropolitan and statewide planning processes.

> *The Bloomington/Monroe County MPO has completed and adopted a Coordinated Human Services Public Transit Transportation Plan for the Metropolitan Planning Area. Under Work Element #503 of the FY 2009-2010 UPWP, the MPO will continue to maintain and update the Plan as needed, and will provide assistance to transportation and service providers that are pursuing grant funds to implement projects listed in the Plan.*

FISCAL CONSTRAINT

This PEA requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and are reasonably expected to be available to implement the metropolitan long range transportation plan and STIP/TIP, while providing for the operation and maintenance of the existing highway and transit systems.

> *The adopted Year 2030 Long Range Transportation Plan lists a comprehensive set of multi-modal transportation projects that are fiscally constrained with projected revenue receipts from federal, state, local and private sources. The Plan also highlights a forecast for local highway operating and maintenance costs for the existing transportation system. The 2035 Long Range Transportation Plan to be initiated under Work Element #301 will maintain fiscal constraint as required. The annual MPO TIP to be completed under Work Element #201 will continue to identify a fiscally constrained program of projects for the urbanized area.*

HIGHWAY PERFORMANCE MONITORING SYSTEMS (HPMS)

In cooperation with Indiana MPO Council, all MPOs will participate in the collection, analysis, and reporting of HPMS data to assist FHWA and INDOT in maintaining traffic data that is reported in the annual INDOT HPMS database submittal.

> *The Bloomington/Monroe County MPO will count one-third of all local HPMS locations in FY 2009 and FY 2010 along with 150 coverage counts as noted in Work Element #401. The MPO has a long-standing cooperative partnership program with the Indiana Department of Transportation to collect, analyze, and report HPMS data for the urbanized area. This effort will continue and will be further refined in FY 2009-2010 with additional quality assurance verifications recommended by the FHWA as noted in Work Element #401.*

AIR QUALITY CONFORMITY

MPOs located in non-attainment/maintenance areas must continue working with the Indiana Department of Environmental Management (IDEM) as State Implementation Plans are developed and mobile budgets are established.

> *The Bloomington urbanized area is designated as an "attainment" area for air quality and is therefore not subject to the stipulations of this planning emphasis area. Nevertheless, the MPO will continue to work with IDEM as required under Work Element #101.*

QUARTERLY PROJECT TRACKING REPORTS

FHWA encourages MPOs to track the progress of its TIP projects on a quarterly basis. Such tracking will ensure that programmed projects are progressing effectively through the project development process and that MPO funding is being spent consistent with its programming in the TIP. MPO project tracking will coincide with similar efforts undertaken by INDOT with the new Local Public Agency Project Development Process. MPOs are expected to take a lead role in monitoring funding and project development on the local level.

> *The Bloomington/Monroe County MPO will develop and implement a Quarterly Project Tracking system in coordination with the Local Public Agencies as noted in Work Element #201(a) . Such a system has been created on a limited basis under the MPOs Complete Streets Policy, and will be refined and expanded to apply to all LPA projects.*

AMERICANS WITH DISABILITIES ACT TRANSITION PLANS

FHWA is placing new emphasis on ensuring that governmental organizations comply with the Americans with Disabilities Act (ADA). Specifically, as part of the MPOs role in allocating funding among LPAs, the MPO must ensure that the LPA complies with ADA requirements at its facilities. This requirement applies to agencies over 50 persons. If such agencies are not compliant, they must have an adopted plan in place that outlines how the agency will become compliant. If no plan is in place, it must be made clear when such a plan will be developed and approved.

> *The Bloomington/Monroe County MPO will review all LPAs for compliance with ADA requirements as part of the TIP development process, as noted in Work Element #201(E).*

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Bloomington/Monroe County MPO Structure and Administration For Fiscal Years 2009-2010 (July 1, 2008 through June 30, 2010)

INTRODUCTION

In March 1982, the Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process. The 3-C planning process is outlined in the urban planning regulations jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on September 17, 1975, as amended on June 30, 1983.

Federal transportation policy and programs relating to MPO's are guided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA – LU), which was signed into law in 2005. This legislation updates Titles 23 and 49 of the United States Code (U.S.C.) and builds on the major changes made to Federal transportation policy and programs addressed in the Transportation Equity Act for the 21st Century (TEA-21). Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects, which are to be funded by the FHWA and/or FTA.

One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP), which describes all planning activities that are anticipated in the urbanized area over the next programming year. The UPWP also documents the work that will be performed with federal planning funds.

The FY 2009-2010 UPWP is intended to satisfy the Bloomington metropolitan planning area's work program requirement for the Fiscal Years 2009 and 2010 (July 1, 2008 to June 30, 2010). It is entitled, and shall hereafter be referred to as the FY 2009-2010 Unified Planning Work Program.

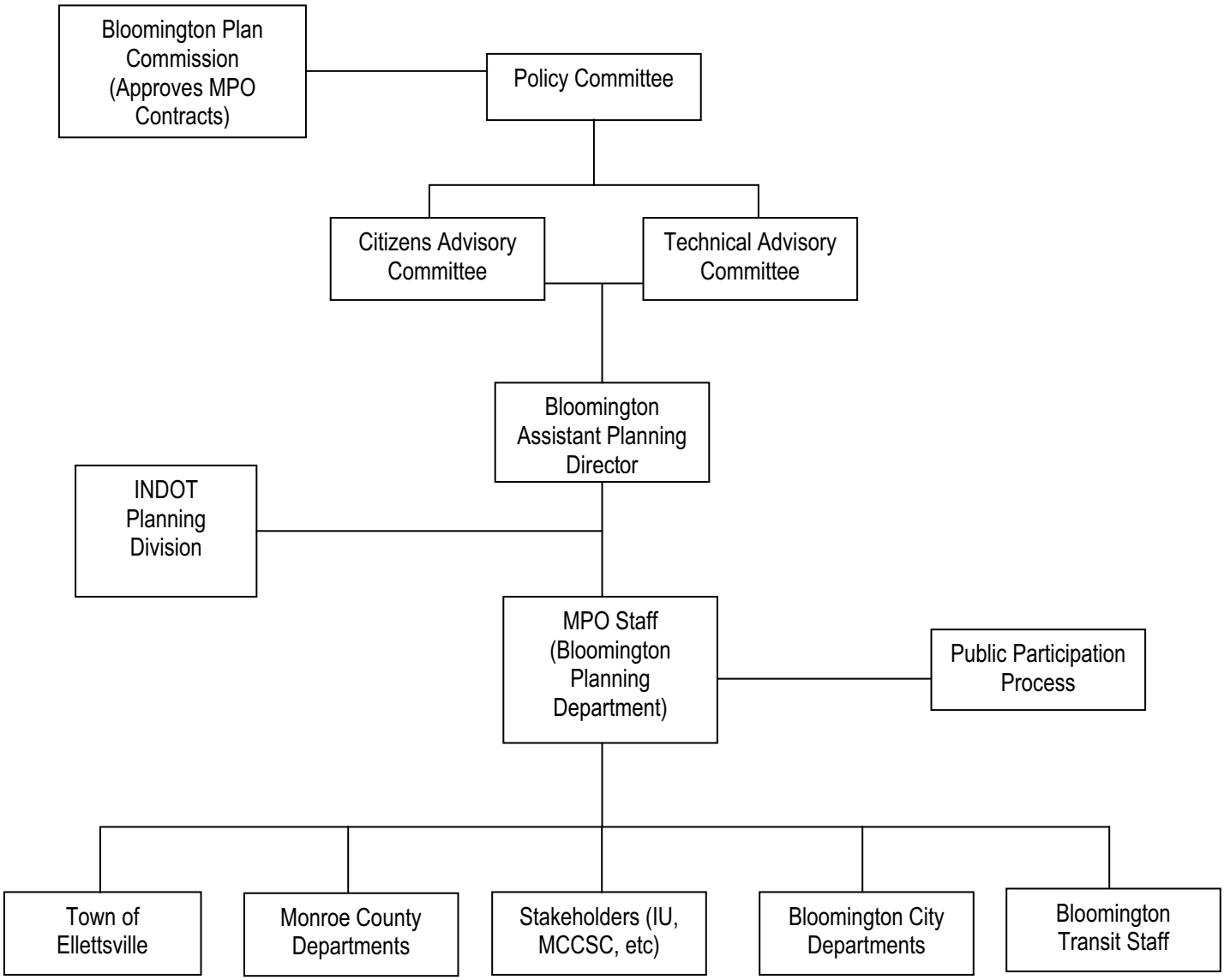
MPO STRUCTURE

The Bloomington/Monroe County MPO is an organization consisting of a three-part intergovernmental steering committee, the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning Department as the lead staff agency.

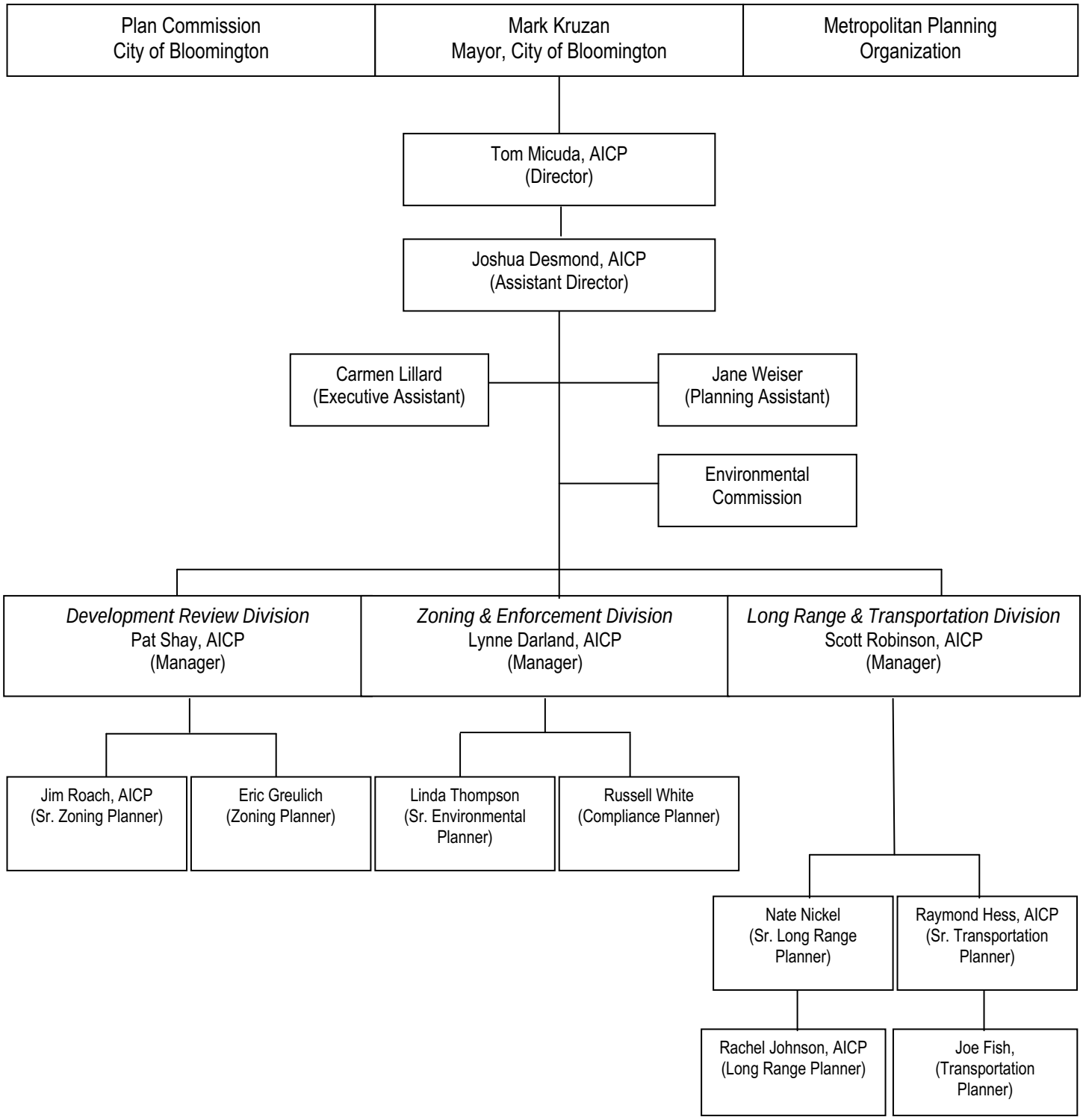
The three-part intergovernmental steering committee is made up of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement effectively provides for close communication between key policy/decision makers, the technical planning staff, and citizen representatives. In addition, the MPO Staff maintains close working relationships with City of Bloomington, Monroe County, and the Town of Ellettsville departments and agencies, Bloomington Public Transportation Corporation, Indiana University, Monroe County and Richland Bean Blossom Community School Corporations, the Indiana Department of Transportation (INDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

The following pages document the MPO Committee organization structure, the MPO staff organization structure, and the composition of the three MPO committees.

Bloomington/Monroe County MPO Organizational Chart



City of Bloomington Planning Department Organizational Chart



Bloomington/Monroe County MPO Committee Composition

POLICY COMMITTEE

Name	Title	Representing
Kent McDaniel *(Chair)*	Board of Directors Member	Bloomington Public Transportation Corporation
Lynn Coyne *(Vice Chair)*	Director, Real Estate Department	Indiana University
Mark Kruzan	Mayor	City of Bloomington
Andy Ruff	Common Council Member	City of Bloomington
Bill Steube	President, Plan Commission	City of Bloomington
Susie Johnson	Director, Public Works Department	City of Bloomington
Pat Stoffers	President, County Commissioners	Monroe County
Julie Thomas	County Council Member	Monroe County
Richard Martin	President, Plan Commission	Monroe County
Bill Williams	Director, Highway Department	Monroe County
Dianna Bastin	Town Council President	Town of Ellettsville
Jack Baker	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Jim Stark	Deputy Commissioner, Seymour District	Indiana Department of Transportation
Marisol Simon	Administrator, Region V	Federal Transit Administration (non-voting)
Bob Tally	Administrator, Indiana Division	Federal Highway Administration (non-voting)

TECHNICAL ADVISORY COMMITTEE

Name	Title	Representing
Adrian Reid *(Chair)*	City Engineer	City of Bloomington
Jane Fleig *(Vice Chair)*	Assistant Engineer, Utilities Department	City of Bloomington
Lew May	General Manager	Bloomington Transit
Patrick Murray	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee
Andrea Roberts	Deputy Director, Public Works Department	City of Bloomington
Dave Williams	Director of Operations, Parks & Recreation Dept.	City of Bloomington
Tom Micuda	Director, Planning Department	City of Bloomington
Michael Trexler	Controller	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Bobby Chesnut	Street Commissioner	City of Bloomington
Amy Gerstman	Auditor	Monroe County
Chuck Stephenson	Administrator, Parks & Recreation Dept.	Monroe County
Gregg Zody	Director, Planning Department	Monroe County
Kurt Babcock	GIS Coordinator	Monroe County
S. Bruce Payton	Executive Director, Monroe County Airport	Monroe County Airport
John Carter	Transportation Director	Monroe County Community Schools Corp.
Steven Kain	Superintendent	Richland-Bean Blossom Community Schools Corp.
Doug Norton	Manager	Rural Transit
Mike Cornman	Street Department	Town of Ellettsville
Frank Nierzwicki	Director, Planning Services	Town of Ellettsville
Perry Maull	Operations Director, IU Transportation	Indiana University
John Collison	Highway Department Assistant Director	Monroe County
Jim Ude	District Planning & Programming Director	Indiana Department of Transportation (non-voting)
Emanuel Nsonwu	Urban and MPO Planning Representative	Indiana Department of Transportation (non-voting)
Brian Jones	Project Manager	Indiana Department of Transportation (non-voting)
Janice Osadczuk	Indiana Division	Federal Highway Administration (non-voting)

CITIZENS ADVISORY COMMITTEE

Name	Representing
Jack Baker *(Chair)*	McDoel Gardens Neighborhood
Patrick Murray *(Vice Chair)*	Prospect Hill Neighborhood
Brian Allen	Old Northeast Neighborhood
Buff Brown	Traffic Commission/BTOP
Eve Corrigan	Citizen/BTOP
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Larry Jacobs	Greater Bloomington Chamber of Commerce
John Kehrberg	County Citizen
John McCrary	Indiana Department of Transportation
Ted Miller	Citizen
Brandon O'Leary	Griffy Lake Neighborhood
Sarah Ryterband	Prospect Hill Neighborhood
Jerry Stasny	Old Northeast Neighborhood Assoc.
David Walter	Sixth & Ritter Neighborhood Association/BRI/CONA
Natalie Wrubel	League of Women Voters

MPO STAFF

Name	Position
Joshua Desmond, AICP	MPO Director
Scott Robinson, AICP	Long Range/Transportation Manager
Raymond Hess, AICP	Senior Transportation Planner
Joe Fish	Transportation Planner
Jane Weiser	Planning Assistant

Fiscal Year 2009-2010 UPWP Funding Summary

FISCAL YEAR 2009-2010 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated $768,830.00 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2009 through 2010. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of $192,207.50 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2009-2010 UPWP is $961,037.50. This budget is split between the two Fiscal Years, with $421,985.00 allocated to FY 2009 and $539,052.50 allocated to FY 2010. Further, the FY 2009 budget includes $60,000 of STP funding that has been earmarked for use in the TIP, and which is explained in greater detail under Work Element #202.

FUND USE BY MATCHING AGENCY

The table below provides a breakdown of FY 2009-2010 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent MPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). More detailed breakdowns of each work element are provided in later sections of this document.

Work Element	MPO	Bloomington Transit	Consultants/Supplies	Total
Comprehensive Planning Coordination & Outreach Program				
101	$ 183,887.50	$ -	$ -	$ 183,887.50
102	$ 15,000.00	$ -	$ 10,000.00	$ 25,000.00
103	$ 51,000.00	$ -	$ 500.00	$ 51,500.00
Short Range Transportation Planning Program				
201	$ 90,500.00	$ -	$ -	$ 90,500.00
202	$ 27,500.00	$ -	$ 120,000.00	$ 147,500.00
Long Range Transportation Planning Program				
301	$ 39,500.00	$ -	$ 100,000.00	$ 139,500.00
Technical Program				
401	$ 27,500.00	$ -	$ 74,000.00	$ 101,500.00
402	$ -	$ -	$ 52,000.00	$ 52,000.00
Alternative Transportation Planning Program				
501	$ 10,000.00	$ 4,000.00	$ 6,000.00	$ 20,000.00
502	$ 42,750.00	$ 85,000.00	$ 500.00	$ 128,250.00
503	$ 21,400.00	$ -	$ -	$ 21,400.00
TOTAL	$ 509,037.50	$ 89,000.00	$ 363,000.00	$ 961,037.50

OBJECT CLASS BUDGET BY FUNDING SOURCE

The table below provides a breakdown of FY 2009-2010 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2009-2010 Cost Allocation Plan. As with the previous table, funding allocations for MPO Staff, Bloomington Transit, and Consultants/Other are separated for illustrative purposes. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal Funds	Local Match	Total
Direct Chargeable Salary	$ 228,780.90	$ 57,195.22	$ 285,976.12
Fringe Expenses (61.76%)	$ 141,295.08	$ 35,323.77	$ 176,618.85
Indirect Expenses (16.24%)	$ 37,154.02	$ 9,288.50	$ 46,442.52
Bloomington Transit	$ 71,200.00	$ 17,800.00	$ 89,000.00
Consultants/Supplies	$ 290,400.00	$ 72,600.00	$ 363,000.00
TOTAL	$ 768,830.00	$ 192,207.50	$ 961,037.50

SUMMARY BUDGET BY FUNDING SOURCE

The table below provides a summary of the FY 2009-2010 budget for each of the work elements in the Unified Planning Work Program. The federal funding/local match split for each work element is highlighted here. As illustrated in this summary table, the FY 2009-2010 funding allocations fall within the total available funding noted previously.

Work Element	Federal Funds	Local Match	Total
Comprehensive Planning Coordination & Outreach Program			
101	$ 147,110.00	$ 36,777.50	$ 183,887.50
102	$ 20,000.00	$ 5,000.00	$ 25,000.00
103	$ 41,200.00	$ 10,300.00	$ 51,500.00
Short Range Transportation Planning Program			
201	$ 72,400.00	$ 18,100.00	$ 90,500.00
202	$ 118,000.00	$ 29,500.00	$ 147,500.00
Long Range Transportation Planning Program			
301	$ 111,600.00	$ 27,900.00	$ 139,500.00
Technical Program			
401	$ 81,200.00	$ 20,300.00	$ 101,500.00
402	$ 41,600.00	$ 10,400.00	$ 52,000.00
Alternative Transportation Planning Program			
501	$ 16,000.00	$ 4,000.00	$ 20,000.00
502	$ 102,600.00	$ 25,650.00	$ 128,250.00
503	$ 17,120.00	$ 4,280.00	$ 21,400.00
TOTAL	$ 768,830.00	$ 192,207.50	$ 961,037.50

CONTRACT SERVICE AGREEMENTS

The Bloomington/Monroe County Metropolitan Planning Organization will enter into Contract Service Agreements (CSA) with the City of Bloomington Public Works Department (and all of its divisions), the Town of Ellettsville, and the Monroe County Planning and Highway Departments in order to accomplish several of the work elements outlined in this UPWP. Each CSA will provide a mechanism for coordination and ensure that the duplication of transportation planning services is minimized. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will be approved by the Policy Committee. Each non-MPO government entity entering into a CSA with the MPO is responsible for providing all costs detailed within a CSA and will be reimbursed up to a maximum of 80% of federal aid eligible costs.

