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TECHNICAL ADVISORY COMMITTEE

March 23, 2011
10:00 – 11:30 a.m.
McCloskey Room (#135)

I. Call to Order

II. Approval of Minutes:
   A. February 23, 2011

II. Communications from the Chair

IV. Reports from Officers and/or Committees
   A. Updates on BMCMPO funded projects
   B. Citizens Advisory Committee
   C. ADA Transition Plans
   D. LRTP Task Force (http://bloomington.in.gov/Long_Range_Transportation_Plan_Task_Force)

V. Reports from the MPO Staff

VI. Old Business
   A. FY 2012-2015 Transportation Improvement Program
      Recommendation Requested

VII. New Business
   A. FY 2011-2012 Unified Planning Work Program Amendment
      Recommendation Requested
   B. Highway Safety Improvement Program Application Review
      Recommendation Requested

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

IX. Upcoming Meetings
   A. Policy Committee – April 8, 2011 at 1:30 p.m. (McCloskey Room)
   B. Technical Advisory Committee – April 27, 2011 at 10:00 a.m. (McCloskey Room)
   C. Citizens Advisory Committee – April 27, 2011 at 6:30 p.m. (McCloskey Room)

Adjournment

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Bloomington/Monroe County Metropolitan Planning Organization
Technical Advisory Committee

Technical Advisory Committee Meeting Minutes
Feb. 23, 2011 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: John Carter, (MCCSC), John Collisson (County Highway), Chris Clothier for Jane Fleig (City of Bloomington Utilities), Sandra Flum INDOT), Connie Griffin (Town of Ellettsville), Laura Haley (City GIS), Perry Maull (IU Campus Bus), Tom Micuda (City Planning), Doug Norton (Rural Transit), Andrea Roberts (City Public Works), Mike Trexler (Controller), Steve Walls (INDOT), Dave Williams (City Parks), and Justin Wykoff for Adrian Reid (City Engineering).

Others: Dan Alsip (Rural Transit),

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

I. Call to Order—Since both the chair and vice-chair were absent, Mr. Maull nominated Mr. Micuda to be the temporary chair. Mr. Micuda volunteered. There was a unanimous voice vote in support of Mr. Micuda being temporary chair. Mr. Micuda called the meeting to order.

II. Approval of Minutes:
A. January 26, 2011—Ms. Roberts moved to approve. Mr. Maull seconded. The minutes were approved by unanimous voice vote.

II. Communications from the Chair—None

IV. Reports from Officers and/or Committees
A. Updates on BMCMPO funded projects—Mr. Maull said Campus Bus has a $750,000 grant for improvements to the stadium parking lot. The project will be done this summer. They worked with the City on the Hawk signal that will help regulate students crossing Dunn St. He described other improvements. Mr. Wykoff said that the letting date for the roundabout at Sare and Rogers would be July 13. That intersection will be closed starting around Labor Day for 120 days. Mr. Williams said that they are working on stormwater piping under the trail near Fairview. They are hoping for a late summer completion. Mr. Collisson said that work on Vernal Pike was recommencing.

B. Citizens Advisory Committee—Mr. Hess said that the CAC will probably start using their scoring process on the list of projects being proposed for the TIP. B-TOP and the City's Commission on Sustainability are bringing to town on March 1 Mia Burk, a nationally-renowned bicycle advocate, planner and author. There will be a public presentation from 1:00-2:30 p.m.

C. ADA Transition Plans—Mr. Hess reminded the LPAs to develop their ADA Transition Plans. The lack of these plans could cause FHWA or INDOT to withhold federal funds.

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V. Reports from the MPO Staff—Mr. Hess said that the Progress Report (related to billing) and the Quarterly project tracking report will be presented at the next TAC meeting.

VI. Old Business

A. Public Participation Plan Amendment (*Recommendation Requested)*—Mr. Robinson introduced the new Bike and Pedestrian Coordinator, Vince Caristo. He will be working with the MPO. Mr. Robinson said that staff would like the TAC to recommend the Policy Committee to adopt this plan at their March 11 meeting. He described the process found in the Public Participation Plan Amendment. *****Mr. Maull moved to approve. Mr. Williams seconded.** Mr. Wykoff asked if this only applied to TIP amendments. Mr. Robinson explained that it mainly has to do with timing, cost and scope of projects. *****There was a unanimous voice vote for approval.**

VII. New Business

A. Transportation Enhancement Application Review and Award (*Recommendation Requested)* Mr. Robinson said that staff has received 2 requests for TE funds—one from the City of Bloomington for the Allen Street Bicycle Boulevard and one from the Town of Ellettsville for the Heritage Trail, Phase 2. The TE Selection Committee recommendation was for Ellettsville. They requested $223,520 in TE funds for FY2014. The Selection Committee stipulated that if the Town of Ellettsville does not demonstrate that they can come up with their local match, the City of Bloomington's project should get preference. Ms. Griffin said that the Ellettsville Town Council has earmarked from the Build Indiana grant money. *****Mr. Maull moved to recommend the Town of Ellettsville's request to the Policy Committee. Ms. Roberts seconded. There was unanimous approval by voice vote.**

B. BY 2010-2013 Transportation Improvement Program Amendment

1. Resurfacing of Parking Lot (Rural Transit) (*Recommendation Requested)*—Mr. Hess said that Rural Transit received an ARRA grant to resurface their parking lot. It will cover 100% of the project which is projected to cost $42,545.00. This project needs to be amended into the current TIP. Mr. Norton, the Director of Operations at Area 10, introduced Dan Alsip, the new Transit Manager with Rural Transit. He anticipates starting the project as soon as the asphalt plant opens. Ms. Roberts moved to approve. Mr. Maull seconded. The motion passed by unanimous voice vote.

C. FY 2012-2015 Transportation Improvement Program—Mr. Hess said staff issued a call for projects on January 14 that closed on February 14. The State wants all MPOs to have their local Transportation Improvement Programs (TIP) submitted to them by April 30. Our TIP will be incorporated into the Statewide TIP be reference. We have scheduled a special Policy Committee meeting on April 9 for their consideration and adoption of the TIP. The public comment period will go from March 1 until March 31. We will look for the TAC recommendation at the next meeting on March 23.We should keep in mind that the BMCMPO receives about $3 million in Surface Transportation Program (STP) funds each year. We decide how to program those funds. We will be programming the money from FY2014-2015 TIP funding. The meeting packet contained a spreadsheet of the projects for each year. Any projects that have been let or started work on will not be on the TIP list. We will have a small list of projects from the State which includes I-69, SR 45 at Smith Road intersection, SR 45 at

Hickory Leaf intersection. Mr. Williams asked about SR 45 from the bypass to Pete Ellis. Mr. Hess said INDOT dropped that project. Mr. Wykoff noted that the bypass will be closed from June 13 for 2 weeks to work on the railroad crossing. Mr. Hess listed the projects in the TIP. Two new projects have been added. One is the W. 2nd St. feasibility study. The other new project is the Allen St. bicycle boulevard. Complete Streets compliance would apply to the W.2nd St. (when it moves beyond the feasibility phase.) Complete Streets may apply to the Allen St. bicycle boulevard. We have to make sure that the STP funded projects are fiscally constrained. In this report, we have noted big ticket projects that we are anticipating in 2016 and beyond.

Dave Williams asked if these projects would all be eligible for surface transportation funds. Mr. Hess said that all of the other categories (TE, HSIP, Bridge, FTA grants) are project-specific grants. Now we have a little more control over TE and HSIP funds. The MPO has had local control over the STP amount. Mr. Williams said that the only money in the pot to divide will probably be around $280,000 for Transportation Enhancement and that has already been allocated for the next few years. Mr. Hess said STP is fairly flexible. Mr. Williams said that to fund trails it looks like we should go for a higher allocation. Mr. Hess said that TE is a subset of STP funds with certain criteria attached. Mr. Micuda said that staff had anticipated that we would feel the pinch post-ARRA funds. Mr. Williams asked if alternative transportation projects could be funded through other funds than just TE funds. Mr. Micuda said yes.

Mr. Micuda asked about the Next Bus Technology program. Mr. Maull explained that it is a real-time IU bus tracking system that can be accessed by computer or I-Phone.

Mr. Micuda said he noticed that the money for 17th and Arlington was leaking into 2016 for illustrative funding. It is a small amount. Mr. Hess explained that 17th and Arlington is at this time underfunded. They hope to be able to shift leftover funds from Vernal Pike to the 17th and Arlington project. Mr. Micuda wanted clarification that the report doesn't mean that we will still be working on the project in 2016. Mr. Hess said that was correct.

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

IX. Upcoming Meetings
A. Policy Committee – March 11, 2011 at 1:30 p.m. (McCloskey Room)
B. Technical Advisory Committee – March 23, 2011 at 10:00 a.m. (McCloskey Room)
C. Citizens Advisory Committee – March 23, 2011 at 6:30 p.m. (McCloskey Room)

Adjournment

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Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: BMCMPO Technical Advisory Committee

From: Raymond Hess, Transportation Planner

Date: March 17, 2011

Re: FY 2012-2015 Transportation Improvement Program

Background

As has been discussed at previous meetings, the BMCMPO must develop and maintain a Transportation Improvement Program (TIP). The TIP is similar to a capital improvement plan and must show how federal transportation funds will be spent on State and local projects within the Metropolitan Planning Area over the next four fiscal years.

A draft Transportation Improvement Program for fiscal years 2012-2015 has been developed with the assistance of local public agencies (attached). A public comment period on the document is currently open and will close on March 30, 2011. The draft TIP will be presented to the Policy Committee for final adoption on April 8, 2010.

Proposed changes to draft TIP

The City of Bloomington has expressed an interest to make changes to some of its projects as they are currently reflected in the draft Fiscal Year 2012-2015 TIP. The proposed changes are as follows:

Proposed removal

Allen Street Bicycle Boulevard (p. 21) – The City wishes to proceed with the project sooner than originally scheduled and using only local funds. Therefore it does not need to be shown in the TIP.

Proposed additions

The federal funds from the Allen Street Bicycle Boulevard are suggested to be reassigned to the City's Black Lumber Trail and the College Mall Pedestrian improvement projects:

City of Bloomington Projects			Funding Source	Fiscal Year 2012	2013	2014	2015
Project:	**Black Lumber Trail spur**	PE					
Location:	Henderson Street to B-Line Switchyard property (approx .3 miles)						
Description:	Construction of a multi-use trail for non-motorized use	ROW					
		CON	STP			$ 132,866	$ 274,000
DES#:	To be assigned		Local			$ 33,217	$ 68,500
Support:	BATGSP, PMP						
Allied Projects:	B-Line Trail, B-Line Trail Switchyard		**TOTAL**	$ -	$ -	$ 166,083	$ 342,500

City of Bloomington Projects			Funding Source	Fiscal Year 2012	2013	2014	2015
Project:	**College Mall Pedestrian Improvements**	PE	STP			$ 80,000	
Location:	Various Locations around College Mall		Local			$ 20,000	
Description:	Pedestrian improvements around College Mall consistent with the City's College Mall Pedestrian Study	ROW					
		CON	STP				
DES#:	To be assigned		Local				
Support:	College Mall Pedestrian Accessibility Study						
Allied Projects:			**TOTAL**	$ -	$ -	$ 100,000	$ -

Proposed changes to existing projects

Old SR 37 & Dunn St. Intersection Improvement (p. 23) – The City wishes to shift engineering to 2013 and right-of-way to outlying years.

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

Scrivener's Errors

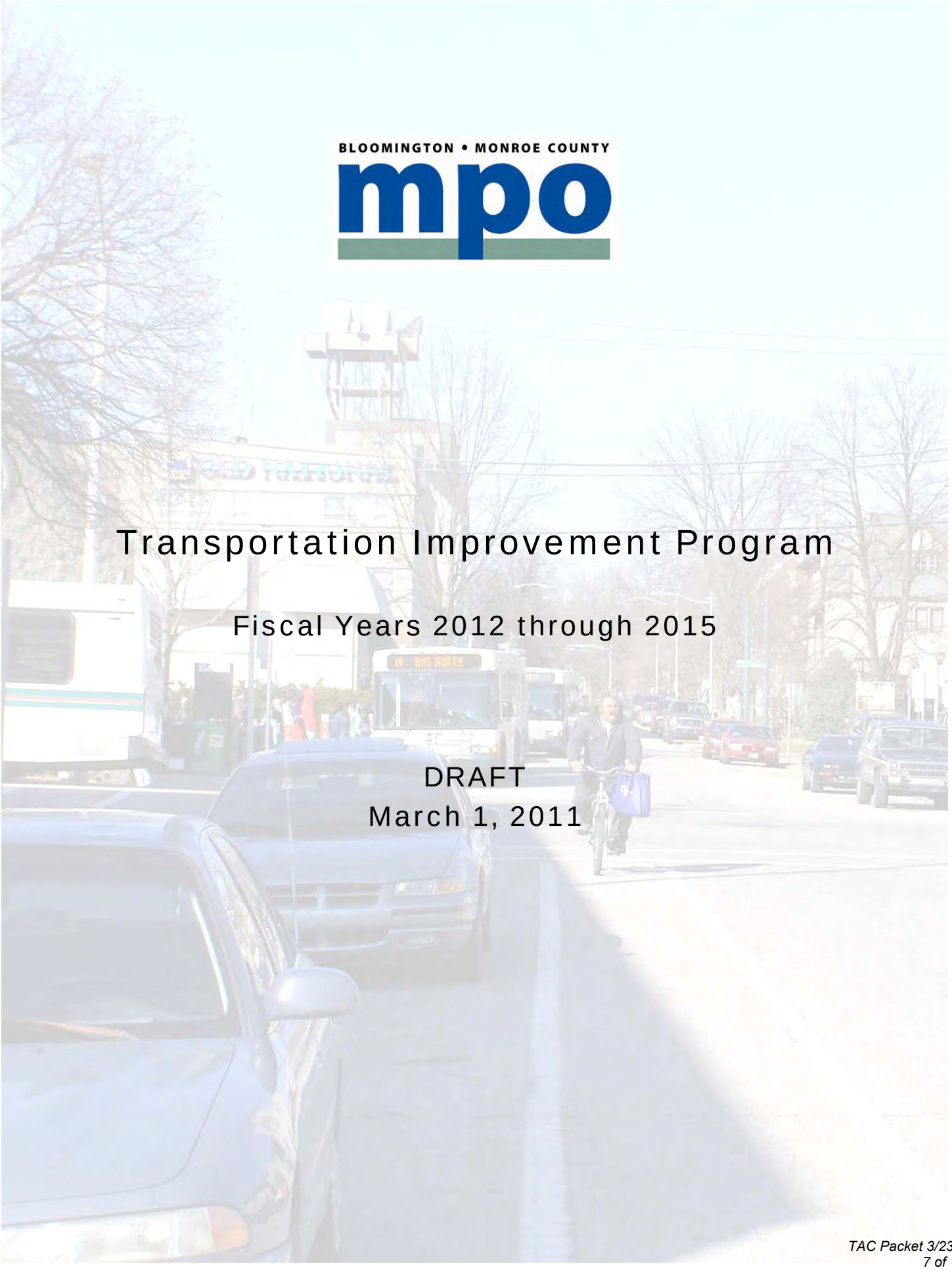
17th & Arlington Roundabout (p. 19 and 46) – The project table indicates the project will have anticipated costs in outlying years totaling $1,125,000. The project is fully funded as reflected in the project table and is not expected to need additional funding in outlying years. This was an error by BMCMPO staff and this statement will be eliminated from the project tables.

Fullerton Pike (p. 13) – The project table should show PE in 2014 at $550,000 (as opposed to $250,000). This was an error by BMCMPO staff.

Monroe County Projects		Funding Source		Fiscal Year 2012	2013	2014	2015
Project:	**Fullerton Pike/Gordon Pike/Rhorer Rd.**	PE	Local	$ 550,000	$ 550,000	**$ 550,000**	$ 558,000
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				$ 300,000
DES#:	0801059	CON					
Support:	GPP, LRTP	CON					
Allied Projects:	SR 37/I-69, Sare Road	**TOTAL**		$ 550,000	$ 550,000	$ 550,000	$ 858,000

Requested Action

The Technical Advisory Committee is requested to make a recommendation to the Policy Committee on the draft FY2012-2015 Transportation Improvement Program.



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Transportation Improvement Program

Fiscal Years 2012 through 2015

DRAFT

March 1, 2011

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

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Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document used by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) 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 BMCMPO 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 BMCMPO's urbanized area boundary):

- The Indiana Department of Transportation*
- Monroe County*
- City of Bloomington
- Town of Ellettsville
- Bloomington Public Transportation Corporation (Bloomington Transit)
- Rural Transit*
- Indiana University Campus Bus
- Monroe County Community School Corporation*
- Richland-Bean Blossom Community School Corporation*

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

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

Year of Implementation Dollars
SAFETEA-LU mandates that the TIP reflect project costs in year of implementation dollars. By doing so, projects should anticipate less unforeseen cost over-runs which could jeopardize project implementation. Consequently, a four percent (4%) inflation factor was applied to all phases of all local projects identified in the TIP (FY 2012 was used as the base year). This inflation rate was agreed upon by local public agencies (LPAs) in early 2008.

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

Project Selection

Projects listed in the TIP typically originate in the Long Range Transportation Plan (LRTP) developed by the BMCMPO 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 BMCMPO transportation plan.

Project prioritization is an important element of the TIP, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. State highway projects in the TIP have been prioritized by the Indiana Department of Transportation. Local Federal-aid highway improvement projects programmed by the City of Bloomington, Monroe County and the Town of Ellettsville have been prioritized according to resource availability. Transportation improvement projects in the BMCMPO's urbanized area may be prioritized based on the following general hierarchy:

1. Unfunded capital projects that have been programmed and are ready for contract letting;
2. Capital projects programmed for construction that will be ready for contract letting in the immediate future;
3. Projects involving traffic operation or system management improvements;
4. Projects programmed for right-of-way acquisition, and
5. Projects programmed for preliminary engineering and/or advanced studies.

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

Amendment Process

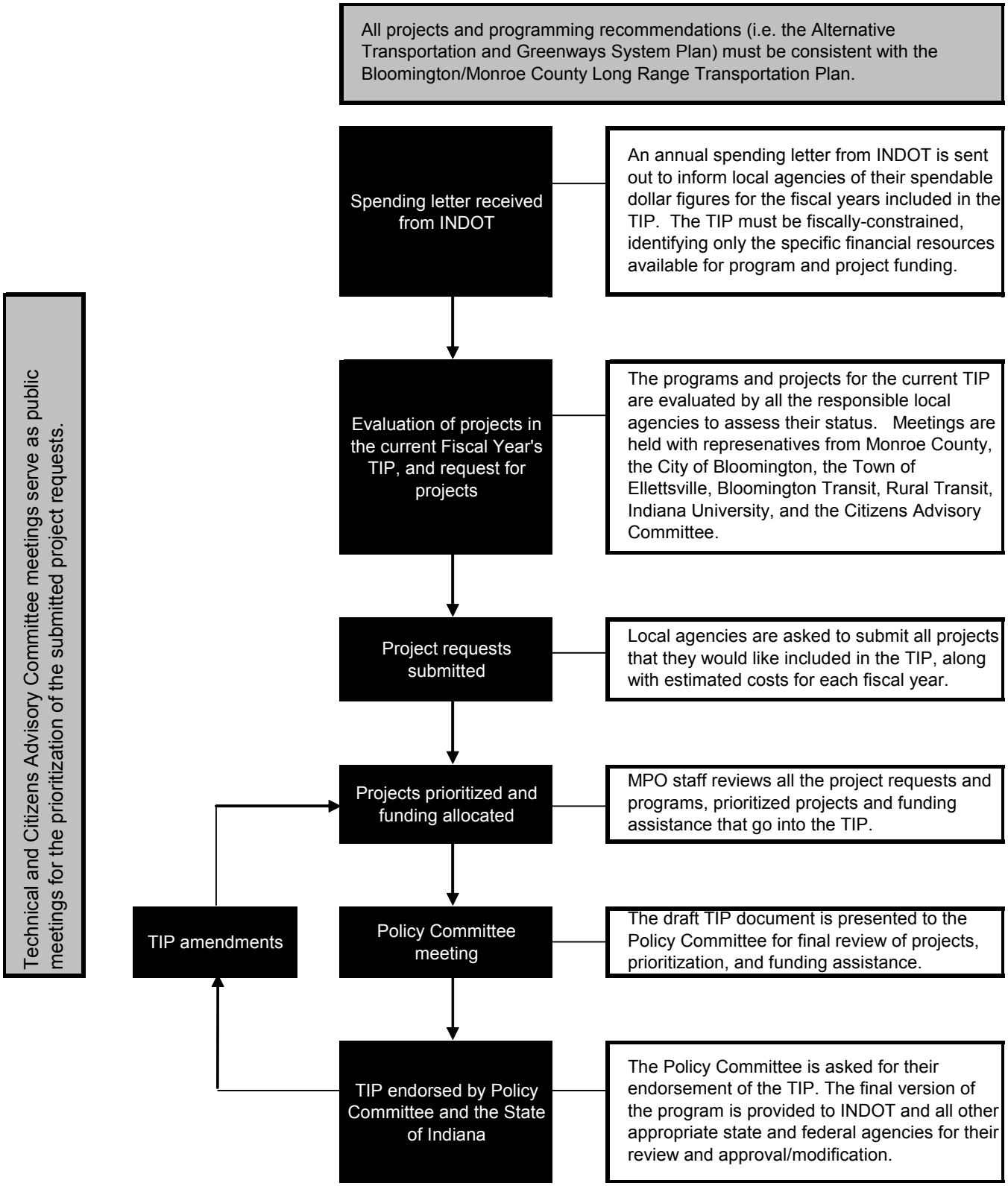
The TIP may be modified pursuant to the procedures outlined in the BMCMPO's Public Participation Plan. The scope of TIP amendment will dictate the level of public participation solicited (major amendment, minor amendment, administrative modification). The TIP must be approved by the BMCMPO and the Governor of the State of Indiana. A conformity determination must also be made by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should be compatible with that of the STIP.

FY 2012-2015 TIP Development Timeline

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

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

TIP Development Process



Local Revenue & Expenditure Summary

In order to remain fiscally constrained, the Transportation Improvement Program must balance estimated project expenditures with expected funding revenues. In addition, each particular source of funding must be used in a manner consistent with its designated purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the BMCMPO stakeholders. The Fiscal Year used for the purposes of the TIP begins on July 1 and ends on June 30. Thus, Fiscal Year 2012 begins on July 1, 2011 and ends on June 30, 2012.

The tables in this section summarize the projected local revenues and expenditures for Fiscal Years 2012 through 2015. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the purview of the BMCMPO. Non-local revenue forecasts are based on past receipts, projections from the FHWA, FTA, and INDOT, anticipated Federal spending authorization levels, and consultations with appropriate Federal and state funding agencies. Local funding forecasts are derived from a similar methodology and through extensive coordination with local agencies. Project expenditures are based on realistic cost estimates provided by the implementing agency for each project.

Projected Revenues for Local Projects

The table below summarizes the projected funding available, by funding source, for programming in the FY 2012-2015 TIP. The STP line highlights estimated spending authority available through FY 2015. This table does not include Federal revenues that may be added in the future through special Congressional earmarks, discretionary funding sources, or other grants. Any project utilizing such funds has been marked as "Illustrative" and is not counted in the fiscal constraint analysis.

Revenues

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

Programmed Expenditures for Local Projects

The table below summarizes the programmed local expenditures, by funding source, for projects in the FY 2012-2015 TIP. The available STP funding has been programmed to ensure a 5% reserve to cover project cost overruns. Any usage of funds from this reserve will be subject to the BMCMPO's Change Order Policy.

Expenditures

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

Programmed Projects

The following tables provide a description of each project programmed in the Transportation Improvement Program for fiscal years 2012 to 2015. The tables are organized by implementing entity in the following order: Indiana Department of Transportation, Monroe County, City of Bloomington, Town of Ellettsville, Rural Transit, Bloomington Transit, and Indiana University Campus Transit. At the end of each agency's section is a summary of programmed expenditures by funding source for each fiscal year.

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

Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year 2012	2013	2014	2015
Project:	**I-69 Section 4 segment**	PE NHS				
Location:	Boundary of Planning Area (creek near Rolling Glen Estates) to SR 37 (s. of Bloomington) (~1.75 miles long)	PE State				
Description:	New Interstate highway road construction with conditions added concerning karst terrain (preservation and reporting requirements) and road access (Harmony Rd., That Rd., Bolin Rd., & other locations) (NOTE: refer to Resolution FY2011-06)	ROW NHS	$ 2,496,000			
		ROW State	$ 624,000			
		CON NHS				
DES#:	TBD	CON State				
Support:	LRTP					
Allied Projects:		**TOTAL**	$ 3,120,000	$ -	$ -	$ -