Comprehensive Planning Coordination & Outreach

101 TRANSPORTATION PLANNING COORDINATION

(A) Intergovernmental Coordination

Work to be conducted under this element will include all activities associated with administering the MPO Policy Committee, the MPO Technical Advisory Committee, and daily MPO administrative activities with FHWA and INDOT. Meetings of the MPO Policy Committee and Technical Advisory Committee occur on a monthly basis. Activities that can be anticipated in association with these committees include the preparation of information packets for each meeting, clerical support activities, and documentation of such meetings. All meetings will be open to attendance from the public and the preparation of proper meeting notifications will be included under this work element.

Responsible Agency and End Product(s):

(1) MPO Staff to conduct at least 8 MPO Policy Committee meetings per fiscal year.
  (a) Publish and distribute agendas, minutes, and support material

(2) MPO Staff to conduct at least 10 MPO Technical Advisory Committee meetings per fiscal year.
  (a) Publish and distribute agendas, minutes, and support material

(3) MPO Staff to attend 2 Program Development Progress (PDP) meetings with the INDOT Seymour District Office per fiscal year.
  (a) Attend at least 2 PDP meetings

(B) Unified Planning Work Program

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the urban transportation planning process. The UPWP describes all planning activities that are anticipated in the MPO study area over the next fiscal year, and documents the work that will be performed with federal planning monies and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal to be used in determining billing rates for MPO staff.

Responsible Agency and End Product(s):

(1) MPO Staff to conduct coordination technical review meetings with FHWA, INDOT, and local stakeholders to develop the annual Fiscal Year Unified Planning Work Program.
  (a) FY 2010 Unified Planning Work Program (UPWP)
  (b) FY 2011 Unified Planning Work Program (UPWP)

(2) MPO Staff to develop and update the Cost Allocation Plan as part of the UPWP.
  (a) FY 2010 Cost Allocation Plan (CAP)
  (b) FY 2011 Cost Allocation Plan (CAP)

(3) MPO Staff to prepare and submit an Annual Completion Report to INDOT.
  (a) FY 2008 Annual Completion Report
  (b) FY 2009 Annual Completion Report

(4) MPO Staff to prepare and submit an annual Self Certification Review Statement to INDOT/FHWA/FTA representatives.
  (a) FY 2010 Annual Self Certification Review Statement
  (b) FY 2011 Annual Self Certification Review Statement

(C) Planning Grant Administration

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2009-2010 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2009-2010 UPWP will be provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that have occurred towards completion of the UPWP.

Responsible Agency and End Product(s):

(1) MPO Staff to prepare and submit quarterly progress reports to INDOT for review.
  (a) Quarterly Progress Report

(2) MPO Staff to prepare and submit quarterly billing statements to INDOT for reimbursement processing.
  (a) Quarterly Billing Statements

(D) Indiana MPO Council

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association that meets monthly (MPO Council) to discuss and act on matters of mutual interest. The monthly Indiana MPO Council meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA.

Responsible Agency and End Product(s):

(1) MPO Staff to attend 12 MPO Council monthly meetings per fiscal year.

(E) Census 2010 Coordination & Support

The Bloomington/Monroe County MPO has a vested interest in playing a local coordinating role for the upcoming 2010 Census. Urbanized area boundaries and transportation funding levels are directly affected by the results of the Census. It is therefore important that the BMCMPO provide local support for Census efforts by coordinating updates to statistical area boundaries, address corrections, boundary and annexation data, roadway network updates, and communications with local communities.

Responsible Agency and End Product(s):

(1) MPO Staff to provide staff support for updates to statistical area boundaries, address corrections, boundary and annexation data, roadway network updates, and communications with local communities.
  (a) Staff support and coordination as needed throughout Census 2010 preparations.

101					
	Task	**Responsible Agency**	**FY 2009**	**FY 2010**	**Total Cost**
(A)	**Intergovernmental Coordination**				
	Policy Committee	MPO	$33,935.00	$56,852.50	$90,787.50
	Technical Advisory Committee	MPO			
	Coord. Mtgs. w/Seymour District	MPO			
(B)	**Unified Planning Work Program**				
	UPWP	MPO	$20,500.00	$21,500.00	$42,000.00
	CAP	MPO			
	Annual Self-Certification Statement	MPO			
	Annual Completion Report	MPO			
(C)	**Planning Grant Administration**				
	Quarterly Billing Statements	MPO	$6,800.00	$17,500.00	$24,300.00
	Quarterly Progress Reports	MPO			
(D)	**Indiana MPO Council**				
	MPO Council Meetings	MPO	$5,800.00	$6,000.00	$11,800.00
(E)	**Census 2010 Coordination & Support**				
	Complete & Accurate 2010 Census	MPO	$0.00	$15,000.00	$15,000.00
		TOTAL	**$67,035.00**	**$116,852.50**	**$183,887.50**

102 TRAINING & PROFESSIONAL DEVELOPMENT

(A) Staff Training, Education, and Technical Needs

The continuous development of MPO staff expertise will occur through attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training, including TransCAD. These educational tools are essential for the professional development of all MPO staff and to bring about knowledge of regional and national best practice transportation planning topics.

Responsible Agency and End Product(s):

(1) MPO Staff to attend TransCAD training and renew annual TransCAD license.

(2) MPO Staff to attend the annual Purdue Road School.

(3) MPO Staff to attend annual Indiana MPO Conference.

102					
	Task	Responsible Agency	FY 2009	FY 2010	Total Cost
(A)	Training & Professional Development				
	TransCAD Training	MPO	$12,500.00	$12,500.00	$25,000.00
	Road School	MPO			
	MPO Conference	MPO			
		TOTAL	**$12,500.00**	**$12,500.00**	**$25,000.00**

103 PUBLIC PARTICIPATION COORDINATION

(A) Citizens Advisory Committee

The 1982 charter of the Bloomington/Monroe County MPO established a Citizens Advisory Committee (CAC) to solicit citizen input into the transportation planning process. Monthly meetings with the CAC provide an avenue for obtaining public input for Policy Committee deliberation on transportation issues. The CAC membership for the Bloomington/Monroe County MPO consists of volunteer representatives from community organizations, professional associations, neighborhood associations, and the private sector.

Responsible Agency and End Product(s):

(1) MPO Staff to provide staff support and administrative coordination for 10-12 CAC monthly meetings per fiscal year on topics including the UPWP, TIP, Long Range Transportation Plan, Annual Crash Report, Public Participation Process, and other MPO related topics or documents.
  - (a) Publish and distribute agendas, minutes, and support material

(B) Web Site Administration

The MPO web site is a subsection of the City of Bloomington web site and provides the MPO with a significant point of public communication and interaction. Citizens, businesses, and other local community members can access and download reports, data, updates, and other information related to the functions of the MPO in addition to the traditional forms of correspondence that are offered by the staff.

Responsible Agency and End Product(s):

(1) On-going development and maintenance of the MPO Web Site.
  - (a) MPO Staff to post MPO Policy/Technical/Citizen Advisory Committee agendas, minutes, and draft MPO documents on-line
  - (b) MPO Staff to post technical traffic count information
  - (c) MPO Staff to post adopted MPO documents

(C) Public Participation Process

The MPO recently adopted a revised Public Participation Process that is SAFETEA-LU compliant, including maintaining compliance with the Environmental Justice considerations initiated under Executive Order 12898 on February 11, 1994. In addition, staff and the CAC have jointly produced a brochure that provides citizens with an overview of the MPO and methods of participating in its work. This brochure and the policies of the PPP will be used to recruit, retain, and involve interested citizens within the MPO area.

Responsible Agency and End Product(s):

(1) MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process.
  - (a) Public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper.

(2) MPO Staff continue development of recruitment tools to increase public participation in the MPO
  - (a) Further development and distribution of new MPO informational brochure.

103					
	Task	**Responsible Agency**	**FY 2009**	**FY 2010**	**Total Cost**
(A)	**Citizens Advisory Committee**				
	Citizens Advisory Committee	MPO	$13,000.00	$16,500.00	$29,500.00
(B)	**Web Site Administration**				
	Web Site Administration	MPO	$4,500.00	$4,000.00	$8,500.00
(C)	**Public Participation Process**				
	PPP Management & Compliance	MPO	$7,500.00	$6,000.00	$13,500.00
		TOTAL	**$25,000.00**	**$26,500.00**	**$51,500.00**

Short Range Transportation Planning

201 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

(A) Transportation Improvement Program

The development of a Transportation Improvement Program (TIP) is a U.S. Department of Transportation requirement for MPOs that intend to implement projects with funds from the Federal Highway Administration and the Federal Transit Administration. All federal-aid projects must be included in the TIP, and the adopted program of projects must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT).

Responsible Agency and End Product(s):

(1) MPO Staff to review project requests from local entities for inclusion in the TIP for consistency with the 2030 Long Range Transportation Plan and other MPO policy documents. Interagency coordination will result in the development and production of the annual TIP document.
   (a) FY 2010 – 2013 Transportation Improvement Program
   (b) FY 2011 – 2014 Transportation Improvement Program

(2) MPO Staff to administer the on-going implementation of TIP projects through coordination with LPAs, management of the local Change Order Process, and management of the TIP amendment process as needed.

(3) MPO Staff to provide assistance and coordination for Federal-aid application submissions by local planning agencies.

(4) MPO Staff to develop and implement a Quarterly Project Tracking Program for the management of local projects in the TIP.

(B) Highway Safety Improvement Program Administration

The Bloomington/Monroe County MPO has established a local Highway Safety Improvement Program (HSIP) in compliance with SAFETEA-LU and the directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and HSIP funding will be awarded depending on project compliance with HSIP selection criteria.

Responsible Agency and End Product(s):

(1) MPO Staff to coordinate with local agencies on the annual solicitation and selection of candidate projects eligible for HSIP grant funds and for inclusion in the Transportation Improvement Program.

(C) TIP Project Coordination

The MPO staff will attend monthly meetings with the City of Bloomington Projects Team, made up of representatives from various City of Bloomington departments, for the purposes of transportation project management and coordination. All current projects are to be examined for action to date, current status summary, next action steps, timelines, and public involvement/coordination issues.

Responsible Agency and End Product(s):

(1) MPO Administrative Staff to attend twelve (12) monthly City Projects Team meetings per fiscal year for interagency coordination and participation.

(D) TE Administration

The Bloomington/Monroe County MPO has established a local Transportation Enhancement (TE) program in compliance with SAFETEA-LU and the directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and TE funding will be awarded depending on project compliance with TE selection criteria.

Responsible Agency and End Product(s):

(1) MPO Staff to coordinate with local agencies on the annual solicitation and selection of candidate projects eligible for TE grant funds and for inclusion in the Transportation Improvement Program.

(E) ADA Compliance Plans

The Americans with Disabilities Act (ADA) provides standards that ensure the accessibility of public services and facilities for people with disabilities. FHWA has made compliance with ADA a priority, specifically as it relates to the MPOs role in allocating Federal funding to local agencies. The MPO must ensure that LPAs have complied with ADA, or that LPAs have a plan for compliance in place, as a condition for allocating federal funding. The MPO will assist in the development of such plans for LPAs that do not have them.

Responsible Agency and End Product(s):

(1) MPO Staff to review LPAs for compliance with ADA as part of TIP development process, and assist LPAs in the development of ADA compliance plans as needed.

201					
	Task	**Responsible Agency**	**FY 2009**	**FY 2010**	**Total Cost**
(A)	**Transportation Improvement Program (TIP)**				
	FY 2009-2012 TIP	MPO	$15,000.00	$36,500.00	$51,500.00
	TIP Administration/Amendments	MPO			
	Federal Aid Application Coordination	MPO			
	Quarterly Project Tracking Program	MPO			
(B)	**HSIP Administration**				
	Project Solicitation & Selection	MPO	$4,000.00	$8,000.00	$12,000.00
(C)	**TIP Project Coordination**				
	City Projects Team	MPO	$4,000.00	$5,000.00	$9,000.00
(D)	**TE Administration**				
	Project Solicitation & Selection	MPO	$0.00	$8,000.00	$8,000.00
(E)	**ADA Transition Plans**				
	ADA Transition Plan Assistance to LPAs	MPO	$0.00	$10,000.00	$10,000.00
		TOTAL	**$23,000.00**	**$67,500.00**	**$90,500.00**

202 SHORT RANGE TRANSPORTATION STUDIES

(A) North Campus Area Study

East-west connectivity through the northern portion of the Indiana University campus (roughly, the 10th/14th street corridors) has long been identified as a local transportation challenge. Movement within campus, movement between points east and west of campus, and the operation of local transit routes are all made difficult due to limited east-west connectivity. The University seeks to undertake, in partnership with the MPO and the City of Bloomington, a feasibility study that would identify potential solutions for this issue. The study would evaluate current and future transportation conditions for all modes of travel and make recommendations for improvements that would address mobility issues within the study area. While the primary focus of the study is east-west mobility, north-south connectivity in the study area should also be evaluated to ensure that a comprehensive solution is achieved. Public participation opportunities should be provided as a component of this project. The Federal funding component of this project ($60,000) will be paid for with STP funding that has been earmarked in the FY 2009-2012 TIP.

Responsible Agency and End Product(s):

(1) MPO Staff, City of Bloomington Public Works Department, Indiana University and a private consultant to conduct a Feasibility Study for east-west connectivity through the northern portion of the Indiana University campus.
   (a) North Campus Area Study

(B) West 2nd Street Feasibility Study

During Fiscal Year 2007, the Bloomington/Monroe County MPO partnered with the City of Bloomington to begin the West 2nd Street Feasibility Study. This study focused on West 2nd Street, between Walnut Street and Landmark Avenue, within the City of Bloomington. Major issues facing this corridor include significant traffic congestion, access management, and lack of facilities for alternative modes of transportation. This corridor has been identified in the 2030 Long Range Transportation Plan as a future improvement project. The Feasibility Study will better define the design specifications for that future improvement project, allowing for the implementation process to progress. Work on the Study was slowed down during Fiscal Year 2008 in order to assess the impact of traffic signal timing adjustments on the study area. The City has indicated its intention to complete the initial study during Fiscal Year 2009, and potentially incorporate new Context Sensitive Solutions elements as an add-on during Fiscal Year 2010. Public participation opportunities should be provided as a component of this project.

Responsible Agency and End Product(s):

(1) MPO Staff, City of Bloomington Public Works Department, and a private consultant to conduct a Feasibility Study for West 2nd Street from Walnut Street to Landmark Avenue.
   (a) West 2nd Street Feasibility Study
   (b) Addition of Context Sensitive Solutions components to original study

(C) CAC/Student Assisted Study

In previous years, the MPO Citizens Advisory Committee has worked with student groups from the Rose-Hulman Institute of Technology to complete studies of the Rogers Street Corridor as well as the 10th/14th Street Corridor through the Indiana University Campus. These studies provided the students with real-world project experience while assisting the MPO in addressing key transportation challenges in the community. The CAC wishes to undertake a similar such project during the coming fiscal year, and would like to seek student assistance from either RHIT or Ball State University. The specific study area for this project will be determined in conjunction with the CAC membership.

Responsible Agency and End Product(s):

(1) MPO Staff, Citizens Advisory Committee, and college student group to produce a transportation study for a selected corridor in the MPO area.

202					
	Task	**Responsible Agency**	**FY 2009**	**FY 2010**	**Total Cost**
(A)	**North Campus Area Study**				
	North Campus Area Study	MPO	$8,000.00	$15,000.00	$23,000.00
		IU/COB/Consultant	$75,000.00	$0.00	$75,000.00
(B)	**West 2nd Street Feasibility Study**				
	West 2nd Street Feasibility Study	MPO/COB	$10,000.00	$35,000.00	$45,000.00
(C)	**CAC/Student-Assisted Study**				
	CAC/Student-Assisted Study	MPO	$4,500.00	$0.00	$4,500.00
		TOTAL	**$22,500.00**	**$50,000.00**	**$147,500.00**

Long Range Transportation Planning

301 LONG RANGE PLANNING

(A) 2035 Long Range Transportation Plan

Federal requirements mandate that the Long Range Transportation Plan maintain a 25-year time horizon. The MPO will therefore be required to update the existing LRTP to create a 2035 Long Range Transportation Plan by the end of Fiscal Year 2010 in order to meet that standard. Due to the scope and significance of such a project, MPO staff intends to begin the update process during FY 2009 and complete it in FY 2010 to ensure that enough time is provided to produce it. The update procedure will include a complete update of the Travel Demand Model as well as a thorough public involvement process. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the MPO. This evaluation process will also include feasibility analysis for Bus Rapid Transit or other highly efficient modes of mass transit. Funding has been allocated over the next two fiscal years to provide for consultant assistance with technical analysis (primarily modeling support) as well as for MPO staff time spent in developing the overall Plan.

Responsible Agency and End Product(s):

(1) MPO Staff, with consultant assistance for Travel Demand Model updates, to develop the 2035 Long Range Transportation Plan (completion by end of FY 2010).

(B) ITS Architecture Maintenance

A group of technologies, known collectively as Intelligent Transportation Systems, or ITS, is being developed in urban areas throughout the world to improve transportation system efficiency, safety, and security. ITS uses a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. Through an evaluation and integration process with the transportation system, the Bloomington/Monroe County Urban Area can improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington/Monroe County MPO will complete its initial ITS Architecture by the end of Fiscal Year 2008. In Fiscal Year 2009, continued updates and revisions will be made to ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

Responsible Agency and End Product(s):

(1) MPO Staff to maintain and update the established Intelligent Transportation Systems (ITS) architecture. The assessment will target and implement specific ITS architecture improvements for future roadway improvements within the TIP.
   (a) FY 2009 ITS Architecture

301					
	Task	**Responsible Agency**	**FY 2009**	**FY 2010**	**Total Cost**
(A)	**2035 Long Range Transportation Plan**				
	2035 Long Range Transportation Plan	MPO	$13,500.00	$21,000.00	$34,500.00
		Consultant	$40,000.00	$60,000.00	$100,000.00
(B)	**Intelligent Transportation Systems (ITS)**				
	ITS Architecture Maintenance	MPO	$5,000.00	$0.00	$5,000.00
		TOTAL	**$58,500.00**	**$81,000.00**	**$139,500.00**

Technical Activities

401 VEHICULAR DATA COLLECTION

(A) Traffic Volume Counting

The MPO staff, in conjunction with Bloomington Engineering, Monroe County Engineering, and the Town of Ellettsville, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network. Details of the specific counting requirements will be available in the Traffic Counting Manual. In addition to the above-mentioned counts, provisions need to be made to allow for special counts to be conducted upon the request of local entities to assist with engineering alternatives analysis and design decisions. Specifically, information may be needed to conduct traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, and corridor studies.

Responsible Agency and End Product(s):

(1) MPO Staff will update the Traffic Counting Manual for the Bloomington/Monroe County MPO and will further direct the allocation of staff time and departmental budgets for this program. Guidelines will be established to identify future needs for supplies and equipment to aid with funding allocations. The manual will also specify locations, quantities, and types of counts that need to be annually conducted to produce reliable estimates on Vehicle Miles of Travel (VMT) and to maintain the calibration of the 2030 Travel Demand Model.
   (a) Revised Traffic Counting Manual

(2) MPO Staff and the Bloomington Engineering Department will conduct annual traffic volume counts as specified in the Traffic Counting Manual. Traffic volume link and segment counts will be conducted throughout the MPO urbanized area on a rotating basis of once every three (3) years, or as requested. The traffic volume sampling program will also be used to support INDOT's HPMS data collection efforts and to continuously refine link volumes, capacities, and speeds for calibration of the MPO's travel demand forecast model.
   (a) MPO FY 2009 Traffic Volume Report
      (i) City of Bloomington will perform approximately 150 coverage counts
      (ii) Town of Ellettsville will perform approximately 80 coverage counts

(3) MPO Staff and the Bloomington Engineering Department to work toward the establishment of three-year traffic count data cycle for the functionally classified roadway network and to provide INDOT with the necessary Highway Performance Monitoring System (HPMS) data. This task will be a focus area for FY 2009 and 2010.
   (a) Perform data quality control with INDOT's HPMS software against field survey findings
   (b) Complete approximately one-third of the defined HPMS traffic samples for INDOT data management requests

(4) MPO Staff and Bloomington Public Works Department to manage and maintain nine (9) permanent traffic volume counting stations (e.g., GroundHog). This information has the potential to help lay the foundation for a Travel Demand Management system with the integration of these data into traffic control devices.
   (a) Regular maintenance and management for nine permanent GroundHog traffic volume counting stations, including phone and electric fees for their operation.