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

Programmed Projects: State of Indiana

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

Programmed Projects: State of Indiana

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

Programmed Projects: State of Indiana

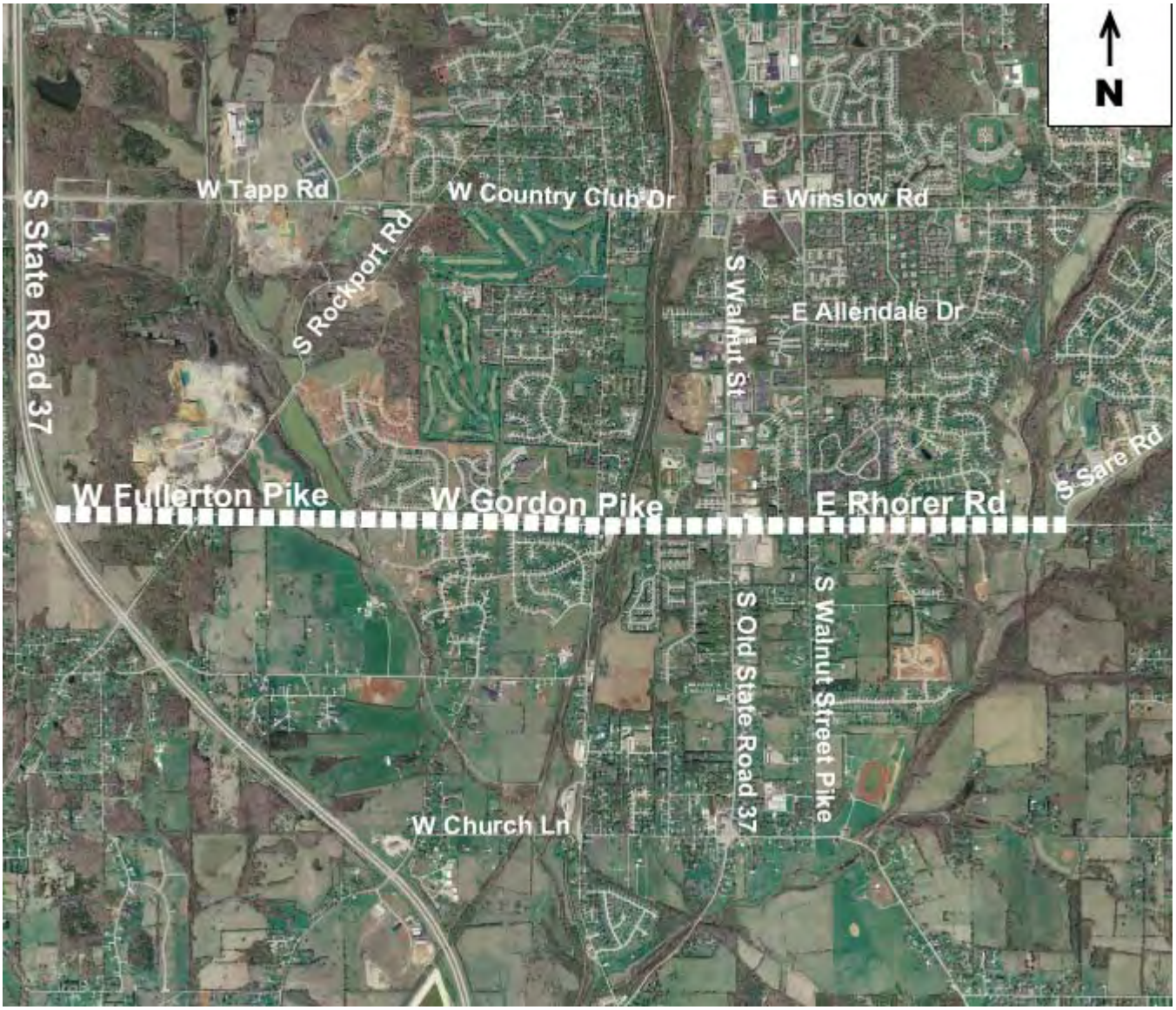
Summary of Programmed Expenditures:

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

Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year 2012	2013	2014	2015
Project:	**Fullerton Pike/Gordon Pike/Rhorer Rd.**	PE Local	$ 550,000	$ 550,000	$ 250,000	$ 558,000
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				$ 300,000
DES#:	0801059	CON				
Support:	GPP, LRTP					
Allied Projects:	SR 37/I-69, Sare Road	**TOTAL**	$ 550,000	$ 550,000	$ 250,000	$ 858,000

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

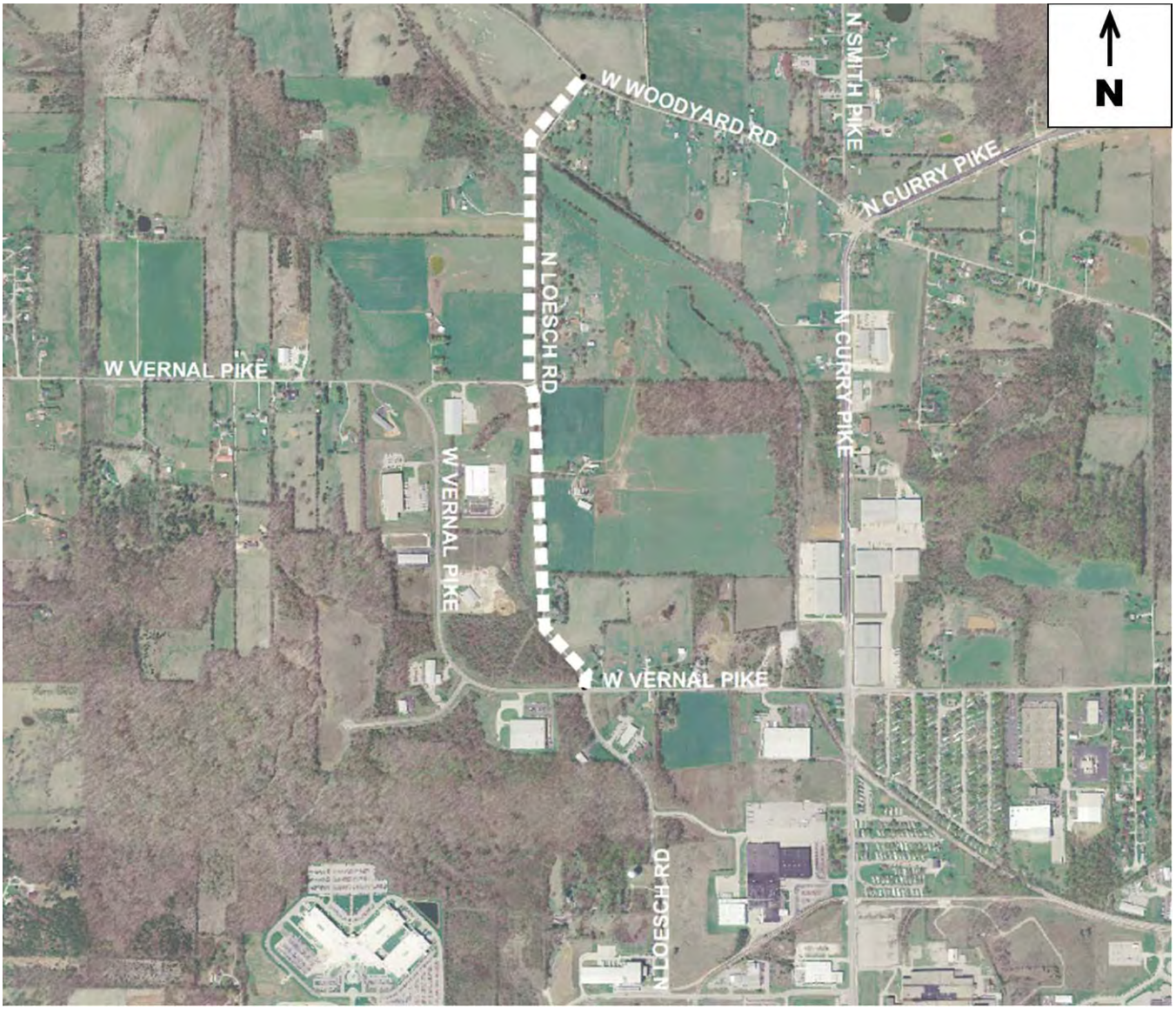


Programmed Projects: Monroe County

Monroe County Projects		Funding Source		Fiscal Year 2012	2013	2014	2015
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	$ 901,328			
Support:	LRTP, MCATGSP, BATGSP, ERCP						
Allied Projects:	Ellettsville Heritage Trail, B-Line Trail	**TOTAL**		$ 1,901,328	$ -	$ -	$ -

Programmed Projects: Monroe County

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



Programmed Projects: Monroe County

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

Programmed Projects: Monroe County

Monroe County Projects		Funding Source		Fiscal Year 2012	Fiscal Year 2013	Fiscal Year 2014	Fiscal Year 2015
Project:	**Bridge Inventory (Phases I & II)**	PE	Local	$ 14,256		$ 25,920	
Location:	Throughout Monroe County	PE	BR	$ 57,024		$ 103,680	
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 (0901932)	CON					
Support:	LRTP	CON					
Allied Projects:	n/a		**TOTAL**	$ 71,280	$ -	$ 129,600	$ -

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

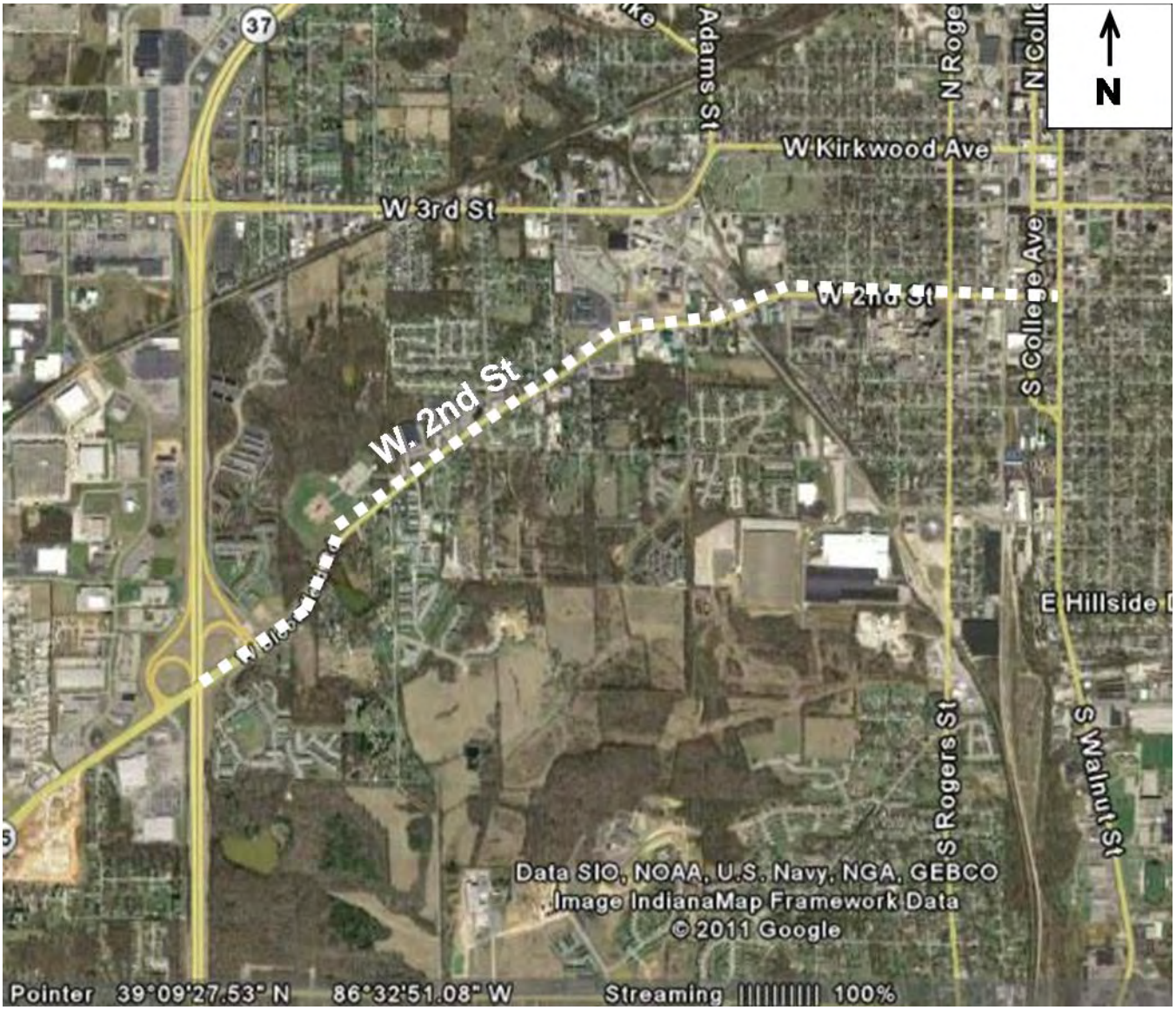
Programmed Projects: Monroe County

Summary of Programmed Expenditures:

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

Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2012	2013	2014	2015
Project:	**W. 2nd Street Feasibility Study**	PE	STP			$ 100,000	
Location:	W. 2nd St. from Walnut Street to Basswood Drive		Local			$ 25,000	
Description:	Study to evaluate alternatives and designs for corridor improvements to W. 2nd St. with emphasis on Walnut St to Patterson Dr. because of Bloomington Hospital	ROW	STP Local				
DES#:	to be assigned	CON	STP Local				
Support:	LRTP						
Allied Projects:	South Rogers Streetscape, B-Line Trail, W. 2nd Street Sidewalk Project	**TOTAL**		$ -	$ -	$ 125,000	$ -



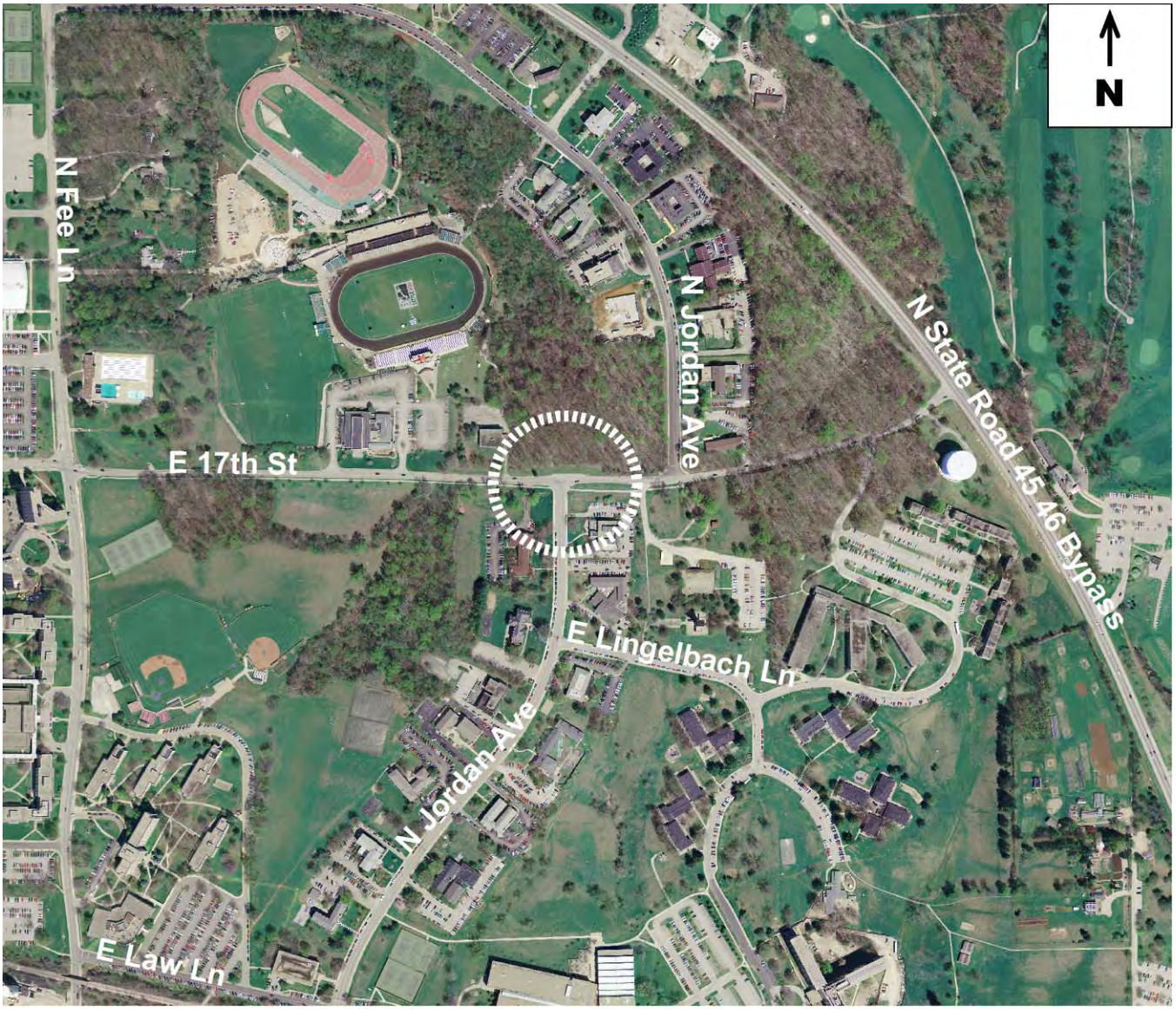
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2012	Fiscal Year 2013	Fiscal Year 2014	Fiscal Year 2015
Project:	**17th St. & Arlington Rd. Roundabout**	PE	STP	$ 70,928			
Location:	Intersection of Arlington Road, W. 17th Street and N. Monroe Street	PE	Local	$ 17,732			
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			
DES#:	0900216	CON	STP		$ 2,600,000		
Support:	LRTP	CON	Local		$ 650,000		
Allied Projects:	Crestline Development, Vernal Pike & Crescent Rd.		**TOTAL**	$ 963,660	$ 3,250,000	$ -	$ -

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

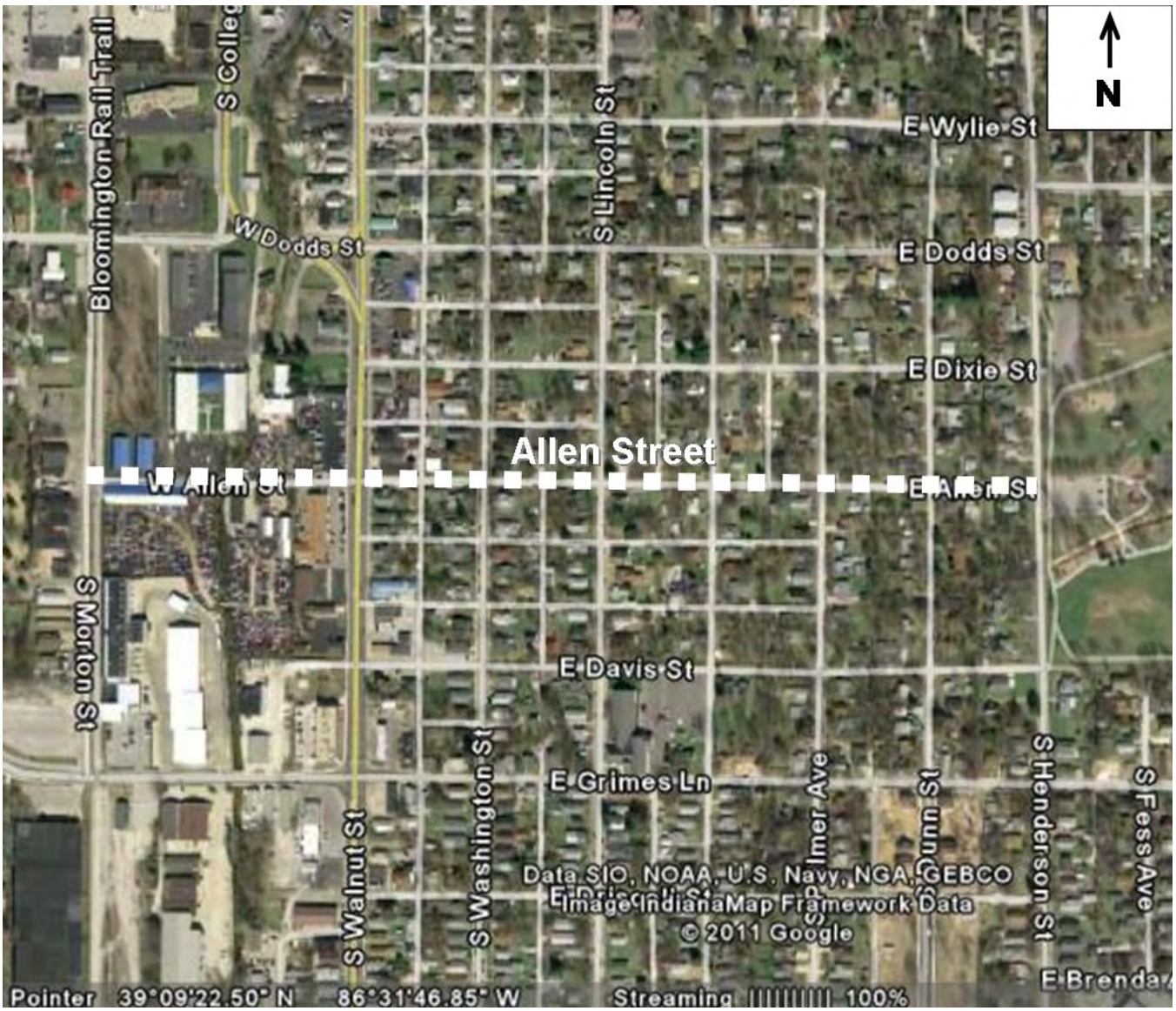
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2012	2013	2014	2015
Project:	**17th St. & Jordan Ave.**	PE	STP Local				
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				
		CON	STP Local				$ 800,000 $ 200,000
DES#:	0901710						
Support:	LRTP						
Allied Projects:	17th and Fee Intersection Realignment, SR45/46 Bypass		**TOTAL**	$ -	$ -	$ -	$ 1,000,000



Programmed Projects: City of Bloomington

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



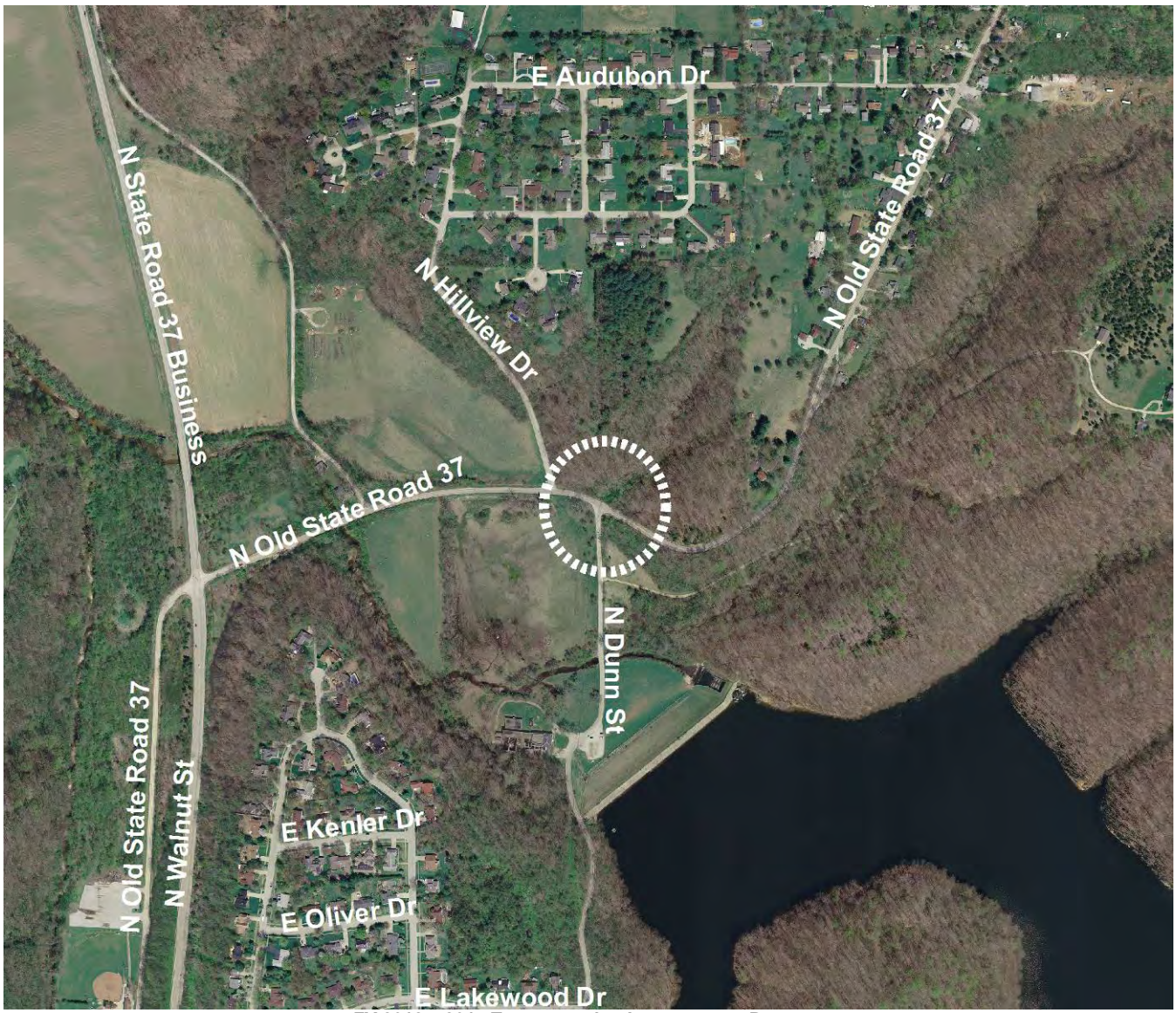
Programmed Projects: City of Bloomington