(5) MPO Staff and Bloomington Engineering Department to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs. Future supplies and equipment needs will be based upon the guidelines identified in the Traffic Counting Manual.
   (a) Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to GroundHog battery replacements, GroundHog permanent traffic analyzer, Hi-Star portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials necessary for the maintenance and capital replacement of traffic counting equipment.

(B) Annual Crash Report

The Bloomington/Monroe County MPO will complete an Annual Crash Report given, as the crash data helps to identify potentially hazardous intersections and corridors within the MPO study area. The identification of accident locations allows local and state jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report will also be used to determine project locations that may be eligible for funding through the MPO Highway Safety Improvement Program.

Responsible Agency and End Product(s):

(1) MPO Staff to analyze state accident data for the development and production of an Annual Accident Report which includes vehicle, bicycle, and pedestrian accidents.
   (a) Calendar Year 2008 Crash Report.

401					
	Task	**Responsible Agency**	**FY 2009**	**FY 2010**	**Total Cost**
(A)	**Traffic Volume Counting**				
	Traffic Counting Manual	MPO	$5,000.00	$5,000.00	$10,000.00
	FY2008 Traffic Counting Report	MPO	$4,000.00	$4,000.00	$8,000.00
	HPMS Counts for INDOT	COB	$8,000.00	$8,000.00	$16,000.00
	Traffic Data Collection	COB	$20,000.00	$20,000.00	$40,000.00
		EV	$4,000.00	$4,000.00	$8,000.00
	Purchase Traffic Counting Equipment	COB	$5,000.00	$5,000.00	$10,000.00
(B)	**Annual Crash Report**				
	C.Y. 2008 Crash Report	MPO	$4,500.00	$5,000.00	$9,500.00
		TOTAL	**$50,500.00**	**$51,000.00**	**$101,500.00**

402 INFRASTRUCTURE MANAGEMENT

(A) Infrastructure Management Plan

The City of Bloomington Public Works Department and the Monroe County Engineering Department will perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. The infrastructure inventory will be continuously updated using an asset management software package (Cartegraph). Data on the various physical parameters such as location and the physical condition for each infrastructure module (pavement, signs, street markings, signals,) is managed by an infrastructure management software package to aid in the development of long term management plans.

Responsible Agency and End Product(s):

(1) MPO Staff, City of Bloomington Public Works Department, Monroe County, and the Town of Ellettsville will analyze the initial assessment of current roadway pavement conditions in the urbanized area to develop the initial phase of the infrastructure management plan. Regular collection of data on existing infrastructure modules to manage and update the database used for the asset management software used to develop and produce the infrastructure management plan. Future phases of the long term management plan will include other infrastructure modules and may require the purchase of geographic positioning technology and software to assist with field data collection.

(a) Phase I: Long Term Management Plan/Ten-Year Pavement Management Plan

(b) Quarterly status report submitted with billings

402					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
(A)	Infrastructure Management Plan				
	Infrastructure Management Plan	COB	$11,000.00	$11,000.00	$22,000.00
		MC	$11,000.00	$11,000.00	$22,000.00
		EV	$4,000.00	$4,000.00	$8,000.00
		TOTAL	**$26,000.00**	**$26,000.00**	**$52,000.00**

Alternative Transportation Planning

501 TRANSIT, BICYCLE & PEDESTRIAN DATA COLLECTION

(A) Transit Ridership and Bicycle/Pedestrian Volume Counts

This work element will include the preparation of a ridership data and bicycle and pedestrian volume counts. This information, among other things, will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under or over utilized, and will aid in the prioritization of capital improvements. In summary, the method consists of counting boarding and alighting passengers and measuring distances between stops on randomly selected bus trips each week, throughout the fiscal year. Counts to determine usage of bicycle and pedestrian facilities will also be conducted on a regular basis to gauge and determine needs.

Responsible Agency and End Product(s):

(1) Bloomington Transit to collect operating data required for estimates of annual passenger miles. Procedures will follow FTA guidelines which describe the methodology to estimate annual passenger miles based on data from a sample of randomly selected bus trips for Bloomington Transit fixed route and demand response service.
   - (a) Annual passenger mile data estimates for Bloomington Transit fixed route and demand response service.

(2) MPO Staff to conduct seven (7) day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. This is currently a pilot program. As the bicycle and pedestrian network continues to be built, expectations for this pilot are to mirror the #401 Traffic Volume Counting element of the UPWP.
   - (a) MPO staff report on the results of seasonal coverage counts for 3-6 facilities

(3) MPO Staff and Bloomington Public Works Department to annually maintain, update, and develop the GIS sidewalk inventory. This inventory has been developed to identify missing sidewalk segments and to prioritize sidewalk improvement projects. Integration of a robust inventory and infrastructure management are to be implemented for a future phase of the Infrastructure Management Plan. The sidewalk inventory will incorporate sidewalk data on condition, width, and ADA compliance for integration into the asset management software.
   - (a) Sidewalk Project Prioritization Report
   - (b) Status report with integration of GIS and asset management software for sidewalk inventory data
   - (c) Status report on phase two of long term management plan: Sidewalk Condition and Assessment Inventory

(4) MPO Staff and Bloomington Public Works Department to purchase of bicycle and pedestrian counting equipment and supplies needed to support annual bicycle and pedestrian counting needs.
   - (a) MPO Staff and Bloomington Public Works Department to purchase up to $2000 in new counting equipment and supplies

501					
	Task	**Responsible Agency**	**FY 2009**	**FY 2010**	**Total Cost**
(A)	**Transit Ridership/Bike & Ped Counts**				
	Annual Passenger Trip Estimates	BT	$2,000.00	$2,000.00	$4,000.00
	Bike/Ped Count Staff Report	MPO	$8,000.00	$8,000.00	$16,000.00
	Sidewalk Inventory & Assessment	MPO			
	Purchase B/P Counting Equipment	MPO			
		TOTAL	**$10,000.00**	**$10,000.00**	**$20,000.00**

502 SHORT RANGE ALTERNATIVE TRANSPORTATION PLANNING

(A) Safe Routes to School (SR2S) Program

The Bloomington/Monroe County MPO has taken a lead role in implementing the Safe Routes to School Program on the local level. A Safe Routes to School Task Force featuring representatives of local community school corporations, local governments, community groups, and other key stakeholders guides the local process. The task force works cooperatively to generate project ideas and coordinate the production of SR2S grant applications. As a result, multiple grants have been secured for local SR2S projects, and the task force has begun to focus on implementation of the grant-funded projects. MPO staff will continue to play a lead role in the local implementation of the SR2S program by coordinating SR2S Task Force meetings, assisting with the production of grant applications, and helping local jurisdictions implement any SR2S grants that are awarded.

Responsible Agency and End Product(s):

(1) MPO Staff to manage the Safe Routes to School Task Force that will be responsible for annual project identification and implementation of Safe Routes to School grant proposals and awards. Staff will coordinate regular meetings of the Task Force or its subcommittees as needed and provide logistical support to the Task Force or its subcommittees for project implementation.
   (a) Safe Routes to School grant submittals for infrastructure and non-infrastructure projects

(B) Bicycle and Pedestrian Project Coordination

In conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC), MPO staff will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation.

Responsible Agency and End Product(s):

(1) MPO Staff to attend regular monthly meetings of the Bloomington Bicycle and Pedestrian Safety Commission, including the formal business meetings and the interim work sessions. Staff will assist the BBPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians.

(C) LCI Training Program

During Fiscal Year 2008, MPO Staff attended training sessions on bicycle skills and safety presented by the League of American Bicyclists. As a result, one MPO staff member is now a League Certified Instructor (LCI) that is qualified to present such training courses to others. The MPO will utilize this new skill set by hosting an annual bicycle skills and safety training seminar that is open to the public (limited only by class size and age requirements established by the League of American Bicyclists). Specifically, MPO Staff will present the Road I course, as defined by the League. This course provides instruction on bicycle handling and traffic skills, including how to ride safely in a multitude of situations, as well as some basic bicycle maintenance skills. In addition, the BMCMPO will host an LCI Seminar during Fiscal Year 2010. This seminar will train participants to become League Certified Instructors so that they can present the Road I course in their own communities.

Responsible Agency and End Product(s):

(1) MPO Staff to present the Road I training program to the public at least once per calendar year, including provision of study materials as needed.
(2) MPO Staff to organize and host the LCI Seminar in Fiscal Year 2010.

(D) Transit Development Program

Bloomington Transit began the creation of a new Transit Development Program (TDP) during Fiscal Year 2008. The TDP is being produced with the assistance of an independent consultant. The TDP will comprehensively analyze the operations of Bloomington Transit and provide recommendations for future improvements to transit service. It will analyze stops and shelters, transit routes, system ridership, financial status, and other related transit components. In addition, the TDP will take into account recommendations of other recent studies undertaken by Bloomington Transit, including the Downtown Passenger Transfer Facility Location Analysis and the Fixed Transit Route Operational Analysis. The TDP will be completed during Fiscal Year 2009.

Responsible Agency and End Product(s):

(1) Bloomington Transit and independent transit consultant to complete a new Transit Development Program (TDP), to include recommendations on stops and shelters, transit routes, system ridership, financial status, and other related transit components.
   (a) Transit Development Program

(E) Grimes Lane Operations Facility Study

Bloomington Transit and Indiana University Transit have shared a common administrative, maintenance and storage facility, known as the Grimes Lane Operations facility, for over twelve years. With the steady growth of both transit systems during that time period, the facility is approaching its capacity limits. Expansion of the capacity of this facility will be essential to the continued growth of both systems, particularly as the number and type of buses used in the fleets increase. Bloomington Transit seeks to undertake a study that would identify future Operations Facility needs and provide a strategy for meeting those needs.

Responsible Agency and End Product(s):

(1) Bloomington Transit and independent consultant to complete a Grimes Lane Operations Facility Study, to include recommendations for expanding the physical plant in order to accommodate growth of Bloomington and IU transit systems.
   (a) Grimes Lane Operations Facility Study

(F) Car Sharing Program Support

Car sharing programs have become increasingly popular across the United States and throughout the world as a convenient and affordable alternative to personal vehicle ownership. Statistics show that the presence of car sharing programs effectively reduces the total vehicle trips on local roads. The City of Bloomington and Indiana University are seeking to establish a car sharing program for local use, and as the regional transportation coordinating body, the MPO is interested in supporting this effort.

Responsible Agency and End Product(s):

(1) MPO staff to assist City of Bloomington and Indiana University in the initial establishment and on-going administration of local car sharing program.
   (a) City of Bloomington/Indiana University Car Sharing Program

502					
	Task	**Responsible Agency**	**FY 2009**	**FY 2010**	**Total Cost**
(A)	**Safe Routes to School (SR2S)**				
	Administer SR2S Program	MPO	$8,500.00	$12,500.00	$21,000.00
(B)	**Bike & Ped Project Coordination**				
	BBPSC Meetings	MPO	$5,500.00	$7,500.00	$13,000.00
(C)	**LCI Training Program**				
	LCI Training Program	MPO	$2,250.00	$2,000.00	$4,250.00
(D)	**Transit Development Plan (TDP)**				
	Transit Development Plan (TDP)	BT	$25,000.00	$0.00	$25,000.00
(E)	**BT Maintenance Facility Study**				
	BT Maintenance Facility Study	BT	$0.00	$60,000.00	$60,000.00
(F)	**Car Sharing Program Support**				
	Car Sharing Program Support	MPO		$5,000.00	$5,000.00
		TOTAL	**$41,250.00**	**$82,000.00**	**$123,250.00**

503 LONG RANGE ALTERNATIVE TRANSPORTATION PLANNING

(A) Alternative Transportation Corridor Study

As a component of the Fiscal Year 2007 UPWP, the MPO produced an alternative transportation corridor study with the help of an independent consultant. This study analyzed the proposed I-69 route through the Metropolitan Planning Area and provided design recommendations for bicycle and pedestrian facilities for interchanges and overpasses. During Fiscal Year 2008, MPO staff began the implementation phase of the project, both through further coordination with the I-69 Section 5 design office as well as mobilization of resources on the local level. MPO Staff will continue this implementation phase during Fiscal Years 2009 and 2010.

Responsible Agency and End Product(s):

(1) MPO Staff will provide assistance to local agencies for the implementation of the Alternative Transportation Corridor Study.

(B) Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. In order for local transit operators to use these funding sources, any project proposed to be funded must be included in a locally developed Coordinated Human Services Public Transit Plan, which the MPO has adopted. In Fiscal Years 2009 and 2010, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

Responsible Agency and End Product(s):

(1) MPO Staff, to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan.

503					
	Task	**Responsible Agency**	**FY 2009**	**FY 2010**	**Total Cost**
(A)	**Alternative Transportation Corridor Study**				
	Project Implementation	MPO	$3,000.00	$3,000.00	$6,000.00
(B)	**Coordinated Human Services Public Transit Plan**				
	Mobility Steering Committee	MPO	$7,700.00	$7,700.00	$15,400.00
	Project Development Assistance				
		TOTAL	**$10,700.00**	**$10,700.00**	**$21,400.00**

Appendix A

Transit Operator Local Match Assurance

FY 2008 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation hereinafter referred to as the "Transit Provider", HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2009-2010 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling $696,830.00 requiring $174,207.50 local match. As specified in the FY 2009-2010 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for $71,200.00 of the total grant, requiring $17,800.00 in local match for the following UPWP elements:

1) 501 (A) – Annual unlinked passenger trip estimates
2) 502 (D) – Transit Development Program (consultant product)
3) 502(E) – Grimes Lane Operations Facility Study (consultant product)

_____ Bloomington Public Transportation Corporation
Date Legal Name of Applicant

By: _____
Lew May, General Manager of Bloomington Transit

Appendix B

Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	American Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (July 1 through June 30)
HPMS	Highway Performance Monitoring System
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
IPA	Indiana Planning Association
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MCCSC	Monroe County Community School Corporation
MPO	Metropolitan Planning Organization
MTP	Master Thoroughfare Plan
PDP	Program development Process
PL	Planning
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCP	Safety-Conscious Planning
SRTS	Safe Routes To School
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDF	Travel Demand Forecast
TEA-21	Transportation Efficiency Act for the 21st Century
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TRB	Transportation Research Board
UMTA	Urban Mass Transit Administration
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

Appendix C

FY 2009-2010 Certification Statement

INSTITUTIONAL ARRANGEMENTS

(A) Designated MPO

The State of Indiana agreed to the designation of the City of Bloomington Plan Commission as the Metropolitan Planning Organization responsible for carrying out the provisions of Section 134, Title 23 of the United States Code for the Bloomington urbanized area through designation by the Governor of Indiana on March 4, 1982. The U.S. Department of Transportation accepted this designation.

(B) Urbanized Areas Affected By This Certification

This certification is for the Bloomington/Monroe County Urbanized Area.

(C) Policy Decision-Making Process (Committee Structure and Delegation of Authority)

The Bloomington/Monroe County Metropolitan Planning Organization adopted new Operational Bylaws in December 2005. These bylaws provide a specific description of the roles and membership for each of the three committees that comprise the MPO. The jurisdictions represented in the MPO are:

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University

The three MPO committees are:

Policy Committee
The Policy Committee serves as the decision-making body of the MPO. They provide oversight on all projects, policies, and programs pursued by the MPO. This includes official adoption of the Long Range Transportation Plan, the Unified Planning Work Program, and the Transportation Improvement Program. Membership of this committee is comprised of elected and appointed officials from the key jurisdictions.

Technical Advisory Committee
The Technical Advisory Committee provides technical-level input on MPO projects, policies, and programs. The committee reviews these items and makes recommendations to MPO staff as well as to the Policy Committee. All business conducted by the MPO is required, per the adopted bylaws, to be reviewed by the Technical Advisory Committee prior to a decision by the Policy Committee. Membership of this committee is comprised of technical staff representing the same key jurisdictions as the Policy Committee membership.

Citizens Advisory Committee
The Citizens Advisory Committee provides public input on MPO projects, policies, and programs. All business conducted by the MPO is required, per the adopted bylaws, to be reviewed by the Citizens Advisory Committee prior to a decision by the Policy Committee. Membership of the Citizens Advisory Committee is open to the general public, as well as a wide variety of key community organizations that are specifically invited to send representation.

All jurisdictions are represented across all three MPO committees. The committees also provide representation for all modes of travel within the MPO area.

(D) Delegation of MPO Responsibilities or Authority to Other Agencies

The Bloomington/Monroe County MPO currently provides federal planning funds under a Third Party Agreement to Bloomington Transit (BT) to conduct transit planning activities as outlined in the Unified Planning Work Program. All other responsibilities and authority are retained by the MPO.

(E) Functional Responsibilities of Participating Agencies

Federal, state, and local agencies concerned with transportation and land use planning as well as the implementation of transportation facilities are given every opportunity to participate in the urban transportation planning process through the MPO's committee structure. The participants which comprise the committees advise and provide direction to the MPO's transportation planning staff.

(F) Legal Basis for MPO

The Bloomington MPO obtains its statutory authority from the Indiana Code, Title 18, Article 5, Chapter 1 and Title 18, Article 7, Chapter 5.5. Local authority for the Bloomington MPO is based on the 1982 letter from the U.S. Department of Transportation and an inter-cooperative agreement between the City of Bloomington and Monroe County.

(G) Intergovernmental Review Process

The Bloomington MPO participates in the intergovernmental review process. The Unified Work Planning Program and the Transportation Improvement Program are subject to this intergovernmental review.

COMPREHENSIVE PLANNING

(A) Status of an Area-wide Land Use Plan or Urban Development Plan

Comprehensive land use plans have been adopted separately by the City of Bloomington, Monroe County and the Town of Ellettsville. The MPO provides a forum to discuss issues related to transportation in both plans.

(B) Consistency of the Transportation Plan with the Comprehensive Land Use Plans

Land use and demographic data developed for the various comprehensive land use plans served as the basis for the MPO's 2030 Long Range Transportation Plan unanimously adopted by the Policy Committee in April 2006, and amended in June 2007. Appropriate local planning agencies are directly involved in the development of transportation plans.

TRANSPORTATION PLANNING PROCESS AND ELEMENTS

(A) Social, Economic, and Environmental Effects

The Unified Planning Work Program study elements are designed to obtain information necessary for the overall social, economic, and environmental (SEE) effects of proposed system improvement projects. The MPO committee structure provides a mechanism for evaluating this information and for developing alternative methods to mitigate negative SEE impacts.

(B) Transportation Control Measures Required by the SIP

The Bloomington/Monroe County urbanized area has been declared an attainment area by the Federal Environmental Protection Agency (EPA) with regard to transportation-related pollutants. As such, the MPO is not required to develop transportation control measures or to submit other documentation related to the State Air Quality Implementation Plan (SIP). Nevertheless, the maintenance and improvement of air quality is a significant local planning objective.

(C) Citizen Involvement

The MPO maintains a very active public participation process, which includes the Citizens Advisory Committee (described above) and public informational forums. Public hearings and special public meetings are routinely scheduled for projects and plan development/adoption.

(D) Transportation System Management Strategies in All Phases of the Planning Process

All urban areas of 50,000 population or greater are required to develop and maintain a transportation plan as a component of the transportation planning process for the metropolitan area.

The 2030 Long Range Transportation Plan for the Bloomington/Monroe County MPO emphasizes system management/preservation of the existing multi-modal transportation network with enhanced connectivity for increased safety and operational efficiency. Transportation system management strategies are considered in all phases of project planning and development.

(E) Needs of Mobility-Limited Persons

The needs of mobility-limited persons in the Bloomington/Monroe County urban area are met by Bloomington Transit (BT) which operates a curb-to-curb transportation service for persons with disabilities known as BT Access. BT Access provides vital mobility for persons with disabilities who cannot use regular fixed route service due to the nature of their disability. BT Access operates days and hours comparable to those that the fixed route service operates. The BT Access service area includes the entire City of Bloomington during weekdays. The service area is more limited on weeknights and weekends to include all areas within ¾ mile of fixed routes operating during those days and times. The BT Access fare per one-way trip and has remained unchanged since 1996.

BT Access ridership has grown more than three-fold in the period from 1991 to 2005 as persons with disabilities continue to become more independent and self-sufficient. Contributing to the growth in BT Access, ridership in recent years has been the trend in relocating persons with disabilities to independent living situations. BT Access is used by eligible riders to access employment, education, health care services, shopping, and recreational activities throughout Bloomington.