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

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



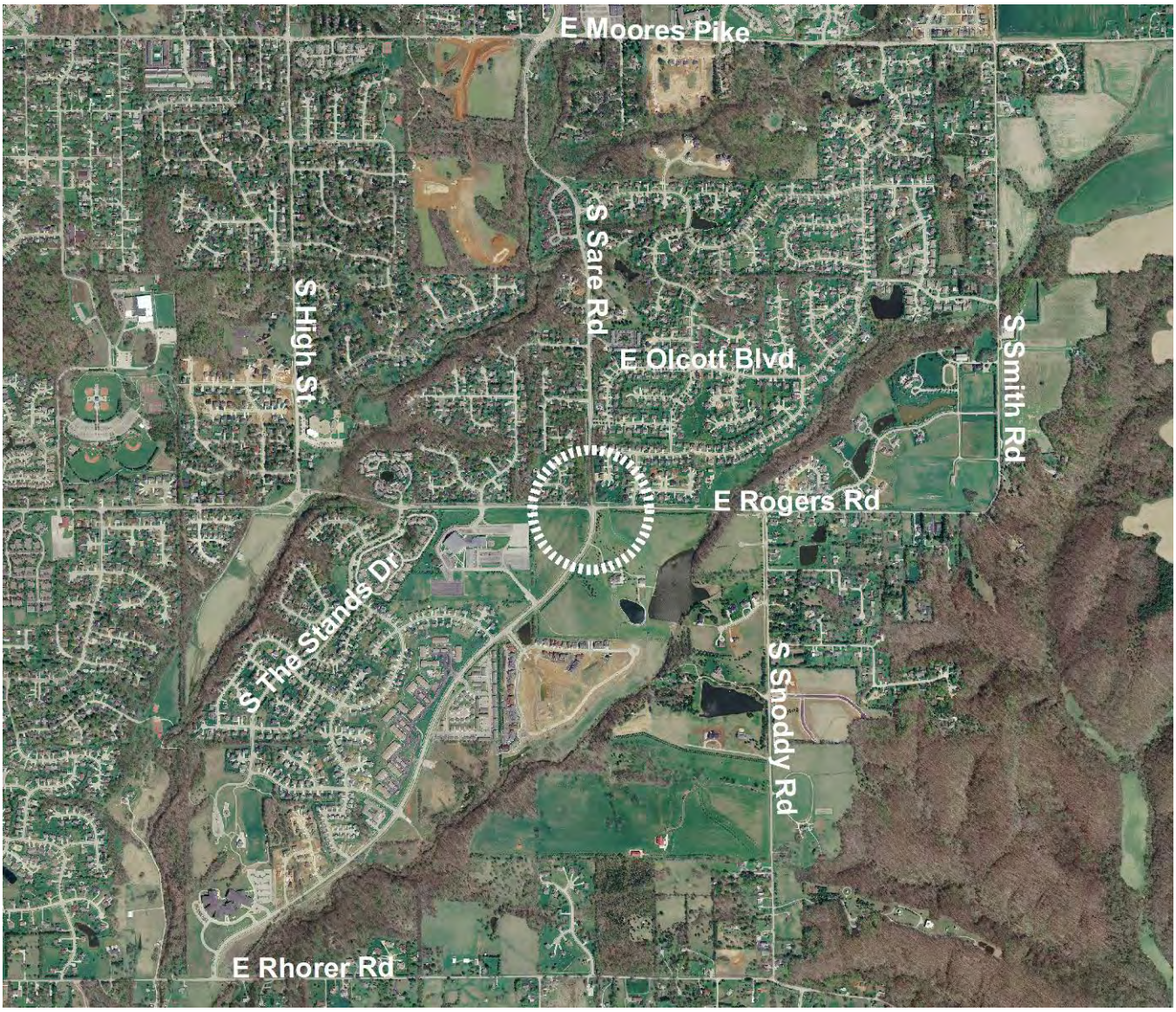
FY 2012 – 2015 Transportation Improvement Program
Bloomington/Monroe County Metropolitan Planning Organization

Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2012	2013	2014	2015
Project:	**S. 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 Local				
		CON	STP Local	$ 2,780,747 $ 695,188			
DES#:	0600496						
Support:	LRTP, GPP, BBPTGSP						
Allied Projects:	Rogers & Country Club Intersection Improvement	**TOTAL**		$ 3,475,935	$ -	$ -	$ -

Programmed Projects: City of Bloomington

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



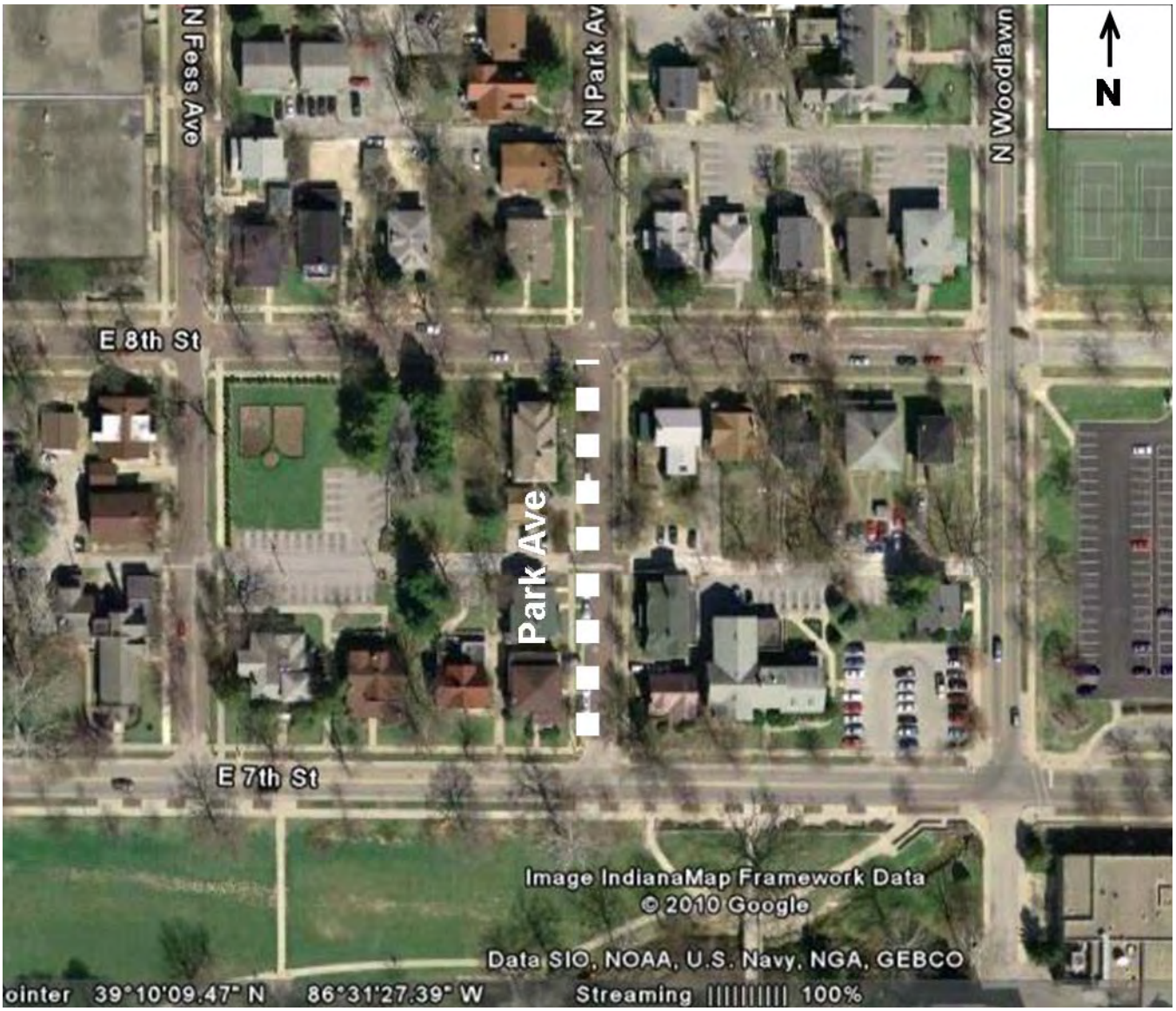
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2012	Fiscal Year 2013	Fiscal Year 2014	Fiscal Year 2015
Project:	**Tapp Rd & Rockport Rd Intersection Improvements**	PE	STP	$ 52,000			
Location:	At the intersection of Tapp Rd/Country Club Dr. and Rockport Rd.	PE	Local	$ 13,000			
Description:	Modernize intersection and upgrade from 4-way stop to roundabout or signal	ROW	STP		$ 254,434	$ 865,566	
		ROW	Local		$ 63,609	$ 216,391	
		CON	STP				$ 1,580,440
DES#:	0901730	CON	Local				$ 395,110
Support:	LRTP, BBPTGSP						
Allied Projects:	Tapp/Adams Roundabout, Rogers/Country Club Intersection Improvements		**TOTAL**	$ 65,000	$ 318,043	$ 1,081,957	$ 1,975,550

*Note: This project is expected to incur $1,524,450 in additional costs in outlying years (beyond those reflected in the project table). Refer to Appendix V for additional information.

Programmed Projects: City of Bloomington

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



Programmed Projects: City of Bloomington

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

Programmed Projects: City of Bloomington

Summary of Programmed Expenditures:

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

Programmed Projects: Town of Ellettsville

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

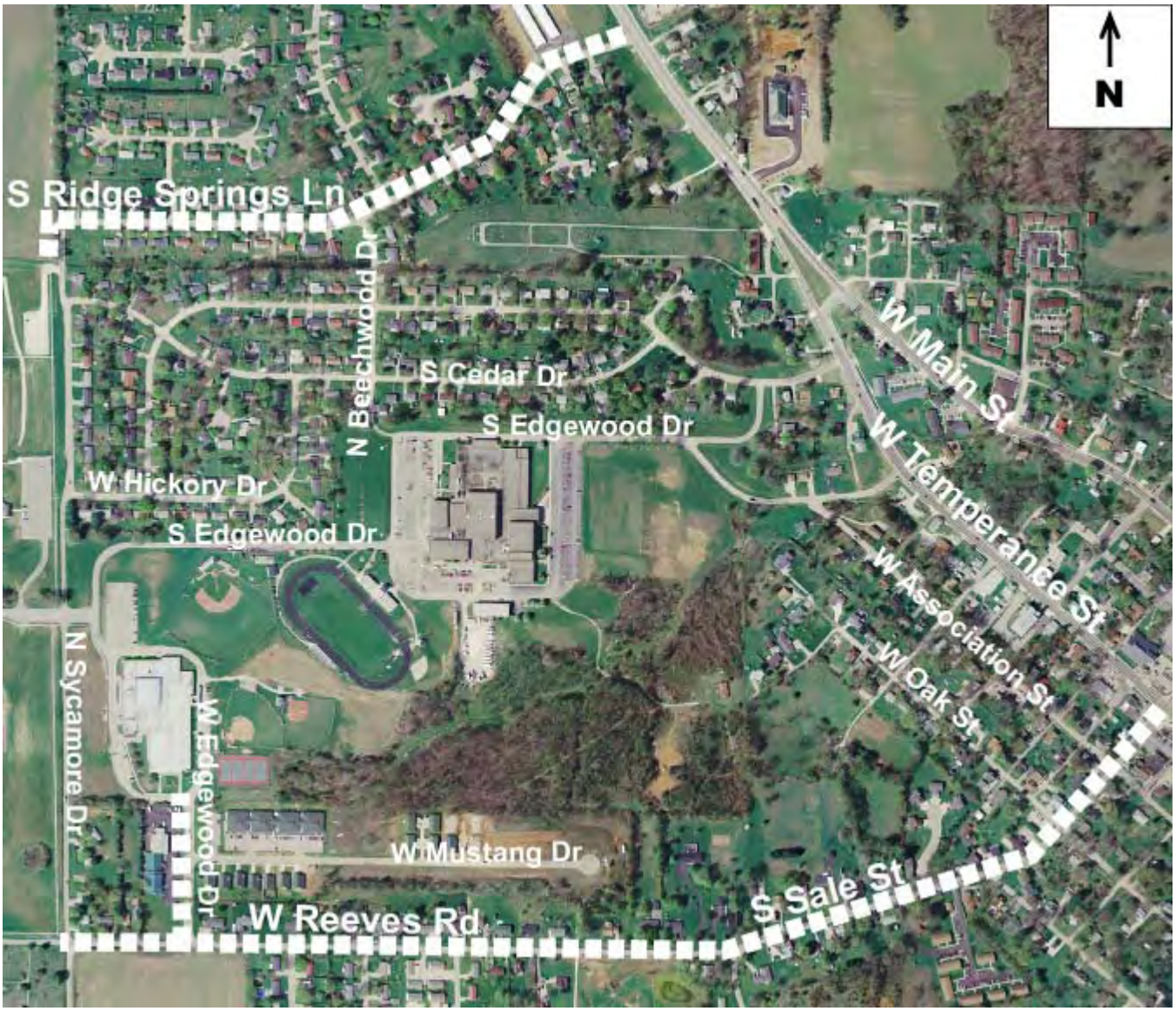
Programmed Projects: Town of Ellettsville

Summary of Programmed Expenditures:

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

Programmed Projects: Community School Corporations

Richland-Bean Blossom Com. School Corp. Projects			Funding Source	Fiscal Year 2012	2013	2014	2015
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 2012	2013	2014	2015
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 2012	2013	2014	2015	TOTAL
STP	$ -	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -	$ -
TE	$ -	$ -	$ -	$ -	$ -
SRTS	$ 325,000	$ -	$ -	$ -	$ 325,000
HSIP	$ -	$ -	$ -	$ -	$ -
Bridge	$ -	$ -	$ -	$ -	$ -
FTA 5307/5309	$ -	$ -	$ -	$ -	$ -
Earmark	$ -	$ -	$ -	$ -	$ -
FTA 5311	$ -	$ -	$ -	$ -	$ -
FTA 5316	$ -	$ -	$ -	$ -	$ -
FTA 5317	$ -	$ -	$ -	$ -	$ -
PMTF	$ -	$ -	$ -	$ -	$ -
Farebox	$ -	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -	$ -
TOTAL	$ 325,000	$ -	$ -	$ -	$ 325,000

Programmed Projects: Rural Transit

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

Programmed Projects: Rural Transit

Summary of Programmed Expenditures:

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

Programmed Projects: Bloomington Transit

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

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

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

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

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

Programmed Projects: Bloomington Transit

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

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

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

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

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

Programmed Projects: Bloomington Transit

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

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

Programmed Projects: Bloomington Transit

Summary of Programmed Expenditures:

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

Programmed Projects: Indiana University Transit

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

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

Programmed Projects: Indiana University Transit

Summary of Programmed Expenditures:

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

Appendices

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

Appendix I

Abbreviations and Acronyms List

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

Appendix II

Complete Streets Compliance

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

Complete Streets Compliance of Local Projects					
LPA	**Project**	**Brief Description**	**Compliant***	**Exempt***	**Not Applicable***
MC	Fullerton Pike/Gordon Pike/Rhorer Rd.	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtnenances. (~3.21 miles long)	●		
MC	Karst Farm Greenway (Phase I)	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			●
MC	Karst Farm Greenway (Phase IIa)	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			●
MC	Mt. Tabor Road Bridge #33	Bridge replacement and road realignment	●		
MC	Bridge Inventory	Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.			●
BL	W. 2nd Street Feasibility Study	Study to evaluate alternatives and designs for corridor improvements to W. 2nd St. with emphasis on Walnut St to Patterson Dr. because of Bloomington Hospital			
BL	17th St. & Arlington Rd. Roundabout	Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	●		
BL	17th St. & Jordan Ave.	Improve vertical geometry and sight distance at the intersection and on approaches			●
BL	Allen Street Bicycle Boulevard	Convert existing Allen Street from a local street to a bicycle boulevard to connect Bryan Park to the B-Line Trail			
BL	Cascades Trail	Construction of a multi-use trail for non-motorized use, including site amenities.			●
BL	Old SR 37 & Dunn St. Intersection Improvements	Improve horizontal and vertical geometry and sight distance at the intersection and on approaches	●		
BL	S. Rogers Street	Roadway improvement (sidepath, sidewalk, curb & gutter, etc.) for 0.6 miles of S. Rogers Rd.			●
BL	Sare Rd and Rogers Rd Roundabout	Upgrade 4-way stop controlled intersection to modern roundabout	●		
BL	Tapp Rd & Rockport Rd Intersection Improvements	Modernize intersection and upgrade from 4-way stop to roundabout or signal	●		
BL	University Courts Brick Street Restoration	Phased restoration of brick streets in the historic University Courts neighborhood			●

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

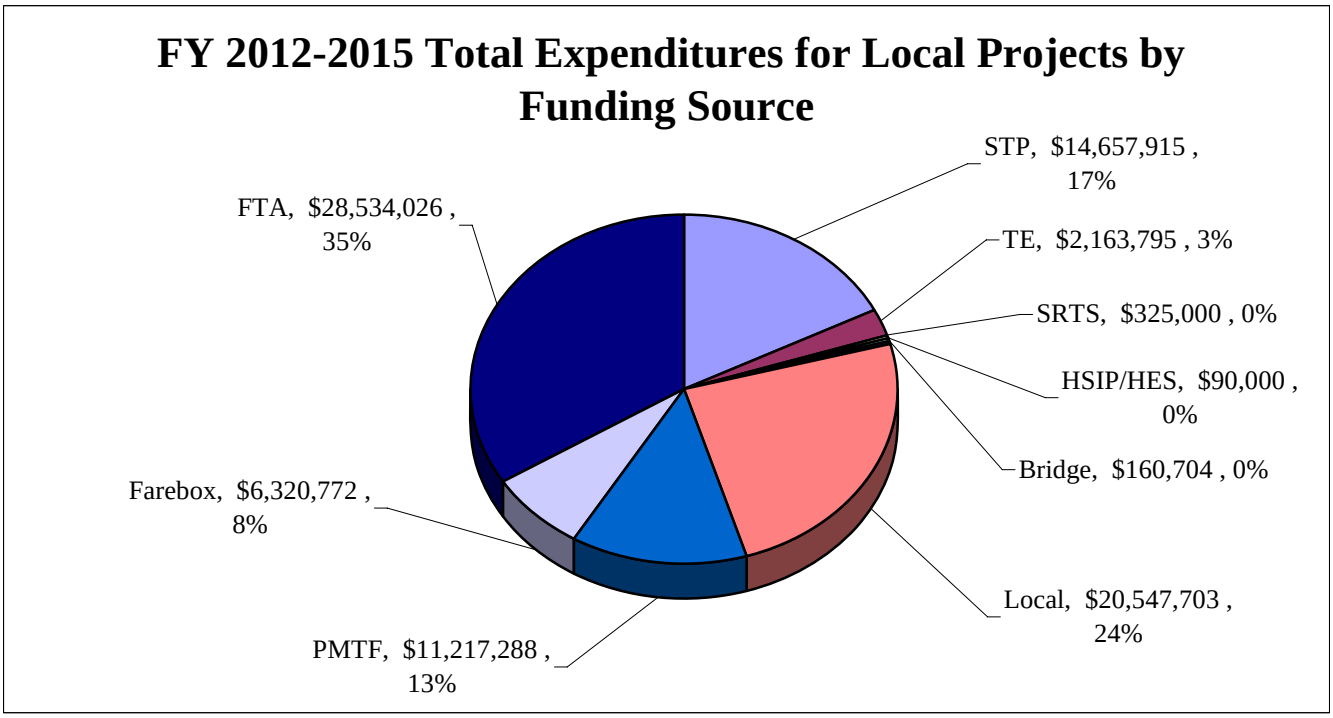
Complete Streets Compliance of Local Projects (continued)					
LPA	**Project**	**Brief Description**	**Compliant***	**Exempt***	**Not Applicable***
BT	Security Equipment	Purchase of surveillance camera technology for Grimes Lane operations facility			●
IU	Hybrid Buses	Replace existing bus fleet with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

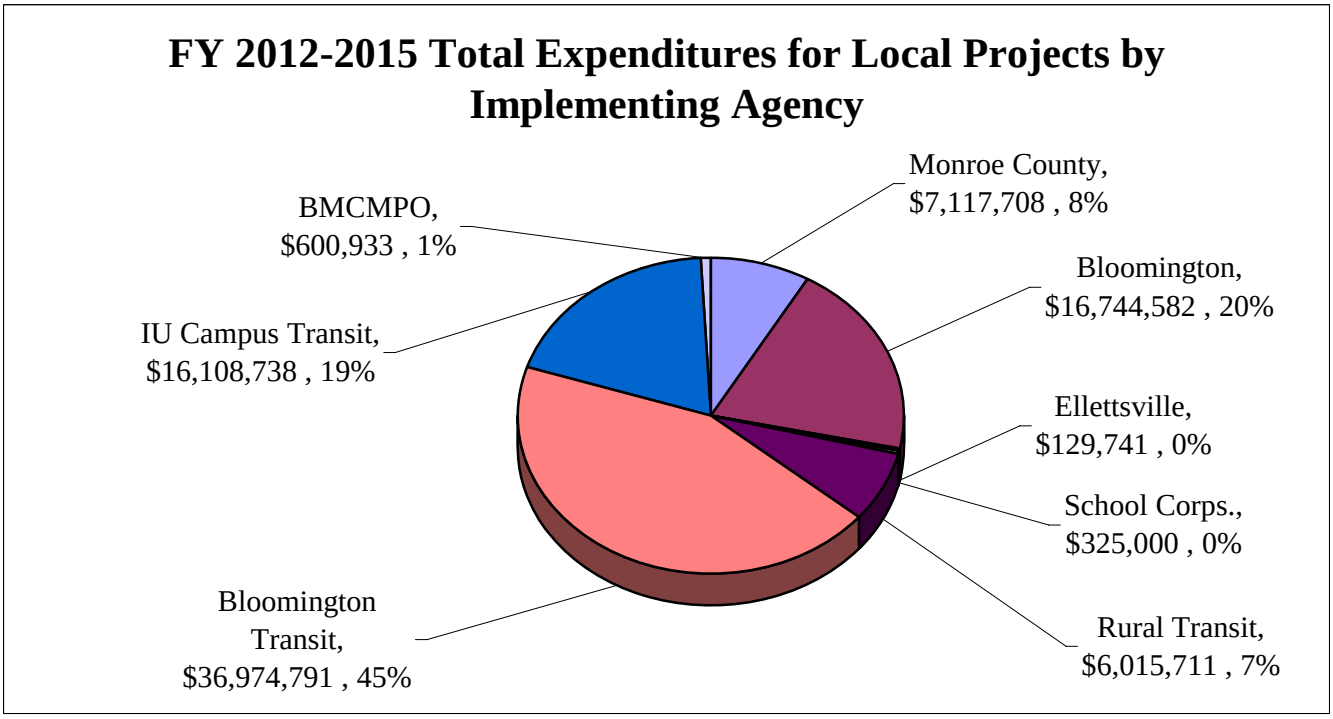
*Compliance with the Complete Streets Policy is determined by the Policy Committee at the time of adoption of this document or when new local projects are amended into the TIP.

Appendix III

Total Expenditure Charts

The following charts illustrate how transportation funding will be spent as identified in this document. It should be noted that revenues and expenditures related to transit include operational expenses and illustrative projects. Expenditures for School Corps. include project costs for both Monroe County Community School Corporation and Richland-Bean Blossom Community School Corporationl.





Appendix IV

Listing of Projects by Year

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

FY2012 Project Listing

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

FY2013 Project Listing

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

FY2014 Project Listing

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

FY2015 Project Listing

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

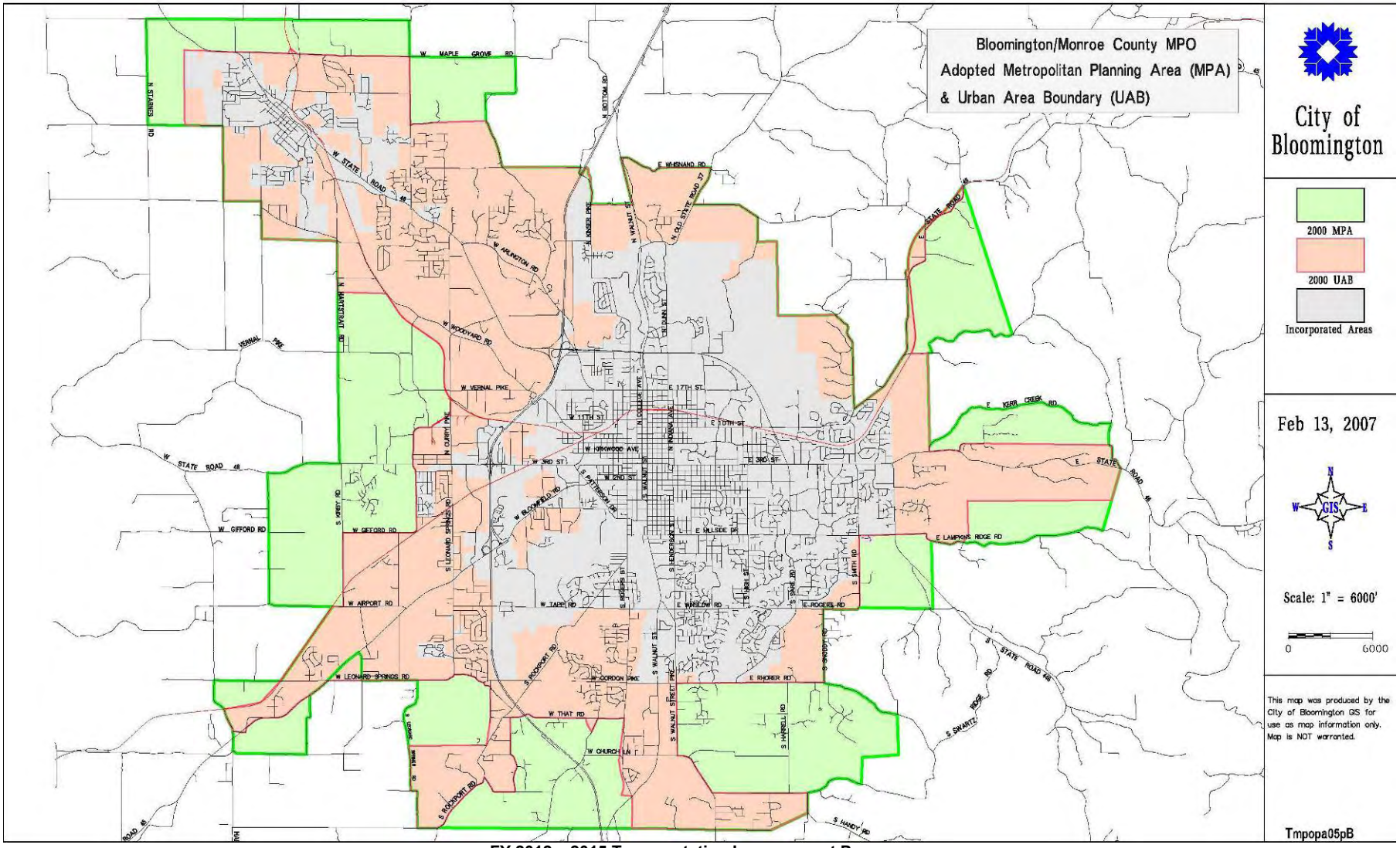
Outlying Years (FY2016 and beyond) Project Listing

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

Appendix V

MPA/UAB Boundary Map

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



Appendix VI
Self Certification Statement

TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

FY 2011-2012 Transportation Planning Process Certification

MPO DIRECTOR

Joshua Desmond, AICP — Date 5/26/10

POLICY BOARD

Jack Baker (Vice Chair) — Date 5/26/10

INDOT DIRECTOR OF LONG RANGE PLANNING AND MODELING

Roy Nunnally — Date 6/1/10

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO TAC & CAC Committee Members

From: Josh Desmond, AICP
BMCMPO Director

Date: March 16, 2011

Re: FY 2011-2012 Unified Planning Work Program Amendment

Background
The MPO is currently operating under a two-year UPWP, covering Fiscal Years 2011 and 2012. When the UPWP was prepared prior to FY 2011, the FY 2011 budget figure was fixed by INDOT, while the FY 2012 budget figure was an estimate only. Earlier this month, INDOT provided us with our actual budget amount for FY 2012, which is slightly higher than the original estimate. The result is that the MPO has an additional $74,633 of PL funding to add to the UPWP for FY 2012. With the required local match of $18,658, the total additional funding to be included in the UPWP is $93,291.