(F) Mitigate Traffic

As noted in the adopted 2030 Long Range Transportation Plan, traffic mitigation refers to actively reducing the demand for automobile trip-making, and in turn reducing the traffic impacts associated with trip-making. This guiding principle for the Bloomington/Monroe County MPO is intended to reduce the frequency and length of auto trips through the application of a variety of key land use and transportation principles. The first component of traffic mitigation is mixed-use development, which reduces travel demand by placing residential areas in closer proximity to the shopping, employment and recreation destinations they seek. In addition, support of a compact urban form for development will keep trip lengths low, and allow more areas to be serviced by alternative modes of travel. Finally, investment in and support for modes of travel such as walking, bicycling and public transit must be significant and sustained to make them truly viable alternatives to personal motor vehicles.

(G) Energy Conservation - Goals, Objectives, Specific Targets, Surveillance, and Monitoring of Energy Supply and Consumption, Planning for Short Term Disruption in Energy Supply

The 2030 Long Range Transportation Plan adopted in April 2006 specifically notes a goal to "Make transportation infrastructure investments in a manner that protects and enhances the environment, promotes energy conservation, and improves quality of life." Specific objectives under this LRTP goal include:

- Examine the overall short and long-term social, economic, energy, and environmental (social, natural, and human-made) effects of major transportation investments.
- Ensure transportation investments contribute to the overall improvement of air quality for the metropolitan area and support actions reducing the dependency on single-occupant vehicles.

- Give priority and encouragement to alternative fuels, fuel efficiency and new technologies to reduce pollution and usage of non-renewable resources.
- Plan, design, develop, construct, and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures, and neighborhoods.

(H) Involvement of Existing Public and Private Transportation Providers, Traffic Engineers Ridesharing Agencies, etc.

The involvement of public and private transportation providers is maintained through the existing committee structure of the MPO. Public transportation providers and traffic engineers, including Indiana University, Bloomington Transit, the Monroe County Highway Engineer, and the City of Bloomington Engineer sit on the Technical Advisory Committee. Private transportation providers and traffic engineers are advised of Citizen Advisory Committee agenda and meetings through website notices and direct mailings. In addition to the committee structure, the MPO sponsors public information meetings to ensure public participation.

Additionally, a Coordinated Human Services Public Transportation Plan has been adopted by the MPO. The plan aims to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. The plan will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation possible with available resources. Together these actions will ensure continued involvement and coordination of public and private transportation providers.

(I) Technical Activities to the Degree Appropriate

The Unified Planning Work Program for the Bloomington/Monroe County MPO Bloomington MPO work program includes functions that provide for technical activities that include but are not limited to the following:

- Intergovernmental Coordination
- Unified Planning Work Program Development, Adoption and Administration
- FHWA/FTA Planning Grant Administration
- Staff Training, Education and Technical Needs
- Public Participation Coordination
- Transportation Improvement Program Development, Adoption, Administration, and Project Coordination
- Traffic Volume Impact Analysis
- Annual Crash Report
- Long Range Transportation Plan Update
- Intelligent Transportation System Development and Implementation
- Vehicular Data Collection
- Transit, Bicycle and Pedestrian Data Collection/Volume Counts
- Bicycle and Pedestrian Safety and Education Activities
- Safe Routes to School Program

(J) Planning Process Documentation

The Bloomington MPO planning process is documented in the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the 2030 Long Range Transportation Plan (LRTP), the MPO Public Participation Plan (PPP), and the MPO Operational Bylaws. These documents are developed, reviewed, and adopted through and in partnership with the MPO Committee structure previously noted in this Certification Statement and in cooperation with the Indiana Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration.

WORK PLAN

(A) Status

All Fiscal Year 2008 Unified Planning Work Program activities are underway and approval of the Fiscal Year 2000-2010 Unified Planning Work Program will occur by June 2007. An Annual Completion Report is prepared as a final End Product for each Fiscal Year Unified Planning Work Program. Completion reports contain detailed descriptions on the status of projects and the work completed under the appropriate Fiscal Year. In addition, the report includes the State Board of Accounts Calendar Year Audits for funds utilized within the Unified Planning Work Program.

(B) Effectiveness

The Bloomington/Monroe County Unified Planning Work Program is reviewed and updated on an annual basis to correspond with needs identified by staff, cooperating agencies, citizens and other participants involved with the MPO in the planning process.

TRANSPORTATION PLAN

(A) Annual Reaffirmation of Validity

The Transportation Improvement Program (TIP) for the Bloomington/Monroe County Metropolitan Planning Organization is produced annually. The annual adoption of the Transportation Improvement Program is a reaffirmation of the Long Range Transportation Plan. If at such a time the Transportation Improvement Program does not agree with the Long Range Transportation Plan, amendments to the Long Range Transportation Plan would then be necessary for adoption of the conflicting Transportation Improvement Program to occur.

In accordance with federal transportation planning requirements for all urbanized areas, the Long Range Transportation Plan for Bloomington/Monroe County is to be updated at least every five years, with the most recent update occurring in 2006.

(B) TSM Strategies Are Considered Throughout the Planning Process

As noted in Section III – D, all urban areas of 50,000 population or greater are required to develop and maintain a transportation plan as a component of the transportation planning process for the metropolitan area.

The 2030 Long Range Transportation Plan for the Bloomington/Monroe County MPO emphasizes system management/preservation of the existing multi-modal transportation network with enhanced connectivity for increased safety and operational efficiency. Transportation system management strategies are considered in all phases of project planning and development.

(C) The Transportation Plan Has Both Short-Range and Long-Range Elements and is Multi-Modal Based on Currently Held Valid Socioeconomic Data

The 2030 Long Range Transportation plan for the Bloomington/Monroe County MPO has both short and long range elements that focus on multi-modal needs. Transportation needs identified in this plan are based on currently held and validated socioeconomic data.

TRANSPORTATION IMPROVEMENT PROGRAM

(A) Adequacy of the Transportation Improvement Program Development Process

Unified Planning Work Program end products are used as input for project identification, selection, prioritization and programming fund allocation. The projects identified in the Transportation Improvement Program are

prioritized by a process of coordination between the MPO staff and the implementing jurisdictions. Most, if not all, projects have been in the engineering stage or in some phase of development construction over multiple years. The Long Range Transportation Plan and the MPO's short-range transportation planning activities also provide a basis for refined prioritization.

(B) Tradeoffs Between Long-Range and Short-Range Projects

Projects are identified for inclusion in the Transportation Improvement Program through the process noted above. Any and all potential "tradeoffs" that occur between projects identified through short-range planning activities and long-range planning activities will be evaluated and determined through a cooperative process involving the affected jurisdiction(s) and the MPO committee structure.

(C) Adequate TIP

Projects Consistent With the Planning Process:
The annual Transportation Improvement Program incorporates projects that have been identified through a transportation planning process or from system management (pavement, bridge, safety) activities. Indiana Department of Transportation projects are identified through the INDOT planning process.

Projects Initiated by Local Officials:
Local jurisdiction projects are reviewed for planning support and prioritization recommendations by the MPO staff in consultation with the MPO committee structure. The final action(s) of the Policy Committee determines the final project prioritization reflected in the Transportation Improvement Program.

Conforms with Joint Transportation Improvement Program Development Regulations:
The process used by the Bloomington/Monroe County MPO for the Transportation Improvement Program is conducted in accordance with applicable federal guidelines.

Conformance and Priority Criteria Being Met:
All federal-aid projects are prioritized within appropriate funding categories and fund type (i.e. STP, MA, etc.). Transportation Enhancement and Safe Routes to Schools projects are prioritized at a statewide level.

AIR QUALITY (TO THE EXTENT APPLICABLE UNDER STATE IMPLEMENTATION PLAN [SIP] REQUIREMENT, ATTAINMENT STATUS, ETC.)

(A) MPO Determination of TIP Conformance with SIP

Not Applicable.

(B) Evidence of Coordination Between State/Local Air Quality and Transportation Agencies

Not Applicable.

(C) Priority Given to TCMs as Called for in SIP

Not Applicable.

(D) Air quality Planning Tasks in the Work Program Advanced in Accordance With SIP

Not Applicable.

INDOT-MPO SELF-CERTIFICATION

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

(1) 49 U.S.C. Section 5323(l), 23 U.S.C. 135, and 23 CFR Part 450.220;

(2) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

(3) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);

(4) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;

(5) The provision of 49 CFR Part 20 regarding restrictions on influencing certain activities; and

(6) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d).

MPO DIRECTOR

_____

Joshua Desmond, AICP Date

POLICY BOARD CHAIRPERSON

_____

Kent McDaniel Date

INDOT

_____

Steve Smith Date

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO Technical Advisory Committee Members

From: Raymond Hess, AICP
Senior Transportation Planner

Date: June 17, 2009

Re: FY 2010-2013 Draft Transportation Improvement Program

Background

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. No written public comments have been received.

Complete Streets

The new TIP was 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.). The Technical Advisory Committee is requested to provide a recommendation as to whether these projects are compliant with the complete streets policy since the Policy Committee will have to certify through resolution the projects' compliance.

Changes from the FY2008-2011

In addition to updating and reorganizing text, charts, and tables, the following list illustrates the most substantive changes to the TIP from last year. This list does not include projects from FY2009 which have begun/been let and no longer need to be reflected in the TIP.

<u>Changes to INDOT projects</u>

- SR 45 from the Bypass to Pete Ellis (p 11) - construction moved from 2009 to FY2010
- SR 45 from Pete Ellis to Russell Rd (p12) - right-of-way moved from 2009 to 2010
- SR 45/46 from Monroe St to Kinser Pike (p 13) - construction moved from 2009 to 2010
- SR45/46 Bypass from Kinser Pike to Pete Ellis (p 14) - construction cost increased to $24,500,000 (up from $23,251,968)

<u>Changes to Monroe County projects</u>

- Fullerton Pike (p 18) - preliminary engineering in 2012 increased to $250,000 (up from $108,000) and right of way added in 2013 for $550,000
- Mt. Tabor Bridge (p 20) - engineering & right-of-way costs increased in 2012 to $50,000 and $45,000 respectively (up from $25,000 and $25,000 respectively). Construction phase added in 2013 for $1,500,000
- Pavement Preservation (p 21) - added engineering in 2010 for $43,763. Construction moved from 2009 to 2010. Added Business 37 from SR37 to Old 37 to project scope and increased construction cost to $1,137,160 (up from $701,437. The scope and cost change is attributed to elimination of the 'bridge deck overlay' project which was determined to be ineligible for ARRA funds.)
- Vernal Pike Phase II (p 22) - STP funding amount for construction increased to $5,531,140 (up from $3,461,140. The change represents the amount of leftover STP funds from Vernal Pike Phase I)

<u>Changes to City of Bloomington projects</u>

- 17th & Arlington Roundabout (p 25) - moved construction from 2012 to 2013 and changed construction cost to $1,991,033 (down from $3,125,000).

- 17th & Jordan (p 26) – added project and engineering costs in 2010 ($209,000).
- B-Line Trail Phase II (p 28) – added project and engineering in 2010 ($255,000) and construction in 2010 ($4,876,000).
- Cascades Trail Phase I (p 29) - added this project and construction costs for 2010 ($695,000) (Note: This project is the reprogrammed Jackson Creek Trail TE award. Jackson Creek is now using ARRA funding).
- Jackson Creek Trail (p 30) - moved construction year from 2009 to 2010
- Old SR37 & Dunn St. Intersection (p 31) - added this project and engineering costs in 2010 ($209,000).
- Rogers St (p 32) - increased construction cost in 2011 to $697,283 (up from $625,000) and added construction in 2012 for $3,231,033.
- Sare Road Roundabout (p 33) - changed project description and increased engineering costs in 2010 to $64,000 (up from $20,000) and construction in 2011 ($900,000).
- Tapp & Rockport Roundabout (p 34) - added this project and engineering costs in 2010 ($254,373)
- Walnut Pavement Preservation (p 35) - moved construction year from 2009 to 2010
- Sidewalk Restoration (p36) - moved construction year from 2009 to 2010
- Removed the following projects:
    - SR45/46 Pedestrian Overpass
    - Sare Road Phase II
    - Tapp Road Phase III
    - Weimer Road Realignment

<u>Changes to Town of Ellettsville projects</u>

- Ellettsville Heritage Trail Phase I (p 37) - moved construction from 2009 to 2010
- Ellettsville Heritage Trail Phase II (p 38) - moved construction from 2009 to 2010

<u>Changes to Community School Corporation projects</u>

- This section is new. Previously these projects were reflected under Monroe County and Ellettsville
- RBBCSC Sidewalk Construction (p 40) - moved engineering, right-of-way, and construction from 2009 to 2010
- Batchelor Infrastucture (p 41) - moved engineering and construction from 2009 to 2010
- MCCSC Bike/Ped education (p 42) - moved from 2009 to 2010
- MCCSC School Route Travel Plans (p 42) - moved from 2009 to 2010

<u>Changes to Rural Transit Projects</u>

- Operating Budget (p 44) - increased costs in 2010 (from $1,400,000 to $1,600,232), 2011 (from $1,430,000 to $1,600,232) & 2012 (from $1,450,000 to $1,664,882) and added costs for 2013 ($1,698,180)
- Photovoltaic Solar System (p 44) - added project and costs ($95,000) in 2011
- Transit Stimulus Package (p 44) - changed project cost to $1,019,514 (down from $1,057,074).
- Removed the following projects:
    - Capital Budget
    - Operating Assistance (FTA 5316)
    - Operating Assistance (FTA 5317)

<u>Changes to Bloomington Transit Projects</u>

- Operational Assistance (p 47) - project costs decreased in 2010 (from $6,759,867 to $6,547,507), in 2011 (from $7,030,262 to $6,809,407) & in 2012 (from $7,311,472 to $7,081,784). Added project costs in 2013 ($7,365,055).
- 35 Foot Buses (p 46) - added project costs in 2010 ($1,200,000).
- 40 Foot Buses (p 46) - increased project costs in 2010 (from $364,000 to $1,240,00)
- BT Access Vehicles (p 46) - added project costs in 2013 ($98,696).

- Downtown Transfer Facility (p 46) - moved project year from 2009 to 2010 and decreased project cost to $5,322,823 (down from $8,374,406. This is because the right-of-way phase of the project is complete).
- Maintenance (p 47) – minor cost changes in 2010, 2011, and 2012 and added projects costs in 2013 ($90,472)

Changes to Indiana University Transit projects

- Bus Replacement (p 49) - added project and project costs in 2012 ($1,800,000) and 2013 ($1,875,000)
- Garage Safety and Efficiency (p 49) - removed project costs in 2010 ($100,000)
- Park and Ride Improvement (p 49) - moved project from 2009 to 2010
- Passenger Amenities (p 49) - removed project costs in 2010 ($200,000)
- Removed the following projects:
    - Fleet Expansion (now called bus replacement).

Changes to the Appendices

- This section is reorganized to better display charts and tables
- Added ARRA Project Table
- Added Complete Streets Compliance Table

Recommendation Requested

The Technical Advisory Committee is requested to make a recommendation to the Policy Committee:

- on adoption of the FY2010-2013 Transportation Improvement Program; and
- to certify compliance to the Complete Streets Policy of the following projects:
    - Fullerton Pike/Gordon Pike Rhorer Road
    - Mt. Tabor Road Bridge #33 Replacement
    - 17th and Arlington Roundabout
    - Old SR37 and Dunn St. Intersection Improvements
    - Sare & Rogers Road Roundabout
    - Tapp/Rockport Road Intersection Improvements

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

BLOOMINGTON • MONROE COUNTY
mpo

Transportation Improvement Program

Fiscal Years 2010 through 2013

Draft

June 17, 2009

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document used by the Bloomington/Monroe County Metropolitan Planning Organization (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 Appendix VI 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 public agencies (LPAs) 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. 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.

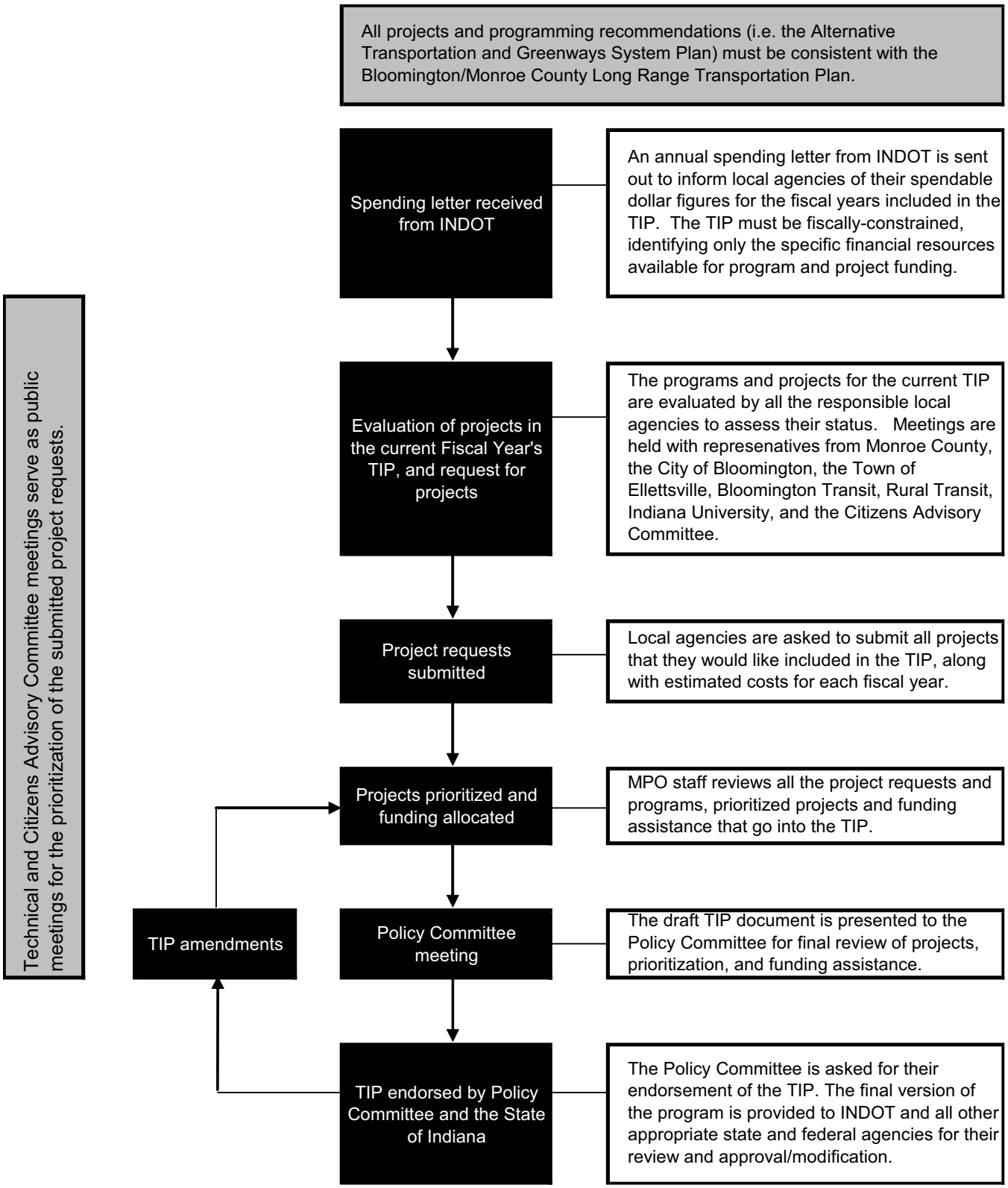
Projects initiated locally are jointly prioritized according to the type of activity scheduled in the TIP and the Federal funding category. The process of prioritizing projects is also influenced by state and local policy-level decision making and the availability of Federal, state, and local funds. 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 (Appendix III) 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:

Date	Description
4/23/2009	BMCMPO 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 5/20/09 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 _____ the FY2010-2013 TIP

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 (note: obligation typically happens several weeks before the project is let).

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 (note: construction of project still remains)	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. 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
STP	$ 8,419,476	$ 2,720,869	$ 2,720,869	$ 2,720,869	$ 16,582,083
State	$ 1,300,000	$ -	$ -	$ -	$ 1,300,000
TE	$ 2,619,610	$ -	$ 280,000	$ 280,000	$ 3,179,610
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	$ 11,150,405	$ 3,940,633	$ 4,525,494	$ 4,447,931	$ 24,064,463
ARRA (+ illustrative)	$ 7,593,994	$ 95,000	$ -	$ -	$ 7,688,994
TOTAL	$ 44,659,991	$ 13,364,812	$ 15,925,067	$ 15,760,429	$ 89,710,300

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
STP	$ 8,411,102	$ 2,720,869	$ 2,720,869	$ 2,720,869	$ 16,573,711
State	$ 1,300,000	$ -	$ -	$ -	$ 1,300,000
TE	$ 2,619,610	$ -	$ -	$ -	$ 2,619,610
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	$ 11,150,405	$ 3,940,633	$ 4,525,494	$ 4,447,931	$ 24,064,463
ARRA (+ illustrative)	$ 7,593,994	$ 95,000	$ -	$ -	$ 7,688,994
TOTAL	$ 44,499,168	$ 13,188,861	$ 15,469,117	$ 15,304,479	$ 88,461,625

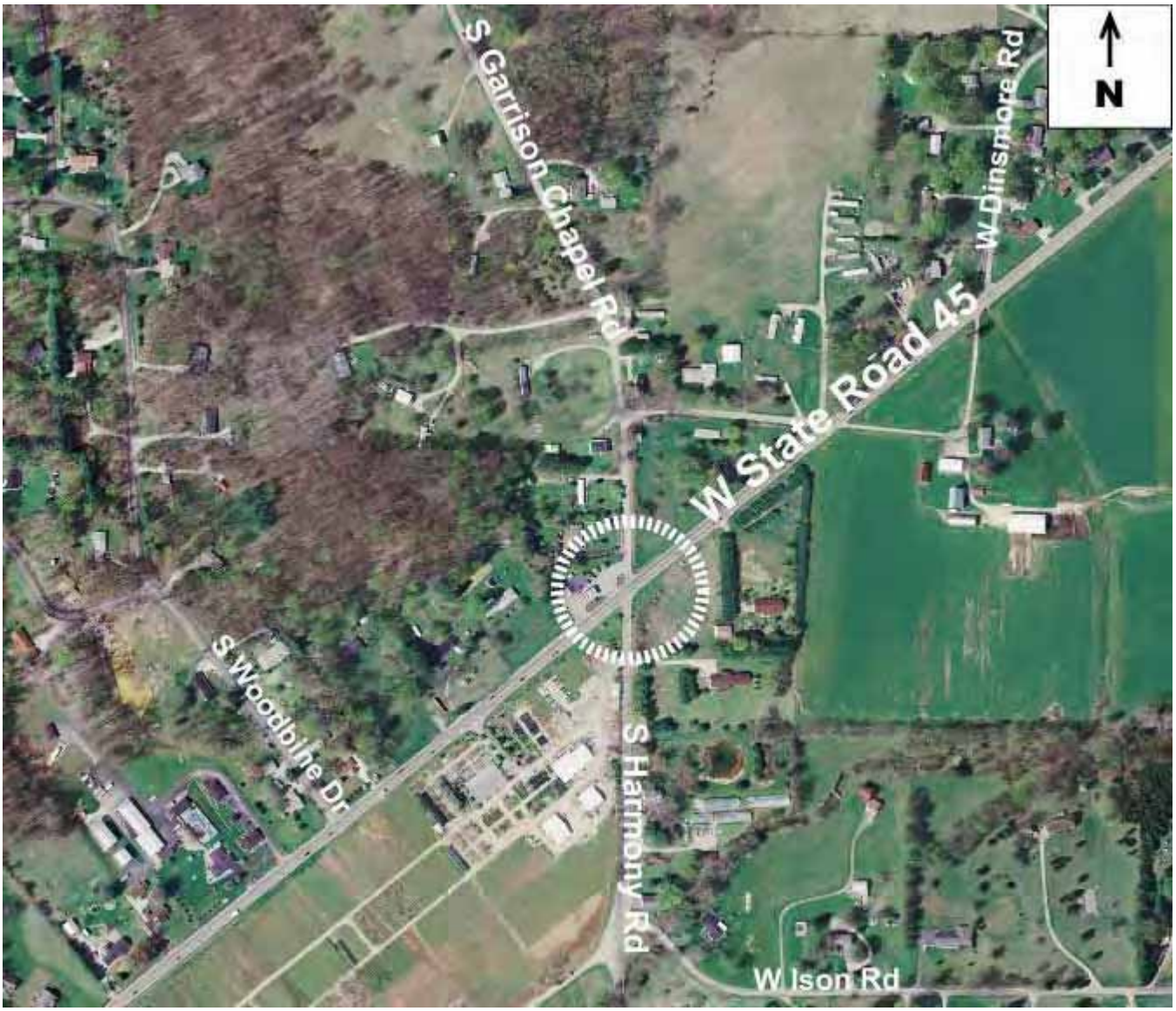
Programmed Projects

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				
Location:	Intersection of State Road 45 and Garrison Chapel Rd.	PE State				
Description:	Intersection improvement with added turn lanes	ROW STP	$ 88,000			
		ROW State	$ 22,000			
DES#:	0710011	CON STP				
Support:	Non-Interstate Preservation	CON State				
Allied Projects:	n/a	**TOTAL**	$ 110,000	$ -	$ -	$ -

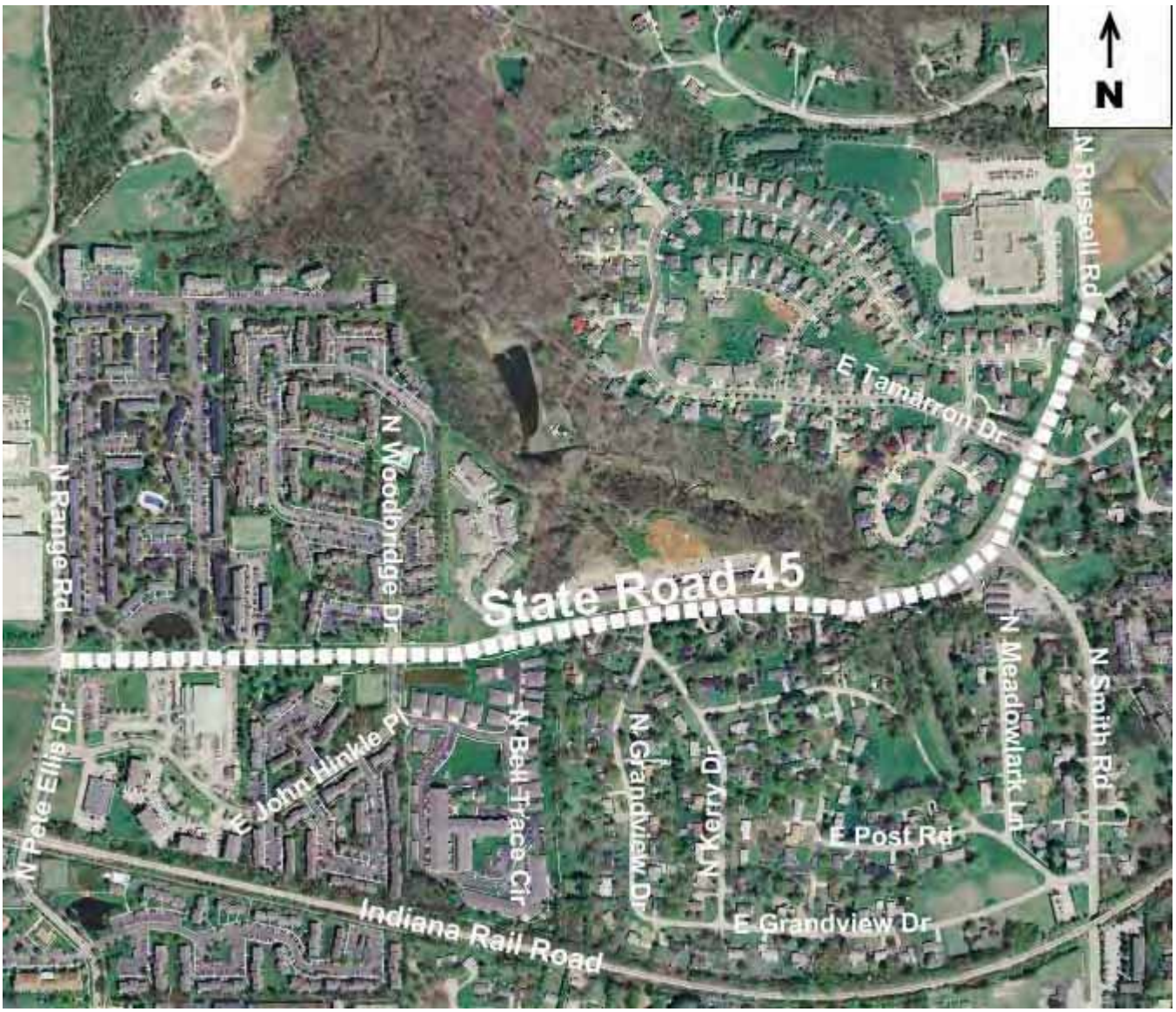


Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source		Fiscal Year 2010	2011	2012	2013
Project:	**State Road 45**	PE					
Location:	0.1 miles east of SR 45/46 Bypass to 0.1 miles east of Pete Ellis Drive						
Description:	Added travel lanes, traffic signals (~.30 miles long)	ROW	STP				
			State				
		CON	STP	$ 1,711,327			
DES#:	8824615, 947897A		State	$ 427,832			
Support:	Non-Interstate Preservation Program						
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				
Location:	Pete Ellis Drive to Russell Road	PE	State				
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	$ 750,000			
		ROW	State				
		CON	STP		$ 3,994,482		
DES#:	9902910	CON	State		$ 998,620		
Support:	Safety						
Allied Projects:	State Road 45/46 Bypass		**TOTAL**	$ 750,000	$ 4,993,102		

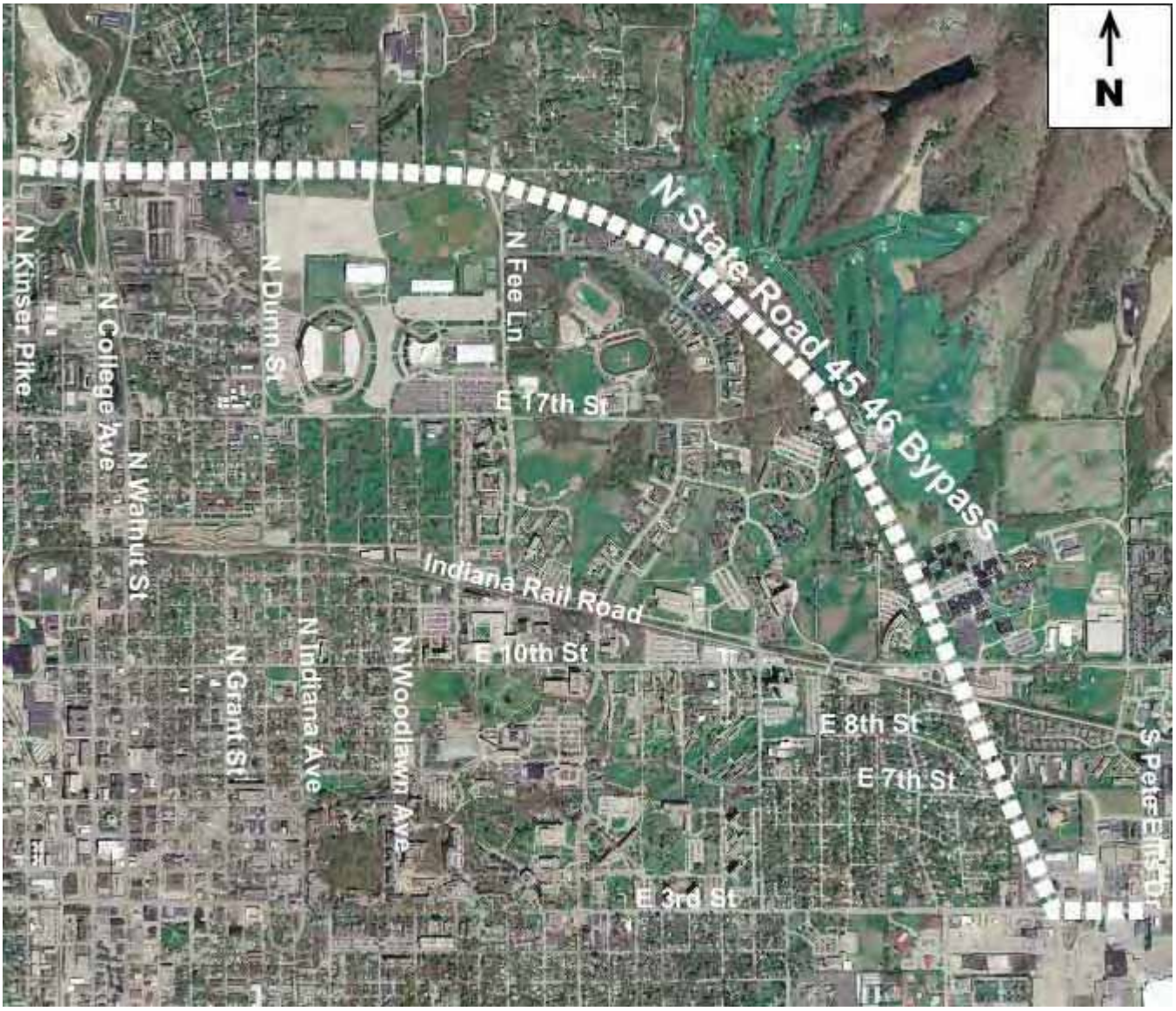


Programmed Projects: State of Indiana

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					
		CON	STP	$ 1,040,000			
DES#:	0600811		State	$ 260,000			
Support:	Non-Interstate Preservation						
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				
Location:	Kinser Pike to Pete Ellis Dr.	PE	State				
Description:	Added travel lanes, including 2 bridges, signals, sidepaths, pedestrian underpass. DES. #'s: 0300585, 9010075, 9611470, 0015830 (~2.80 miles)	ROW	STP				
		ROW	State				
		CON	STP				
DES#:	(see Description above)	CON	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				
		CON	STP	$ 224,000			
DES#:	0100773		State	$ 56,000			
Support:	Safety Improvements						
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					
Description:	Overlay and Preventive Maintenance	ROW STP State				
		CON ARRA State	$ 3,000,000			
DES#:	0810411					
Support:	Non-interstate Preservation					
Allied Projects:	n/a	**TOTAL**	$ 3,000,000	$ -		

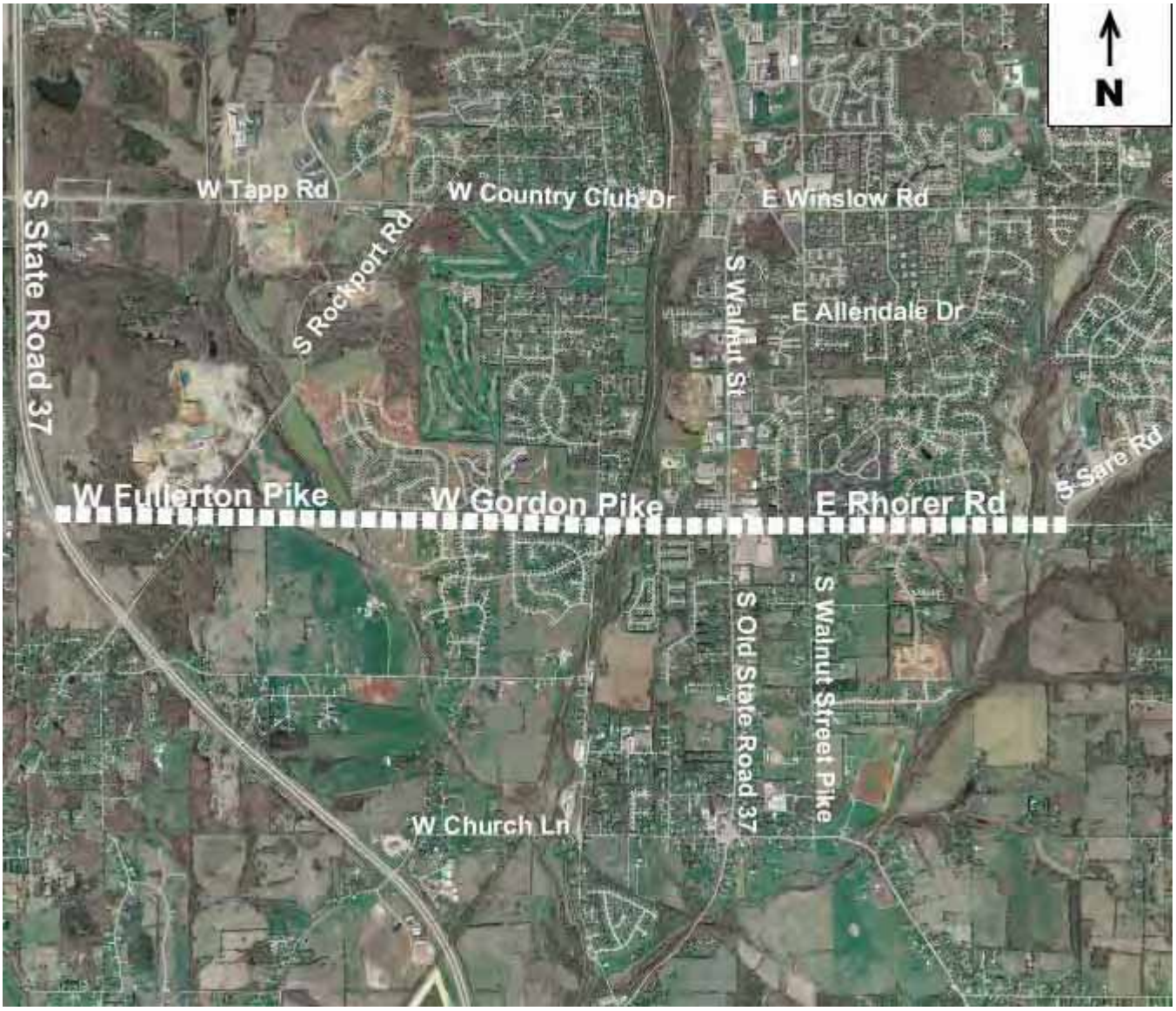
Programmed Projects: State of Indiana

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

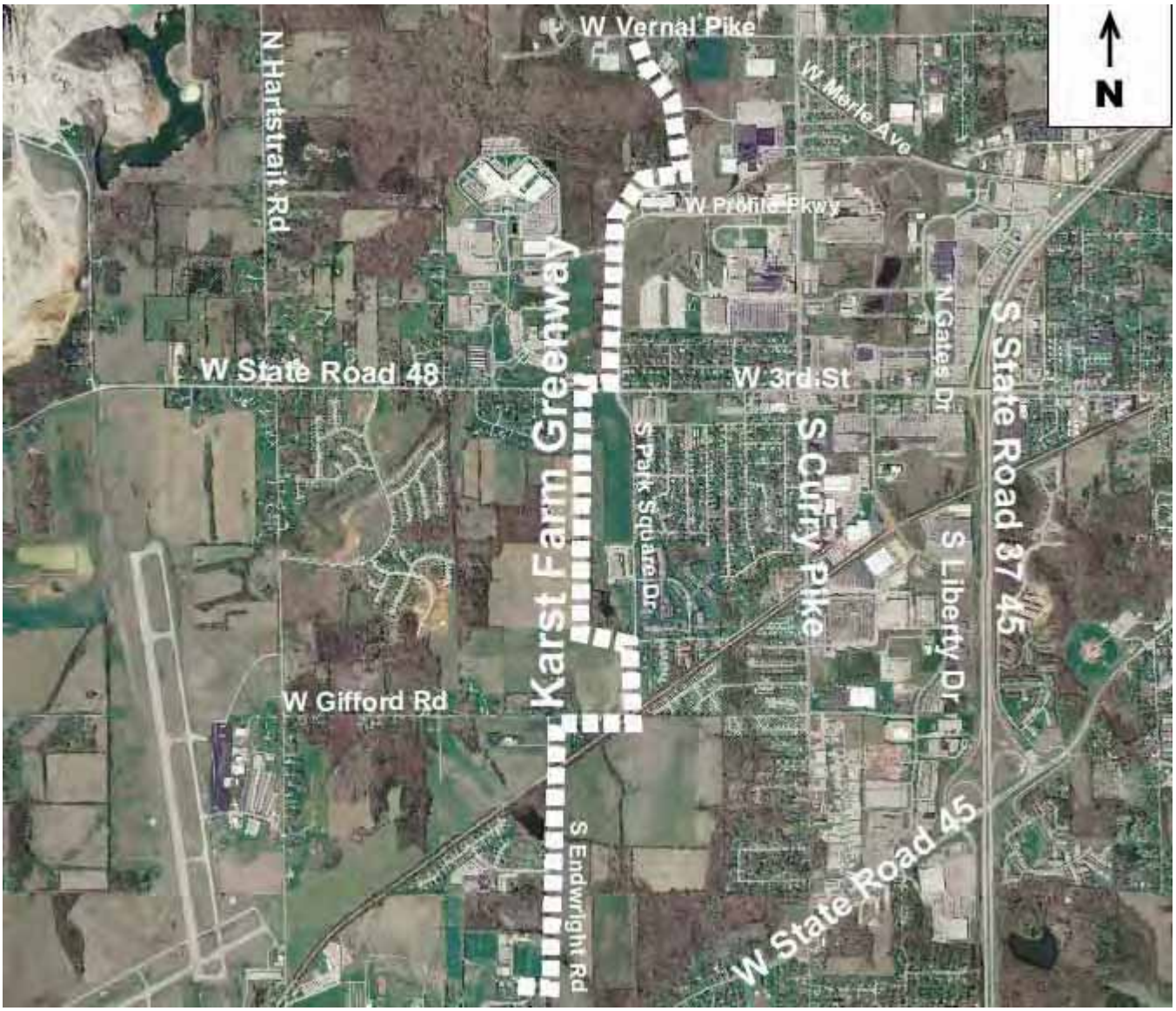
Programmed Projects: Monroe County

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	CON				
Support:	GPP, LRTP					
Allied Projects:	SR 37/I-69, Sare Road	**TOTAL**	$ 550,000	$ 550,000	$ 800,000	$ 550,000