Proposed UPWP Amendment
As with each UPWP, the Federal Highway Administration provides "Planning Emphasis Areas", or PEAs, that MPOs must address with work elements and funding. Concurrent with the additional funding for FY 2012, two new PEAs have been requested by FHWA. First, the MPO must document its Quarterly Tracking Report process and provide that information to FHWA. This is being done to help FHWA better understand the various processes that MPOs in Indiana are using, and to assist them in procedural improvements. Second, the MPO must provide for a larger role in Planning & Environmental Linkages, a part of the NEPA process for Federal-aid project development. This will require that MPO Staff participate in training to be provided by FHWA, and to begin the implementation of those tools as local projects are developed.

Below is a breakdown of how the new funding is proposed to be distributed within the existing work program for FY 2012:

Element 102(A)
An additional $12,000 (PL) was added to this element for staff time to be spent on documenting the Quarterly Project Tracking Program.

Element 201(A)
An additional $32,633 (PL) was added to the consultant line for the new Long Range Transportation Plan. The total consultant budget for the LRTP is now $75,791.

Element 202(B)
An additional $4,000 (PL) was provided to each of the three LPAs for the development of ADA Transition Plans. Each LPA now has access to a total of $10,000 (PL) for this activity.

Element 202(C)
This new work element was added to address the Planning & Environmental Linkages PEA provided by FHWA. A total of $18,000 (PL) was added for staff time to be spent on training for and implementation of this PEA.

Action Requested

The BMCMPO is requesting that the Technical Advisory and Citizens Advisory Committees provide official recommendations for approval to the Policy Committee. The Policy Committee will be voting on the proposal at their next meeting (April 8). This short timeline is necessary due to the INDOT requirement that all approved, amended UPWPs be submitted to their office by the end of April.

Attachments: Proposed amended FY 2011-2012 UPWP
Summary Table: Proposed amended FY2012 budget

Unified Planning Work Program

Fiscal Years 2011-2012

[July 1, 2010 through June 30, 2012]

Adopted:
06/11/10

Amended:
TBD

BLOOMINGTON • MONROE COUNTY
mpo

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

Executive Summary

The following is the Executive Summary of the Fiscal Year (FY) 2011-2012 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. 2011-2012 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 2011-2012 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 Element #101. 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 #201 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.

> *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 Element #101. In addition, the 2035 Long Range Transportation Plan will incorporate such consultations under Work Element #201.*

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 (amended June 2007 and reaffirmed in May 14, 2010), 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 2011-2012 UPWP will focus on this planning emphasis area with Work Element #101.*

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 #203 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 2011-2012 UPWP with Work Elements #102, #201, #202, #203, #301, #302, and #303.*

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 #101, the FY 2011-2012 UPWP will use Work Elements #301 and #302 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 #101 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 #101 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 #102) and maintain publication of the document on its website (Work Element #101).*

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 (#102, #201, #202, #203, #301, #302, and #303) 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 #302 of the FY 2011-2012 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 #201 will maintain fiscal constraint as required. The annual MPO TIP to be completed under Work Element #102 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 2011 and FY 2012 along with 150 coverage counts as noted in Work Element #203. 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 2011-2012 with additional quality assurance verifications recommended by the FHWA as noted in Work Element #203.*

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

MPOs are to document their current procedures for tracking TIP projects on a quarterly basis. Quarterly project tracking is an essential tool for MPOs as they fulfill their responsibility to monitor funding and project development progress from inception to letting.

> *The Bloomington/Monroe County MPO currently administers a Quarterly Project Tracking program under Work Element #102 of the UPWP. Work to document this program by providing a comprehensive report to the Federal Highway Administration will also occur under this element.*

PLANNING & ENVIRONMENTAL LINKAGES

MPOs and INDOT should consider environmental issues early in the transportation planning process, and use information and analysis conducted during early planning in the formal NEPA process. This will ensure that key early analysis and input is included as the project moves forward, and will provide for efficiencies once the NEPA process proceeds.

> *MPO staff will be further trained on this PEA by FHWA, and such training will occur under Work Element #101. Once training is complete, work tasks required to carry out PEL objectives will occur under Work Elements #102 and #202, as projects are developed and entered into the TIP.*

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Bloomington/Monroe County MPO Structure and Administration For Fiscal Years 2011-2012 (July 1, 2010 through June 30, 2012)

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 2011-2012 UPWP is intended to satisfy the Bloomington metropolitan planning area's work program requirement for the Fiscal Years 2011 and 2012 (July 1, 2010 to June 30, 2012). It is entitled, and shall hereafter be referred to as the FY 2011-2012 Unified Planning Work Program.

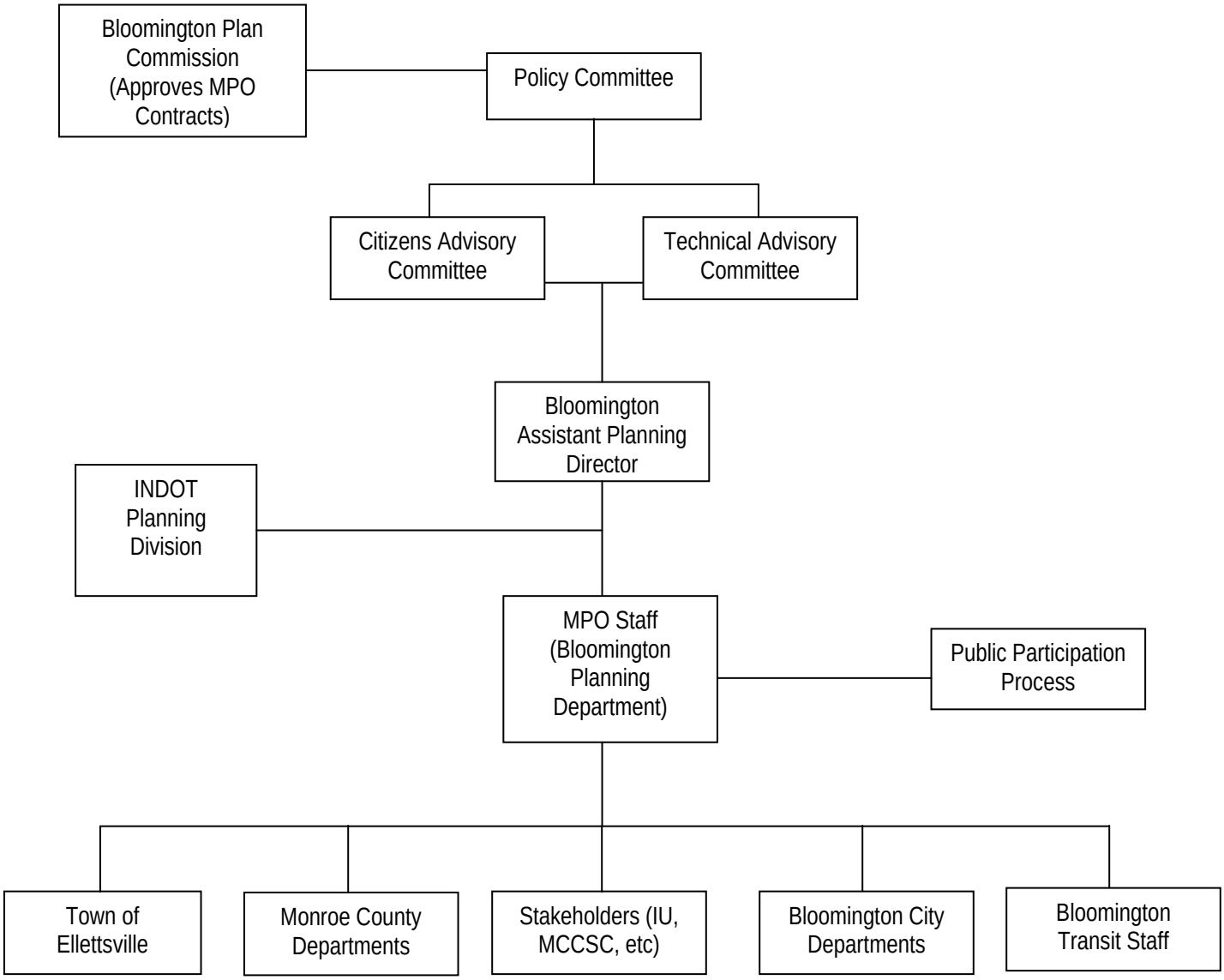
MPO STRUCTURE

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 and the composition of the three MPO committees.

Bloomington/Monroe County MPO Organizational Chart



Bloomington/Monroe County MPO Committee Composition

POLICY COMMITTEE

Name	Title	Representing
Kent McDaniel *(Chair)*	Board of Directors Member	Bloomington Public Transportation Corporation
Jack Baker *(Vice Chair)*	President, Plan Commission	City of Bloomington
Mark Kruzan	Mayor	City of Bloomington
Andy Ruff	Common Council Member	City of Bloomington
Susie Johnson	Director, Public Works Department	City of Bloomington
Lynn Coyne	Director, Real Estate Department	Indiana University
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
Patrick Murray	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
Laurel Cornell	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
Connie Griffin	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
Patrick Murray *(Chair)*	Prospect Hill Neighborhood
Laurel Cornell *(Vice-Chair)*	Prospect Hill Neighborhood
Joanne Henriot	Bryan Park Neighborhood
Buff Brown	Traffic Commission/BTOP
Barbara Salisbury	Southern Indiana Center for Independent Living
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Larry Jacobs	Greater Bloomington Chamber of Commerce
John Kehrberg	County Citizen
John McCrary	Indiana Department of Transportation
Bill Milroy	Old Northeast Neighborhood Assoc.
Ted Miller	Citizen
Jack Baker	McDoel Gardens Neighborhood
Randy Paul	Citizen
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 2011-2012 UPWP Funding Summary

FISCAL YEAR 2011-2012 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated $607,657 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2011 through 2012. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of $151,914 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2011-2012 UPWP is $759,571. This budget is split between the two Fiscal Years, with $337,895 allocated to FY 2011 and $421,676 allocated to FY 2012.

FUND USE BY MATCHING AGENCY

The table below provides a breakdown of FY 2011-2012 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				
101	$ 278,180	$ -	$ 8,200	$ 286,380
102	$ 97,000	$ -	$ -	$ 97,000
Transportation Planning				
201	$ 27,000	$ -	$ 77,791	$ 104,791
202	$ 31,500	$ -	$ 37,500	$ 69,000
203	$ 12,000	$ -	$ 126,000	$ 138,000
Alternative Transportation Planning				
301	$ 1,000	$ 30,000	$ -	$ 31,000
302	$ 19,000	$ -	$ 400	$ 19,400
303	$ 10,000	$ 4,000	$ -	$ 14,000
TOTAL	$ 475,680	$ 34,000	$ 249,891	$ 759,571

OBJECT CLASS BUDGET BY FUNDING SOURCE

The table below provides a breakdown of FY 2011-2012 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2011-2012 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	$ 212,737	$ 53,184	$ 265,921
Fringe Expenses (63.05%)	$ 134,131	$ 33,533	$ 167,663
Indirect Expenses (15.83%)	$ 33,676	$ 8,419	$ 42,095
Bloomington Transit	$ 27,200	$ 6,800	$ 34,000
Consultants/Supplies	$ 199,913	$ 49,978	$ 249,891
TOTAL	$ 607,657	$ 151,914	$ 759,571

SUMMARY BUDGET BY FUNDING SOURCE

The table below provides a summary of the FY 2011-2012 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 2011-2012 funding allocations fall within the total available funding noted previously.

Work Element	Federal Funds	Local Match	Total
Comprehensive Planning Coordination & Outreach			
101	$ 229,104	$ 57,276	$ 286,380
102	$ 77,600	$ 19,400	$ 97,000
Transportation Planning			
201	$ 83,833	$ 20,958	$ 104,791
202	$ 55,200	$ 13,800	$ 69,000
203	$ 110,400	$ 27,600	$ 138,000
Alternative Transportation Planning			
301	$ 24,800	$ 6,200	$ 31,000
302	$ 15,520	$ 3,880	$ 19,400
303	$ 11,200	$ 2,800	$ 14,000
TOTAL	$ 607,657	$ 151,914	$ 759,571

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 assist with 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, the Citizen Advisory Committee, and daily MPO administrative activities with FHWA and INDOT. Meetings of the MPO Committees 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.