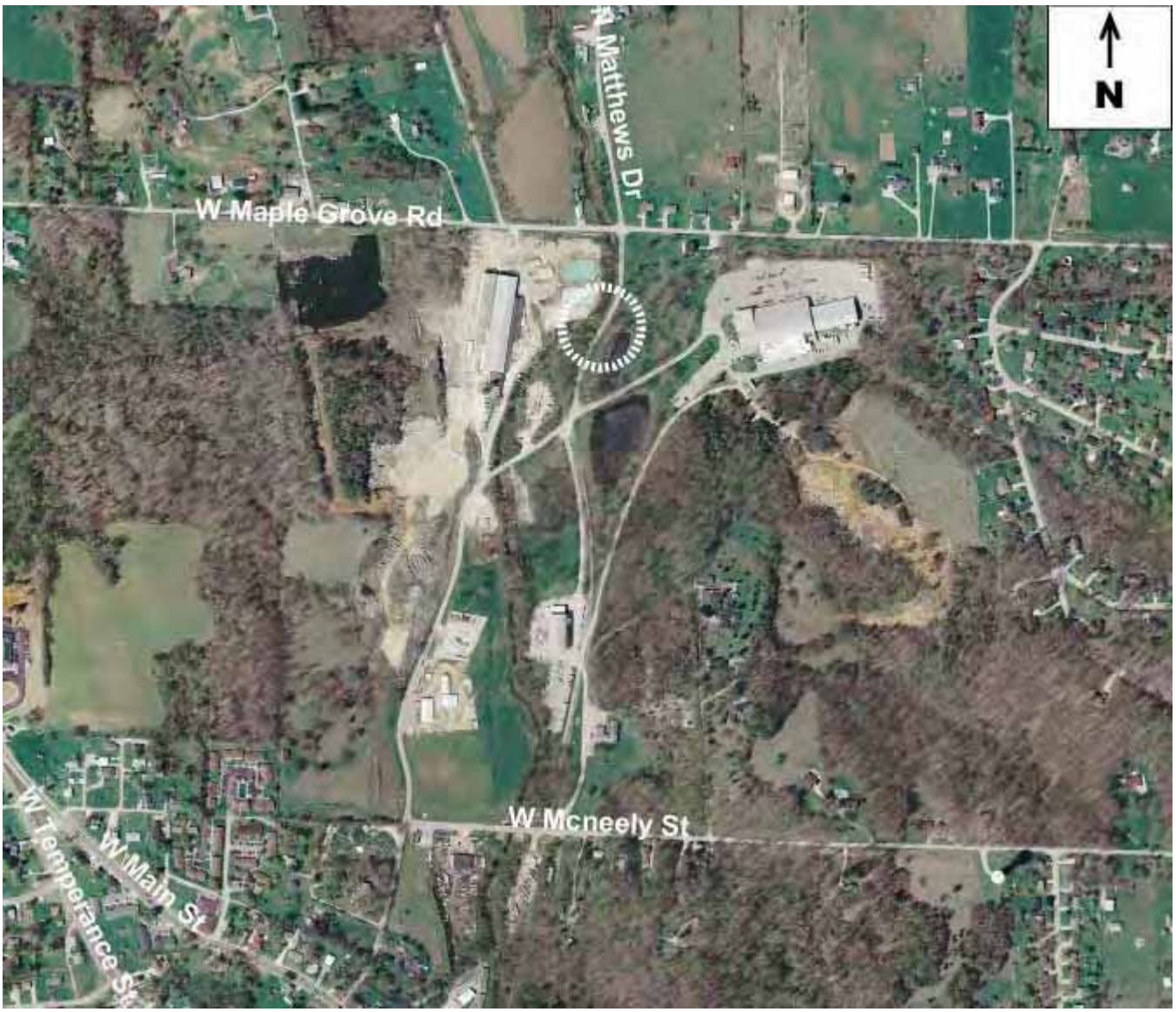
Programmed Projects: Monroe County

Monroe County Projects		Funding Source		Fiscal Year 2010	2011	2012	2013
Project:	**Karst Farm Greenway (Phase I)**	PE					
Location:	South of Vernal Pike to Karst Farm Park						
Description:	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)	ROW	Local				
		CON	TE	$ 1,000,000			
DES#:	0600370		Local	$ 257,000			
Support:	LRTP, MCATGSP, BATGSP, ERCP						
Allied Projects:	Ellettsville Heritage 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**	PE Local	$ 50,000	$ 50,000	$ 50,000	
Location:	Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road					
Description:	Bridge replacement	ROW Local			$ 45,000	
		CON STP				$ 1,200,000
DES#:	0801060	CON Local				$ 300,000
Support:	Bridge Inventory & Safety Inspection, LRTP					
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**	PE 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)	ROW				
		CON 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)**						
Location:	Curry Pike to Woodyard Road	PE					
Description:	Road reconstruction & safety improvements, including bituminous pavement, curb & gutter, sidewalk and drainage appurtenances. (~1.03 miles long	ROW					
		CON	STP	$ 5,531,140			
DES#:	9683080		Local	$ 1,382,785			
Support:	LRTP						
Allied Projects:	Vernal Pike (Phase I), Curry Pike	**TOTAL**		$ 6,913,925	$ -	$ -	$ -

Programmed Projects: Monroe County

Monroe County Projects		Funding Source		Fiscal Year 2010	Fiscal Year 2011	Fiscal Year 2012	Fiscal Year 2013
Project:	**Bridge Inventory (Phases I & II)**	PE	Local	$ 25,920		$ 14,256	
Location:	Throughout Monroe County	PE	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	CON					
Allied Projects:	n/a	**TOTAL**		$ 129,600	$ -	$ 71,280	$ -

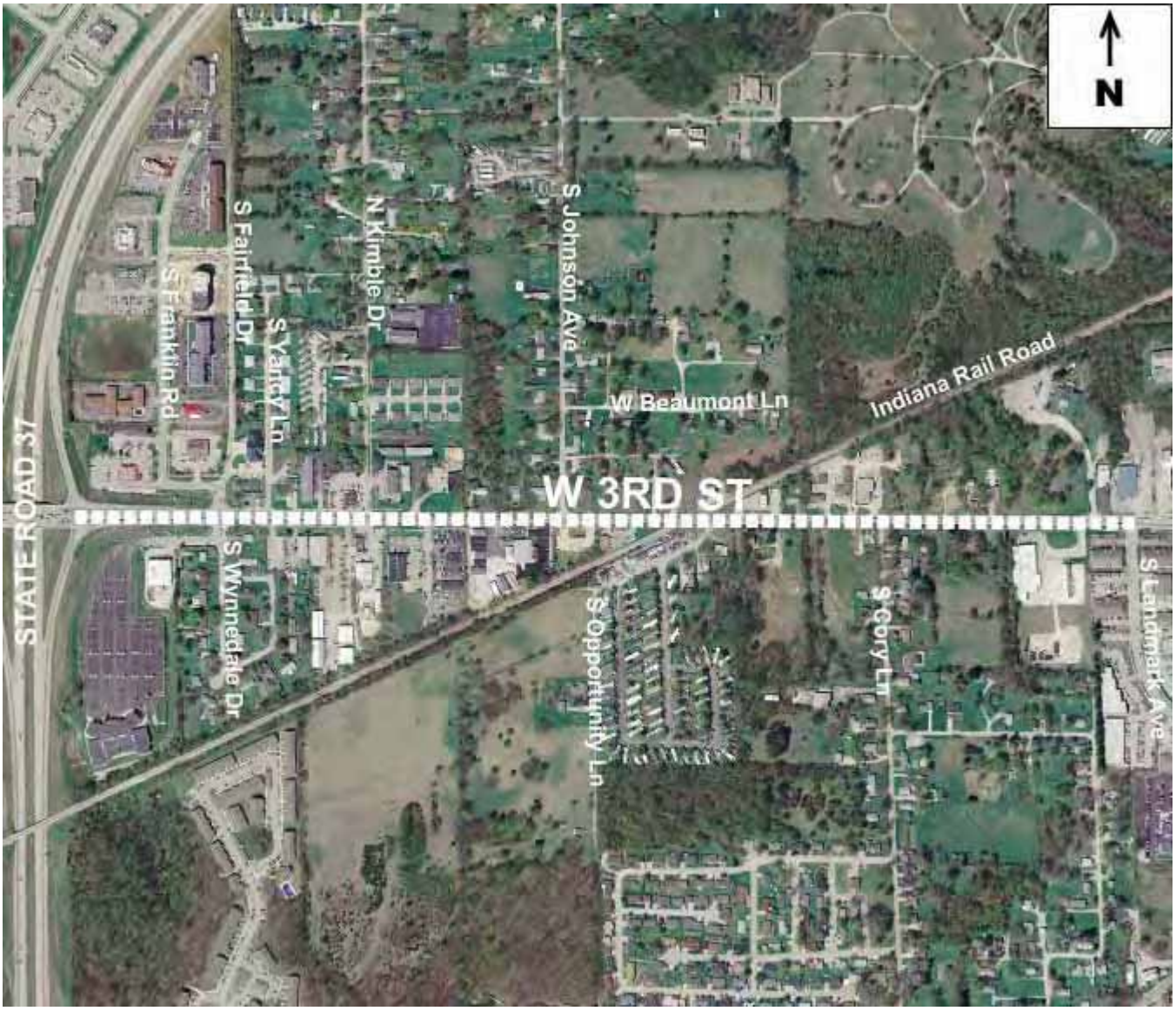
Programmed Projects: Monroe County

Summary of Programmed Expenditures:

Funding Source	Fiscal Year 2010	Fiscal Year 2011	Fiscal Year 2012	Fiscal Year 2013	TOTAL
STP	$ 5,531,140	$ -	$ -	$ 1,200,000	$ 6,731,140
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	$ 4,668,724
ARRA	$ 1,137,160	$ -	$ -	$ -	$ 1,137,160
TOTAL	$ 10,081,448	$ 600,000	$ 966,280	$ 2,050,000	$ 13,697,728

Programmed Projects: City of Bloomington

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



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2010	Fiscal Year 2011	Fiscal Year 2012	Fiscal Year 2013
Project:	**17th St. & Arlington Rd. Roundabout**	PE	STP	$ 200,000			
Location:	Intersection of Arlington Road, W. 17th Street and N. Monroe Street	PE	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		
		ROW	Local		$ 175,000		
		CON	STP				$ 1,384,826
DES#:	0900216	CON	Local				$ 606,207
Support:	LRTP						
Allied Projects:	Crestline Development, Vernal Pike & Crescent Rd.		**TOTAL**	$ 250,000	$ 875,000	$ -	$ 1,991,033

Programmed Projects: City of Bloomington

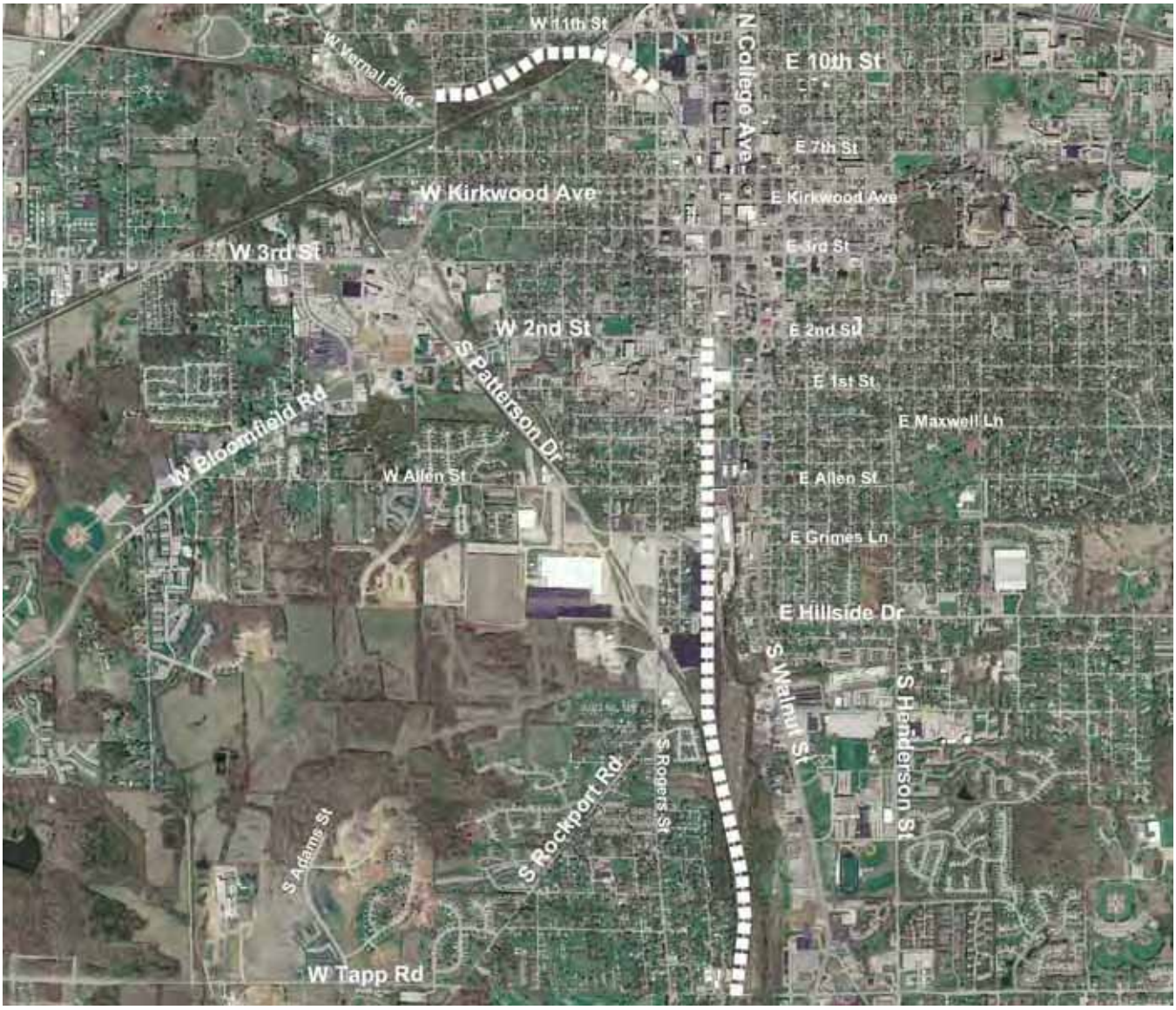
City of Bloomington Projects		Funding Source		Fiscal Year 2010	2011	2012	2013
Project:	**17th St. & Jordan Ave.**	PE	STP Local	$ 209,000			
Location:	Intersection of E 17th Street and N. Jordan Avenue						
Description:	Improve vertical geometry and sight distance at the intersection and on approaches	ROW	STP Local				
DES#:	*To be assigned*	CON	STP Local				
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**	PE	Local				
Location:	Intersection of Atwater & Henderson						
Description:	Intersection safety improvements and installation of traffic signal	ROW	Local				
DES#:	080043	CON	Local	$ 7,575			
			HSIP	$ 564,300			
Support:	Crash Report						
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					
		CON	Local	$ 826,000			
			ARRA	$ 1,800,000			
DES#:	0901422		State	$ 1,300,000			
Support:	LRTP, GPP, BPBTGSP, PMP		TE/TCSP	$ 950,000			
Allied Projects:	Clear Creek Trail, Bloomington Rail Trail	**TOTAL**		$ 5,131,000	$ -	$ -	$ -

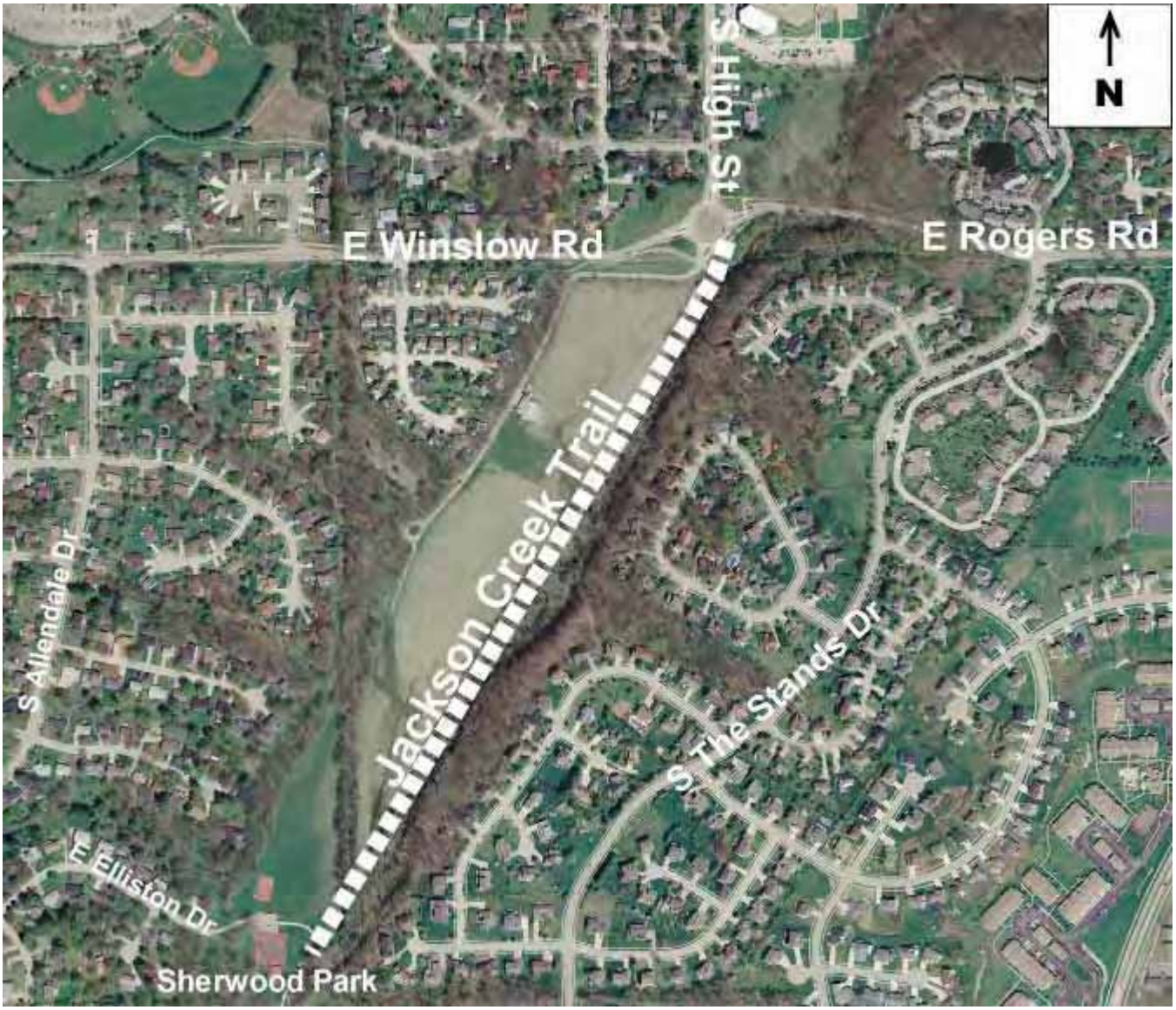


Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2010	2011	2012	2013
Project:	**Cascades Trail (Phase I)**	PE					
Location:	Adjacent to Old SR 37 from Dunn St to Club House Dr. (approx 1.1 miles)						
Description:	Construction of a multi-use trail for non-motorized use, including site amenities (note: This is TE funding originally awarded to the Jackson Creek Trail).	ROW					
		CON	TE	$ 500,000			
DES#:	To be assigned		Local	$ 195,000			
Support:	LRTP, GPP, BATGSP, PMP						
Allied Projects:	Clear Creek Trail, Bloomington Rail Trail, B-Line Trail		**TOTAL**	$ 695,000	$ -	$ -	$ -

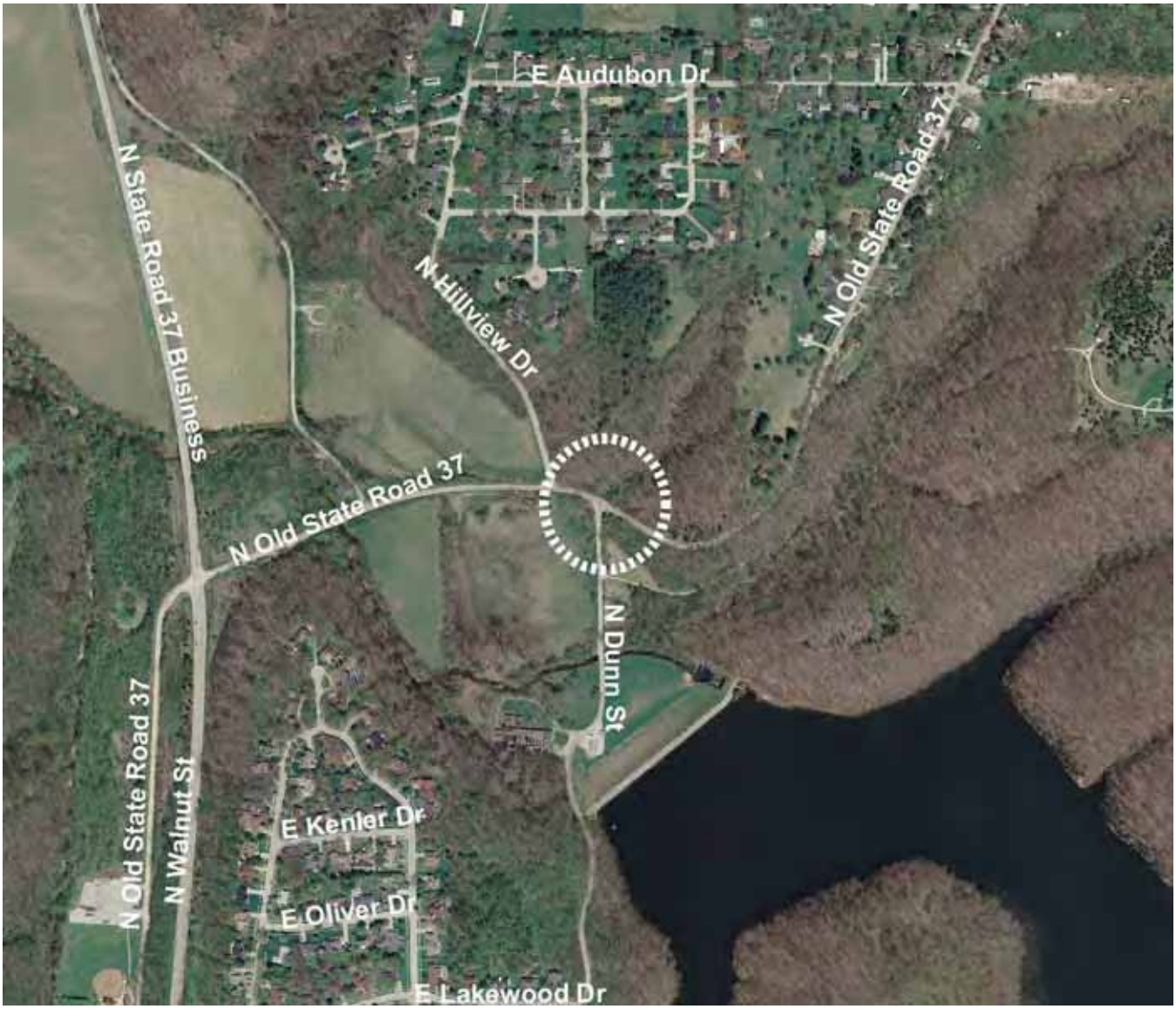
Programmed Projects: City of Bloomington

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					
		CON	ARRA	$ 748,045			
DES#:	0200987						
Support:	LRTP, GPP, BATGSP, PMP						
Allied Projects:	Clear Creek Trail, Bloomington Rail Trail		**TOTAL**	$ 748,045	$ -	$ -	$ -



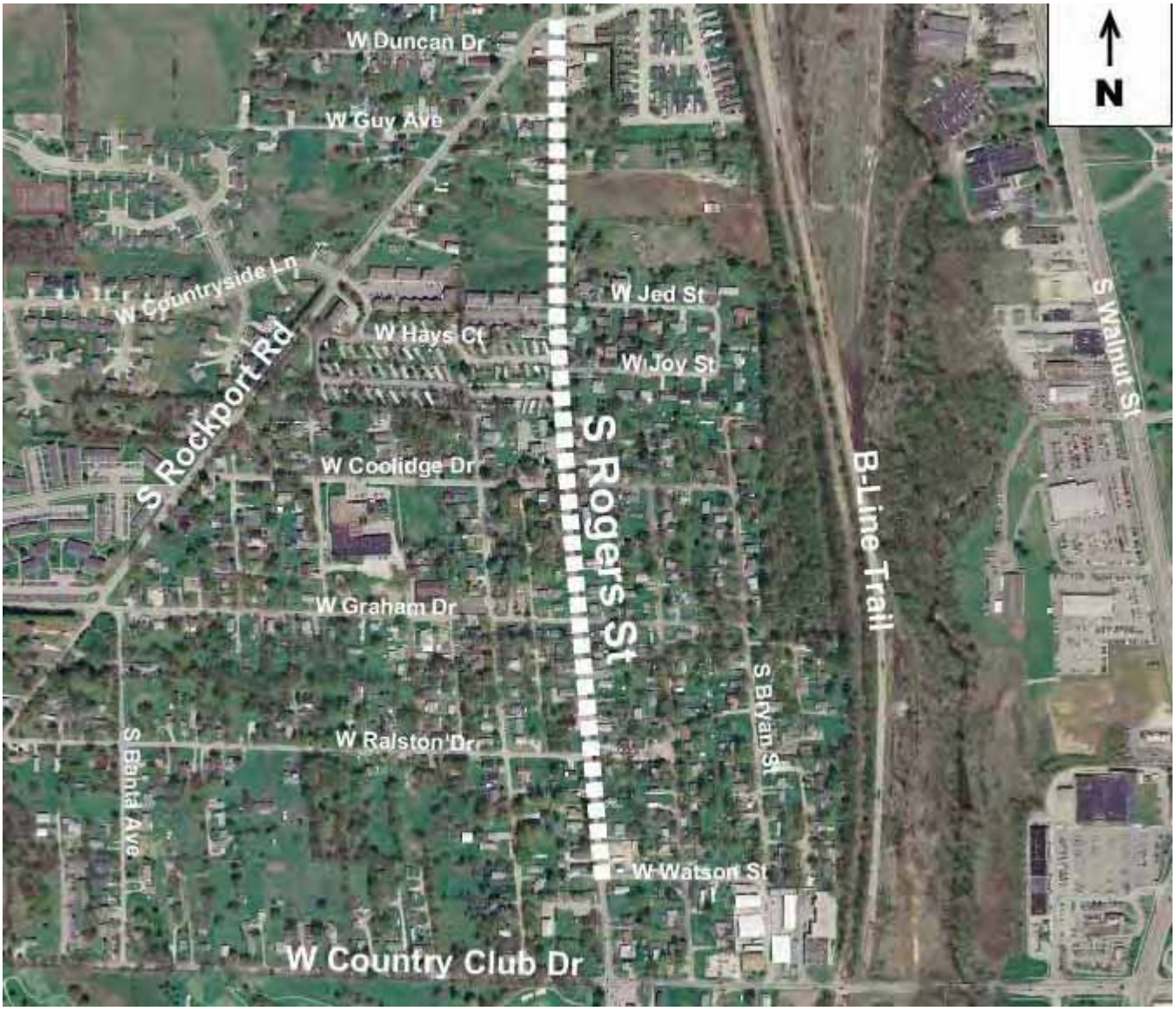
Programmed Projects: City of Bloomington

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



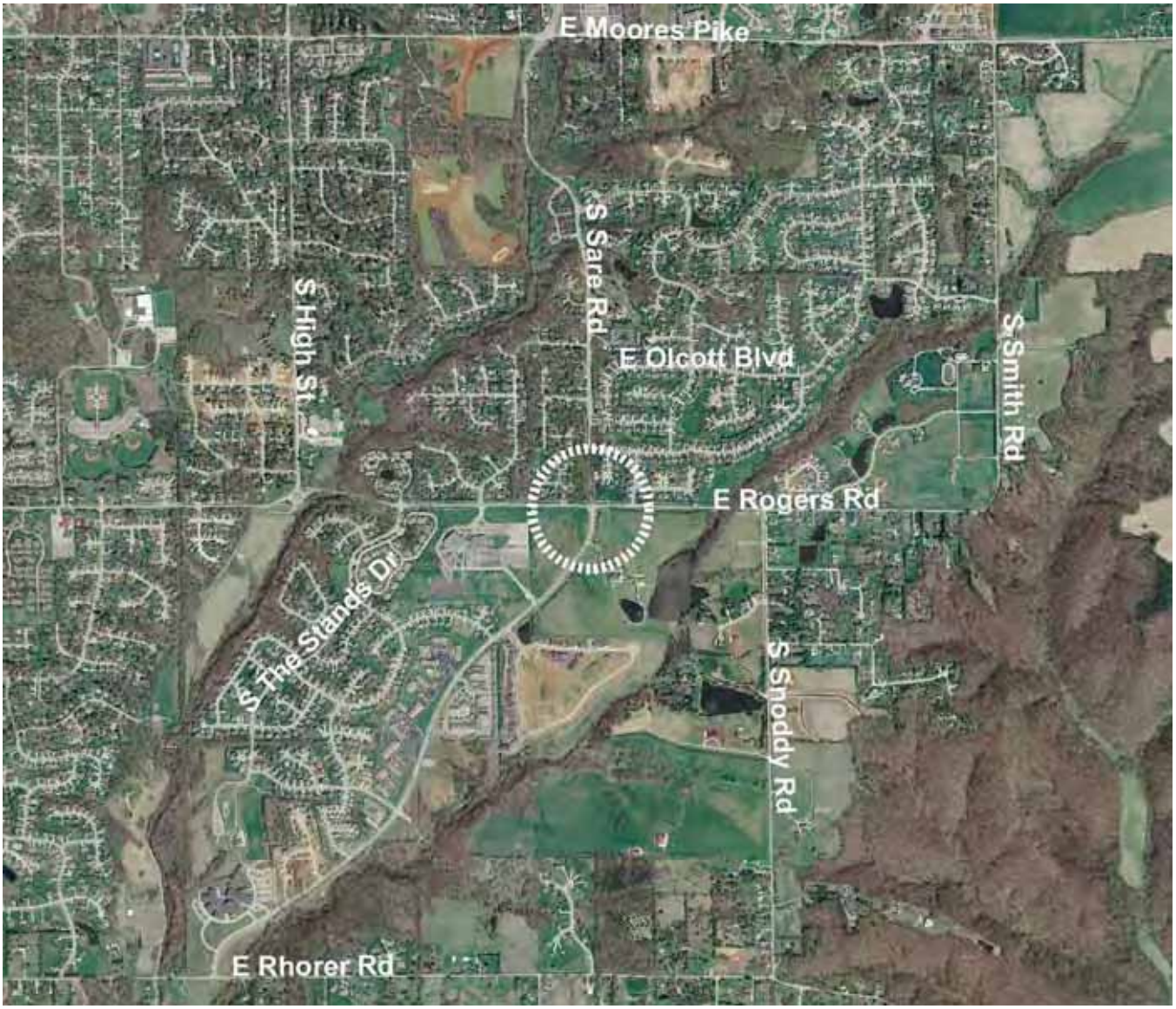
Programmed Projects: City of Bloomington

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	
			Local		$ 139,457	$ 646,207	
Support:	LRTP, GPP, BBPTGSP						
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			
		CON	STP		$ 720,000		
DES#:	0900213		Local		$ 180,000		
Support:	LRTP						
Allied Projects:	New waterline (CBU), Sare Road Ph 2	**TOTAL**		$ 139,000	$ 900,000	$ -	$ -

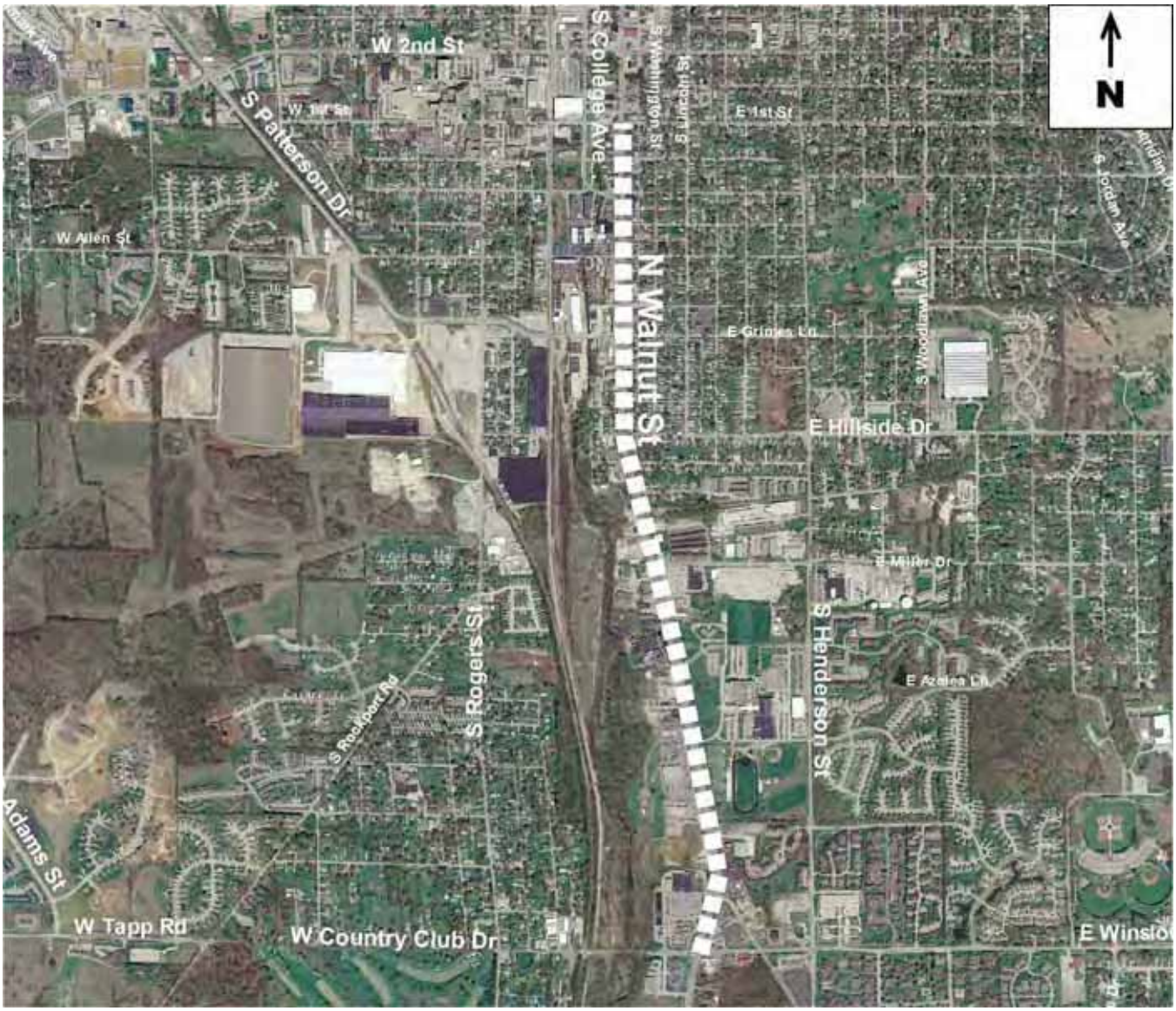


Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2010	2011	2012	2013
Project:	**Tapp Rd & Rockport Rd Intersection Improvements**	PE	STP	$ 203,498			
Location:	At the intersection of Tapp Rd/Country Club Dr. and Rockport Rd.	PE	Local	$ 50,875			
Description:	Modernize intersection and upgrade from 4-way stop to roundabout or signal	ROW					
DES#:	*To be assigned*	CON					
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#:	*To be assigned*	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	ROW				
DES#:	*To be assigned*	CON	ARRA	$ 225,559		
Support:	BBPTGSP					
Allied Projects:		**TOTAL**	$ 225,559	$ -	$ -	$ -

Programmed Projects: City of Bloomington

Summary of Programmed Expenditures:

Funding Source	Fiscal Year 2010	2011	2012	2013	TOTAL
STP	$ 2,743,919	$ 2,584,826	$ 2,584,826	$ 1,384,826	$ 9,298,397
State	$ 1,300,000	$ -	$ -	$ -	$ 1,300,000
TE	$ 1,450,000	$ -	$ -	$ -	$ 1,450,000
SRTS	$ -	$ -	$ -	$ -	$ -
HSIP	$ 564,300	$ -	$ -	$ -	$ 564,300
Bridge	$ -	$ -	$ -	$ -	$ -
FTA 5307/5309	$ -	$ -	$ -	$ -	$ -
FTA 5310	$ -	$ -	$ -	$ -	$ -
FTA 5311	$ -	$ -	$ -	$ -	$ -
FTA 5316	$ -	$ -	$ -	$ -	$ -
FTA 5317	$ -	$ -	$ -	$ -	$ -
PMTF	$ -	$ -	$ -	$ -	$ -
Farebox	$ -	$ -	$ -	$ -	$ -
Local	$ 4,905,538	$ 813,457	$ 646,207	$ 606,207	$ 6,971,409
ARRA	$ 3,420,662	$ -	$ -	$ -	$ 3,420,662
TOTAL	$ 14,384,419	$ 3,398,283	$ 3,231,033	$ 1,991,033	$ 23,004,768

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					
		CON	TE	$ 169,610			
DES#:	0301167		Local	$ 42,403			
Support:	MCATGSP						
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
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**	PE	SRTS	$ 33,000			
Location:	Reeves Rd./Sale St., Edgewood Dr., Ridge Springs Ln.	ROW	SRTS	$ 32,619			
Description:	Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods	CON	SRTS	$ 184,381			
DES#:	0800021						
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**	SRTS	$ 75,000			
Location:	Various MCCSC & RBBCSC schools					
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**	SRTS	$ 75,000			
Location:	Highland Park El., Fairview El., Arlington El., University El, Binford/Rogers El., Tri-North Middle					
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
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	$ 1,019,514			
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**	$ 1,019,514	$ -	$ -	$ -

Programmed Projects: Rural Transit

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
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	$ 1,019,514	$ 95,000			$ 1,114,514
TOTAL	$ 2,619,746	$ 1,695,232	$ 1,664,882	$ 1,698,180	$ 7,678,040

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
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					
Support:	n/a	**TOTAL**	$ -	$ -	$ 1,800,000	$ 1,875,000

Note: A Congressional earmark is being sought for funding highlighted in bold on this chart.

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					
Support:	n/a	**TOTAL**		$ 100,000	$ 100,000	$ -

Note: A Congressional earmark is being sought for the funding highlighted in bold on this chart.

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					
Support:	n/a	**TOTAL**	$ 1,800,000	$ -	$ -	$ -

Note: A Congressional earmark is being sought for the remaining funding highlighted in bold on this chart.

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					
Support:	n/a	**TOTAL**	$ -	$ 200,000	$ 200,000	$ -

Note: A Congressional earmark is being sought for the funding highlighted in bold on this chart.

Programmed Projects: Indiana University Transit

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
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

Appendices

I. Abbreviations and Acronym List
II. ARRA Project Table
III. Complete Streets Compliance
IV. Total Expenditure Charts
V. Listing of Local Public Agency Projects by Year
VI. MPA/UAB Boundary Map
VII. Adoption/Amendment Resolutions

Appendix I

Abbreviations and Acronyms List

3C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
BATGSP	Bloomington Alternative Transportation & Greenways System Plan
BL	City of Bloomington
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
ITS	Intelligent Transportation System (Architecture)
IU	Indiana University
LPA	Local Public Agency
LRTP	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
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
TDM	Travel Demand Model
TEA-21	Transportation Equity Act for the 21st Century
TE	Transportation Enhancements
TIF	Tax Increment Financing District
TIGGER	Transit Investments for Greenhouse Gas and Energy Reduction
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TOD	Transit Oriented Development
UAB	Urbanized Area Boundary
UPWP	Unified Planning Work Program

Appendix II

ARRA Project Table

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA). The ARRA legislation provides, among other things, increased federal funding for transportation projects. The use of ARRA funding is conditioned upon a high degee of transparency. This table is meant to help identify and locate ARRA projects within this document.

ARRA Projects

Sponsor	Project	Description	Reference Page	Date Added to TIP	Est. Letting Date	Programmed ARRA Funds
INDOT	SR 46	Preventive Maintenance from SR446 to SR135	p16	3/13/2009	Jul-10	$ 3,000,000
MC	Pavement Preservation	Hartstraight Rd. from Vernal Pike to Walcott Ln; That Rd. from SR37 to Rogers St.; Woodyard Rd. from Curry Pike to Vernal Pike; Business 37 from SR37 to Old 37; Old 37 from Rogers Rd to Rhorer Rd.	p21	4/3/2009	Dec-09	$ 1,137,160
BL	B-Line Trail	Multiuse Trail from 2nd St. to Country Club Dr. and Rogers St. to Adams St.	p28	6/26/2009	Nov-09	$ 1,800,000
BL	Jackson Creek Trail	Multiuse Trail from Rogers Rd. to Sherwood Oaks Park	p30	4/3/2009	Jul-09	$ 748,045
BL	Walnut St. Pavement Preservation	from 1st St. to Country Club Dr.	p35	4/3/2009	Dec-09	$ 647,058
BL	Sidewalk Restoration	Sidewalk repair and upgrade throughout downtown Bloomington	p36	4/3/2009	Dec-09	$ 225,559
EV	Ellettsville Heritage Trail (phase II)	Bridge over Jack's Defeat Creek	p38	4/3/2009	Feb-10	$ 300,000
RT	Transit Stimulus Package	Purchase of various vehicles and equipment	p44	3/13/2009	Dec-09	$ 1,019,514
RT	Photovoltaic Solar System	Upgrade to facility	p44	6/26/2009	Dec-09	$ 95,000
BT	Downtown Transfer Facility	Construction of new transit transfer facility	p46	3/13/2009	Dec-10	$ 1,716,658
					TOTAL	$ 10,688,994

Appendix III

Complete Streets Compliance

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

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
MC	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 appurtnenances. (~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 (continued)					
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 RBBCSC 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			●
RBBCSC	RBBCSC Sidewalk Construction	Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods			●
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.			●

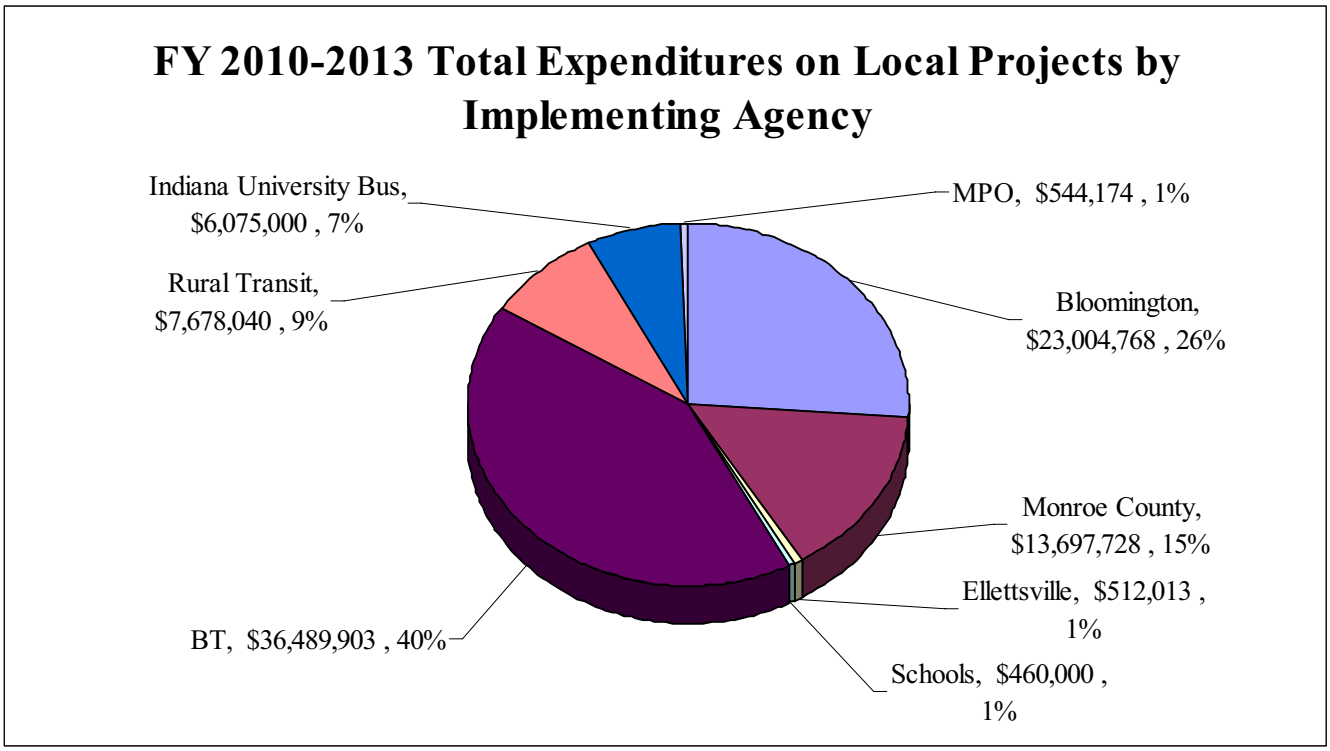
Complete Streets Compliance of Local Projects (continued)					
LPA	**Project**	**Brief Description**	**Compliant***	**Exempt***	**Not Applicable***
BT	Downtown Transfer Facility	Architectural design, engineering, and construction of Downtown Passenger Transfer Facility.			●
BT	Maintenance	Capitalize 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			●

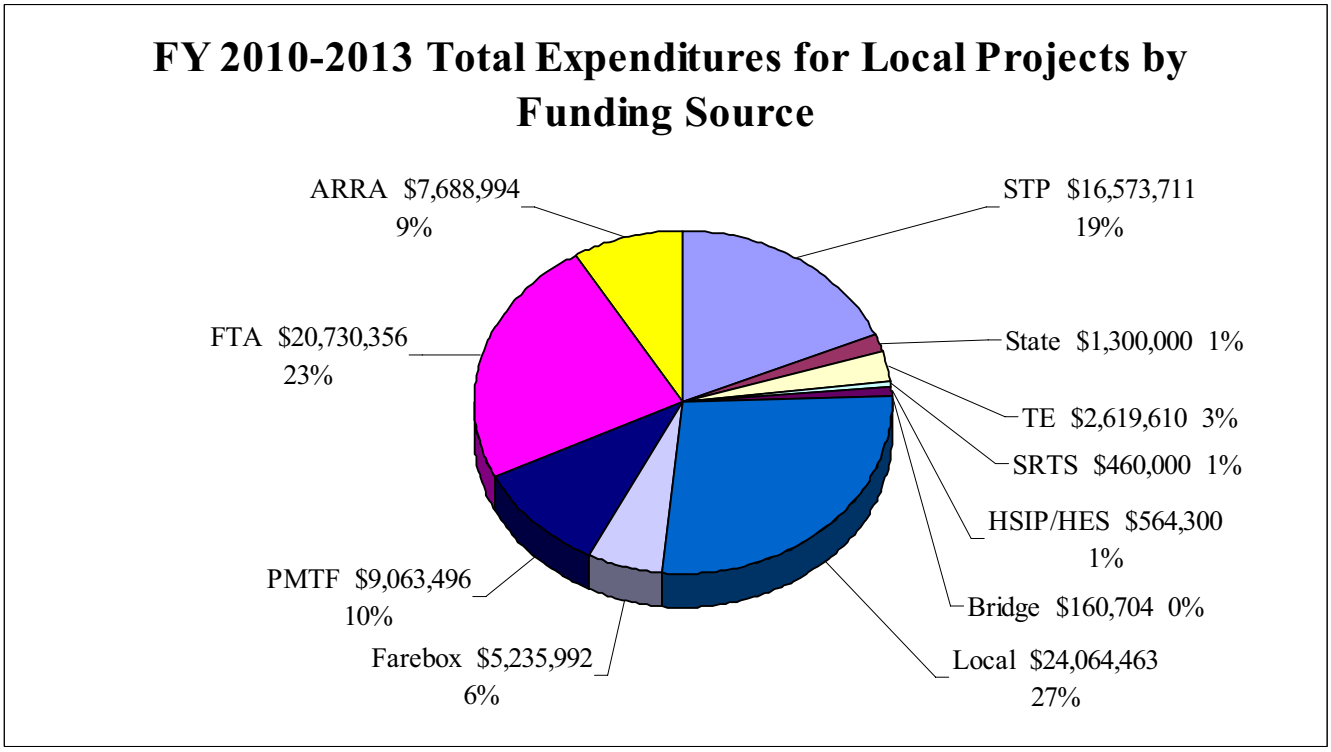
*Compliance with the Complete Streets Policy is to be determined by the Policy Committee at the time of adoption of this document. For purposes of this draft document, the labels of "*Compliant*, *Exempt*, and *Not Applicable*" reflect the project designations as submitted by the LPAs and not the final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

Appendix IV

Total Expenditure Charts

The following charts illustrate how transportation funding will be spent as identified in this document.





**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.*

Appendix V

Listing of Local Public Agency Projects by Year

The following tables represent 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	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	$ 1,756,421													$ 2,818,088		$ 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 Dunns St. Intersection	PE														$ 209,000		$ 209,000
BL	17th St/Arlington 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	$ 203,498													$ 50,875		$ 254,373
BL	Jackson Creek Trail (Phase I)	CON															$ 748,045	$ 748,045
BL	Cascades Trail (Phase I)	CON			$ 500,000											$ 195,000		$ 695,000
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															$ 225,559	$ 225,559
BL	Atwater/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 Inventory (Phases I & II)	PE						$ 103,680								$ 25,920		$ 129,600
MC	Vernal Pike (Phase II)	CON	$ 5,531,140													$ 1,382,785		$ 6,913,925
MC	Mt. Tabor Road Bridge #33	PE														$ 50,000		$ 50,000
MC	Pavement Preservation	PE														$ 43,763		$ 43,763
MC	Pavement Preservation	CON															$ 1,137,160	$ 1,137,160
MC	Fullerton Pike/Gordon Pike/Rhorer Rd.	PE														$ 550,000		$ 550,000
EV	Ellettsville Trail (Phase I)	CON			$ 169,610											$ 42,403		$ 212,013
EV	Ellettsville Trail (Phase II)	CON															$ 300,000	$ 300,000
RBB	RBBCSC Sidewalk Construction	PE				$ 33,000												$ 33,000
RBB	RBBCSC Sidewalk Construction	ROW				$ 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	Bike/Ped Education	PE				$ 75,000												$ 75,000
MCC	Bike/Ped Education	PE				$ 75,000												$ 75,000
RT	Operating Budget	n/a									$ 1,067,183					$ 533,049		$ 1,600,232
RT	Transit Stimulus Package Purchases	n/a															$ 1,019,514	$ 1,019,514
BT	Operational Assistance	n/a							$ 1,233,440			$ 125,000	$ 10,000	$ 2,134,363	$ 1,233,024	$ 1,811,680		$ 6,547,507
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							$ 16,086		$ 80,429
BT	BT Access Vehicles	n/a							$ 70,192							$ 17,548		$ 87,740
IU	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	$ 2,619,610	$ 460,000	$ 564,300	$ 103,680	$ 7,726,507	$ -	$ 1,067,183	$ 125,000	$ 10,000	$ 2,134,363	$ 1,233,024	$ 11,150,405	$ 7,593,994	$ 44,499,168

2011 Local Public Agency Project Listing

	2011 Local Projects	Phase	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	Sare 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/Rhorer Rd.	PE														$ 550,000		$ 550,000
MC	Mt. Tabor Road Bridge #33	PE														$ 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
BT	Operational Assistance	n/a							$ 1,282,778			$ 130,000	$ 10,400	$ 2,219,738	$ 1,282,345	$ 1,884,147		$ 6,809,407
BT	Maintenance	n/a							$ 66,917							$ 16,729		$ 83,646
BT	BT Access Vehicles	n/a							$ 73,000							$ 18,250		$ 91,250
BT	25 Foot Buses	n/a							$ 60,000							$ 15,000		$ 75,000
IU	Passenger Amenities	n/a							$ 160,000							$ 40,000		$ 200,000
IU	Garage Safety and Efficiency	n/a							$ 80,000							$ 20,000		$ 100,000
MPO	5% Change Order Reserve	n/a	$ 136,043															$ 136,043
	TOTAL		$ 2,720,869	$ -	$ -	$ -	$ -	$ -	$ 1,722,694	$ -	$ 1,067,183	$ 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	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	$ 2,584,826													$ 646,207		$ 3,231,033
MC	Bridge Inventory (Phase I & II)	PE						$ 57,024								$ 14,256		$ 71,280
MC	Fullerton Pike/Gordon Pike/Rhorer Rd	PE														$ 250,000		$ 250,000
MC	Fullerton Pike/Gordon Pike/Rhorer Rd	ROW														$ 550,000		$ 550,000
MC	Mt. Tabor Road Bridge #33	PE														$ 50,000		$ 50,000
MC	Mt. Tabor Road Bridge #33	ROW														$ 45,000		$ 45,000
RT	Operating Budget	n/a									$ 1,132,183					$ 532,699		$ 1,664,882
BT	Operational Assistance	n/a							$ 1,334,089			$ 135,200	$ 10,816	$ 2,308,527	$ 1,333,639	$ 1,959,513		$ 7,081,784
BT	Maintenance	n/a							$ 69,593							$ 17,399		$ 86,992
BT	Passenger Shelters	n/a							$ 23,363							$ 5,841		$ 29,203
BT	BT Access Vehicles	n/a							$ 75,920							$ 18,980		$ 94,900
BT	25 Foot Buses	n/a							$ 62,400							$ 15,600		$ 78,000
IU	Passenger Amenities	n/a							$ 160,000							$ 40,000		$ 200,000
IU	Bus Replacement	n/a							$ 1,440,000							$ 360,000		$ 1,800,000
IU	Garage Safety and Efficiency	n/a							$ 80,000							$ 20,000		$ 100,000
MPO	5% Change Order Reserve	n/a	$ 136,043															$ 136,043
	TOTAL		$ 2,720,869	$ -	$ -	$ -	$ -	$ 57,024	$ 3,245,364	$ -	$ 1,132,183	$ 135,200	$ 10,816	$ 2,308,527	$ 1,333,639	$ 4,525,494	$ -	$ 15,469,117

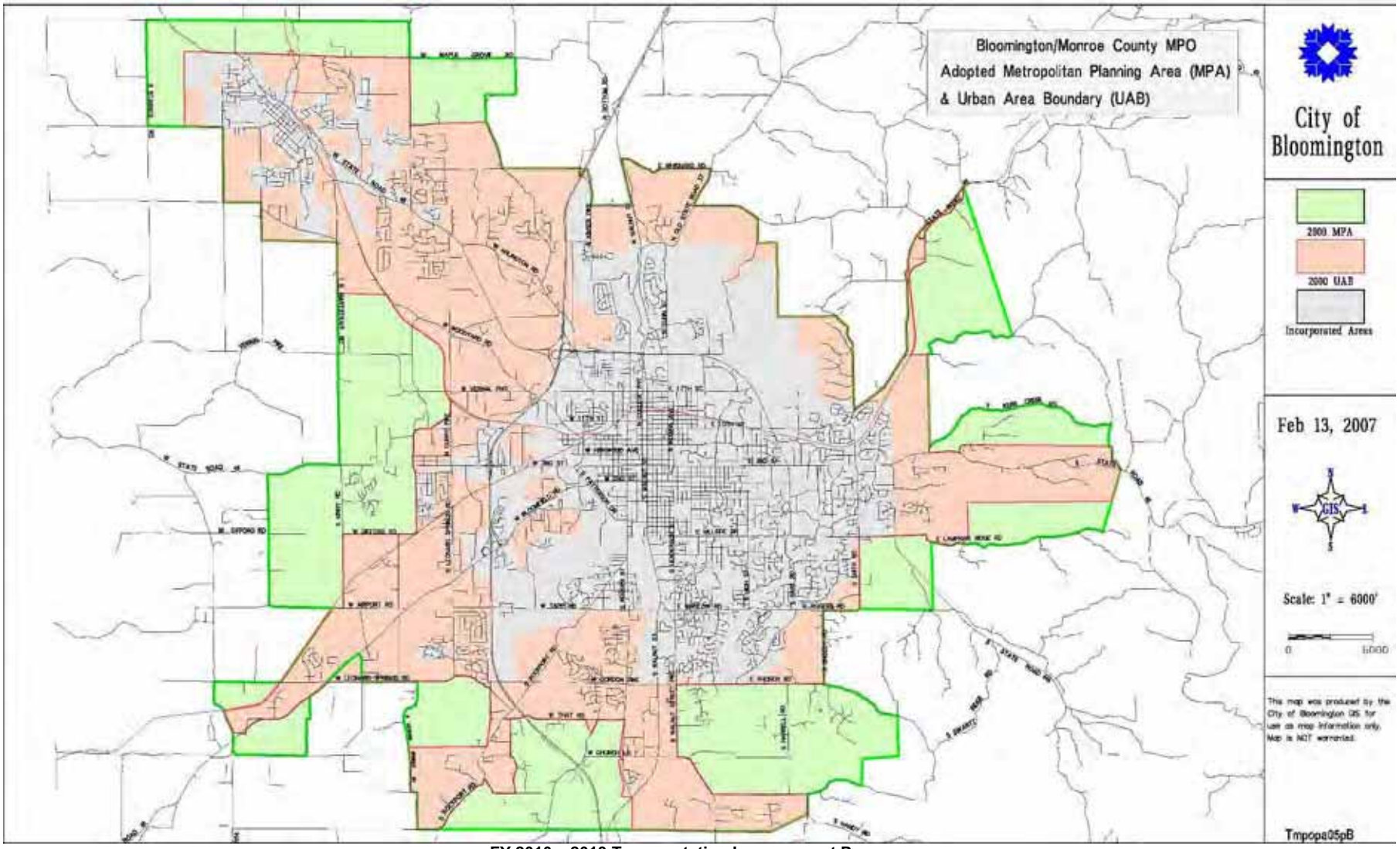
2013 Local Public Agency Project Listing

	2013 Local Projects	Phase	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													$ 606,207		$ 1,991,033
MC	Fullerton Pike/Gordon Pike/Rhorer	ROW														$ 550,000		$ 550,000
MC	Mt. Tabor 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
BT	Operational Assistance	n/a							$ 1,387,452			$ 140,608	$ 11,249	$ 2,400,868	$ 1,386,984	$ 2,037,894		$ 7,365,055
BT	Maintenance	n/a							$ 72,377							$ 18,095		$ 90,472
BT	BT Access Vehicles	n/a							$ 78,956							$ 19,739		$ 98,696
IU	Bus Replacement	n/a							$ 1,500,000							$ 375,000		$ 1,875,000
MPO	5% Change Order Reserve		$ 136,043															$ 136,043
	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

Appendix VI

MPA/UAB Boundary Map

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



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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 BMCMPO 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: 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

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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 BMCMPO 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 BMCMPO 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.

Bill Williams

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 nation-wide 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 BMCMPO. 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.

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Bloomington/Monroe County Metropolitan Planning Organization

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-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: 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

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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 BMCMPO 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 BMCMPO 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.

Bill Wilson

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** – 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 BMCMPO.
- **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 BMCMPO. 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 pubic 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 Corportation, 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 BMCMPO 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

JR per G.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

mpo

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 BMCMPO 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 BMCMPO 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*)?
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- **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.

_____ 05/13/2009

Signature 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

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Bloomington/Monroe County Metropolitan Planning Organization

Call for Projects - Project Submittal Form

FY2010-2013 Transportation Improvement Program

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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: 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

mpo

Bloomington/Monroe County Metropolitan Planning Organization

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

Applicability – Check all that apply:

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☐ 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 BMCMPO 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:

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Signature

05/13/2009

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

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☐ Rural Transit ☐ Indiana University ☐ Bloomington Transit

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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

mpo

Bloomington/Monroe County Metropolitan Planning Organization

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

Applicability – Check all that apply:

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☐ 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: _____

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- **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 an 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

mpo

Bloomington/Monroe County Metropolitan Planning Organization

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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

mpo

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 BMCMPO 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 BMCMPO 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

MEMORANDUM

To: MPO Technical 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	NHS State	$ 10,000			
Location:	SW corner of Tapp Rd. and SR 37 (3301 W. Tapp Rd.)						
Description:	Hardship acquisition of property (owner unable to sell property)	ROW	NHS State	$ 150,000			
DES#:	n/a	CON	STP State	$ 25,000			
Support:							
Allied Projects:		**TOTAL**		$ 185,000	$ -		

Recommendation Requested: The TAC 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

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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 BMCMPO'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 (BMCMPO) 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. Desmund, 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