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 conduct at least 6 MPO Policy Committee meetings, 10 MPO Technical Advisory Committee meetings, and 10 Citizen Advisory Committee meetings per fiscal year.
   (a) Publish and distribute agendas, minutes, and support material

(2) MPO Staff to attend Program Development Progress (PDP) meetings and other intergovernmental coordination meetings as needed 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 two fiscal years, 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) Amendment(s) to FY 2011-2012 Unified Planning Work Program (UPWP)
   (b) FY 2013-2014 Unified Planning Work Program (UPWP)

(2) MPO Staff to develop and update the Cost Allocation Plan as part of the UPWP.
   (a) FY 2013-2014 Cost Allocation Plan (CAP)

(3) MPO Staff to prepare and submit an Annual Completion Report to INDOT.
   (a) FY 2010 Annual Completion Report
   (b) FY 2011 Annual Completion Report

(4) MPO Staff to prepare and submit an annual Self Certification Review Statement to INDOT/FHWA/FTA representatives.
   (a) FY 2011 Annual Self Certification Statement
   (b) FY 2012 Annual Self Certification Statement

(C) Planning Grant Administration

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2011-2012 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2011-2012 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 (MPO Council) that meets monthly 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) Staff Training and Education

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 the annual Indiana MPO Conference, the annual Purdue Road School meeting, and TransCAD training or other technical training opportunities.

(2) MPO to renew annual professional membership dues to the American Planning Association and other relevant professional organizations.

(3) MPO Staff to attend webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, and Urban Land Institute, and Institute of Transportation Engineers.

(F) 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 Advisory/Citizen Advisory Committee agendas, minutes, and draft MPO documents on-line
- (b) MPO Staff to post adopted MPO documents

(G) Public Participation Process

The MPO adopted a revised Public Participation Process in 2007 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.
- (b) MPO Staff to employ alternative methods of outreach (e.g. Facebook, online surveys) to convey information

101					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**Intergovernmental Coordination**				
	Policy, TAC, and CAC Committee	MPO	$88,595.00	$82,585.00	$171,180.00
	Coord. Mtgs. w/Seymour District	MPO			
(B)	**Unified Planning Work Program**				
	UPWP	MPO	$20,000.00	$20,000.00	$40,000.00
	CAP	MPO			
	Annual Completion Report	MPO			
	Annual Self-Certification Statement	MPO			
(C)	**Planning Grant Administration**				
	Quarterly Progress Reports	MPO	$7,500.00	$7,500.00	$15,000.00
	Quarterly Billing Statements	MPO			
(D)	**Indiana MPO Council**				
	MPO Council Meetings	MPO	$6,000.00	$6,000.00	$12,000.00
(E)	**Staff Training and Education**				
	Conferences and Technical Training	MPO	$12,000.00	$12,000.00	$24,000.00
	Membership Dues and Fees	MPO			
	Other educational resources	MPO			
(F)	***Web Site Administration***				
	On-going Development and Maintenance	MPO	$4,500.00	$4,500.00	$9,000.00
(G)	***Public Participation Process***				
	Public Participation Process	MPO	$7,600.00	$7,600.00	$15,200.00
	Outreach Activities	MPO			
		TOTAL	**$146,195.00**	**$140,185.00**	**$286,380.00**

102 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).

The MPO staff will also 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 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 2012 – 2015 Transportation Improvement Program
   (b) FY 2013 – 2016 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 administer the Quarterly Project Tracking Program for the management of local projects in the TIP. Staff will document the current tracking program procedures and submit the report to the Federal Highway Administration.

(5) MPO Administrative Staff to attend monthly City Projects Team meetings for interagency coordination and participation.

(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) TE Program 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.

(D) Safe Routes to School (SRTS) Program Administration

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 SRTS grant applications. As a result, multiple grants have been secured for local SRTS 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 SRTS program by coordinating SRTS Task Force meetings, assisting with the production of grant applications, and helping local jurisdictions implement any SRTS 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

102					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**Transportation Improvement Program (TIP)**				
	FY 2011-2012 TIP	MPO	$24,000.00	$39,000.00	$63,000.00
	TIP Administration/Amendments	MPO			
	Federal Aid Application Coordination	MPO			
	Quarterly Project Tracking Program	MPO			
	City Projects Team	MPO			
(B)	**HSIP Administration**				
	Project Solicitation & Selection	MPO	$4,000.00	$4,000.00	$8,000.00
(C)	**TE Program Administration**				
	Project Solicitation & Selection	MPO	$4,000.00	$4,000.00	$8,000.00
(D)	**Safe Routes To School (SRTS)**				
	Project Solicitation & Selection	MPO	$9,000.00	$9,000.00	$18,000.00
		TOTAL	**$41,000.00**	**$56,000.00**	**$97,000.00**

Transportation Planning

201 LONG RANGE PLANNING

(A) 2035 Long Range Transportation Plan

Federal requirements mandate that the Long Range Transportation Plan maintain a 20 year time horizon. The MPO will take several years to develop a completely overhauled 2035 Long Range Transportation Plan (LRTP). Due to the scope and significance of such a project, MPO staff intends to begin the update process during FY 2011 and complete it in FY 2014. The project timeline is from August 2010 through December 2013. The update procedure will include a complete update of the Travel Demand Model using transportation modeling software together with thorough public involvement processes and other planning techniques to complete the 2035 LRTP. 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. Funding has been allocated to provide for both staff support and initial consultant services in the development of the overall Plan. Annual technical support for transportation modeling software (TransCAD) is also programmed.

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 2014).
   - (a) Annual TransCAD License and technical support
   - (b) 2035 Long Range Transportation Plan

201					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**2035 Long Range Transportation Plan**				
	2035 Long Range Transportation Plan	MPO	$13,500.00	$13,500.00	$27,000.00
		MPO (TransCAD)	$1,000.00	$1,000.00	$2,000.00
		Consultant	$0.00	$75,791.00	$75,791.00
		TOTAL	**$14,500.00**	**$90,291.00**	**$104,791.00**

202 SHORT RANGE TRANSPORTATION STUDIES AND ACTIVITIES

(A) 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.

(B) ADA Transition 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 Transition Plans as needed.

(C) Planning & Environmental Linkages

MPOs and INDOT should consider environmental issues early in the transportation planning process, and use information and analysis conducted during early planning in the formal NEPA process. This will ensure that key early analysis and input is included as the project moves forward, and will provide for efficiencies once the NEPA process proceeds.

Responsible Agency and End Product(s):

(1) MPO Staff to attend PEL training presented by FHWA and establish methodology for early planning coordination in the development of local and state transportation projects.

202					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**CAC/Student-Assisted Study**				
	CAC/Student-Assisted Study	MPO	$2,000.00	$2,000.00	$4,000.00
(B)	**ADA Transition Plans**				
	Administration	MPO	$2,500.00	$2,500.00	$5,000.00
	Plan Development	COB	$5,000.00	$7,500.00	$12,500.00
	Plan Development	MC	$5,000.00	$7,500.00	$12,500.00
	Plan Development	EV	$5,000.00	$7,500.00	$12,500.00
(C)	**Planning & Environmental Linkages**				
	Planning & Environmental Linkages	MPO	$0.00	$22,500.00	$22,500.00
		TOTAL	**$19,500.00**	**$49,500.00**	**$69,000.00**

203 DATA COLLECTION AND ANALYSIS

(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. 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 and the Bloomington Engineering Department will conduct annual traffic volume counts. 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 2011-12 Traffic Volume Report
  - (i) City of Bloomington will perform approximately 150 coverage counts
  - (ii) Town of Ellettsville will perform approximately 80 coverage counts

(2) 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 2011 and 2012.
- (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

(3) MPO Staff and Bloomington Engineering Department to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs.
- (a) Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to battery replacements, 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) 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

(C) ITS Architecture Maintenance

A group of technologies, known collectively as Intelligent Transportation Systems (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 completed its Regional ITS Architecture in 2008. Administrative modifications to the ITS Architecture are warranted when an LPA wishes to include a new technology into a transportation project. In Fiscal Years 2011 and 2012, 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) Maintain the Regional ITS Architecture

(D) Annual Crash Report

The Bloomington/Monroe County MPO will complete an Annual Crash Report. The crash report identifies 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 (HSIP).

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 2009 Crash Report.
   - (b) Calendar Year 2010 Crash Report

203					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**Traffic Volume Counting**				
	Traffic Data Collection	COB	$20,000.00	$20,000.00	$40,000.00
		EV	$4,000.00	$4,000.00	$8,000.00
	HPMS Counts for INDOT	COB	$8,000.00	$8,000.00	$16,000.00
	Purchase Traffic Counting Equipment	COB	$5,000.00	$5,000.00	$10,000.00
(B)	**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
(C)	**ITS Architecture Maintenance**				
	ITS Architecture Maintenance	MPO	$1,500.00	$1,500.00	$3,000.00
(D)	**Annual Crash Report**				
	C.Y. 2009 & 2010 Crash Reports	MPO	$4,500.00	$4,500.00	$9,000.00
		TOTAL	**$69,000.00**	**$69,000.00**	**$138,000.00**

Alternative Transportation Planning

301 LONG RANGE PLANNING

(A) 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

301					
Task		Responsible Agency	FY 2011	FY 2012	Total Cost
(A)	Grimes Lane Operations Facility Study				
	Facility Study	MPO	$1,000.00	$0.00	$1,000.00
		Consultant	$30,000.00	$0.00	$30,000.00
		TOTAL	**$31,000.00**	**$0.00**	**$31,000.00**

302 SHORT RANGE ALTERNATIVE TRANSPORTATION STUDIES AND ACTIVITIES

(A) 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 completed in 2007. In Fiscal Years 2011 and 2012, 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.

(B) Bicycle and Pedestrian Safety and 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. Two MPO Staff members have been certified to teach bicycle safety curricula developed by the League of American Bicyclists. The MPO will utilize this skill set to host bicycle skills and safety training seminars that are open to the public. Educational outreach activities may include structured classes developed by the League of American Bicyclists or may be informal presentations to target populations on the subject of bicycle and pedestrian safety.

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.

(2) MPO Staff to conduct bicycle and pedestrian outreach, education, workshops, and other events such as, but not limited to, League of American Bicyclists training programs, informational booths at special events, and presentations to targeted groups. This element includes the purchase of supplies and materials.

302					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**Coordinated Human Services Public Transit Plan**				
	Program Administration	MPO	$1,500.00	$1,500.00	$3,000.00
(B)	**Bicycle Pedestrian Safety and Project Coordination**				
	Bike Pedestrian Outreach	MPO	$8,200.00	$8,200.00	$16,400.00
	BBPSC Meetings	MPO			
		TOTAL	**$9,700.00**	**$9,700.00**	**$19,400.00**

303 TRANSIT, BICYCLE AND 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 #203 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

303					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**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	$5,000.00	$5,000.00	$10,000.00
	Sidewalk Inventory & Assessment	MPO			
		TOTAL	**$7,000.00**	**$7,000.00**	**$14,000.00**

Appendix A

Transit Operator Local Match Assurance

FY 2011-2012 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 2011-2012 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling $666,280.00 requiring $133,256.00 local match. As specified in the FY 2011-2012 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for $34,000.00 of the total grant, requiring $6,800.00 in local match for the following UPWP elements:

1) 301 (A) – Grimes Lane Operations Facility Study (consultant product)
2) 303 (A) – Annual unlinked passenger trip estimates

5/26/10
Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

By: Lew May
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
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

Appendix C

TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

FY 2011-2012 Transportation Planning Process Certification

MPO DIRECTOR

Joshua Desmond, AICP — Date 5/26/10

POLICY BOARD

Jack Baker (Vice Chair) — Date 5/26/10

INDOT DIRECTOR OF LONG RANGE PLANNING AND MODELING

Roy Nunnally — Date 6/1/10

Appendix D
BMCMPO Certification Review Statement

Certification Review Overview

On May 11 and 12, 2006, the Indiana Division of the Federal Highway Administration (FHWA) conducted a planning review of the Bloomington Metropolitan Planning Organization. The MPO was provided with a complete list of review questions in advance of the review session and provided a thorough and comprehensive response to all questions. There were no corrective actions identified during this review.

The final 2006 Certification Review Report is available for review at the City of Bloomington Planning Department, on line at http://bloomington.in.gov/sections/viewSection.php?section_id=191, or by request at mpo@bloomington.in.gov.

Certification Review Statement

Date of Review: May 11, 2006

Review Conducted By: FHWA and Indiana Department of Transportation (INDOT)

Finding: Based upon this Planning Review, the Bloomington transportation planning process is found to substantially comply with section 134 of Title 23 of the United States Code, Section 8 of the Federal Transit Act, Sections 174 and 176 (c) and (d) of the Clean Air Act.

Corrective Actions: No corrective actions were identified during this review.

Date of Next Review: Currently scheduled for September 8-9, 2010

ATTEST:

MPO DIRECTOR

Joshua Desmond 5/26/10

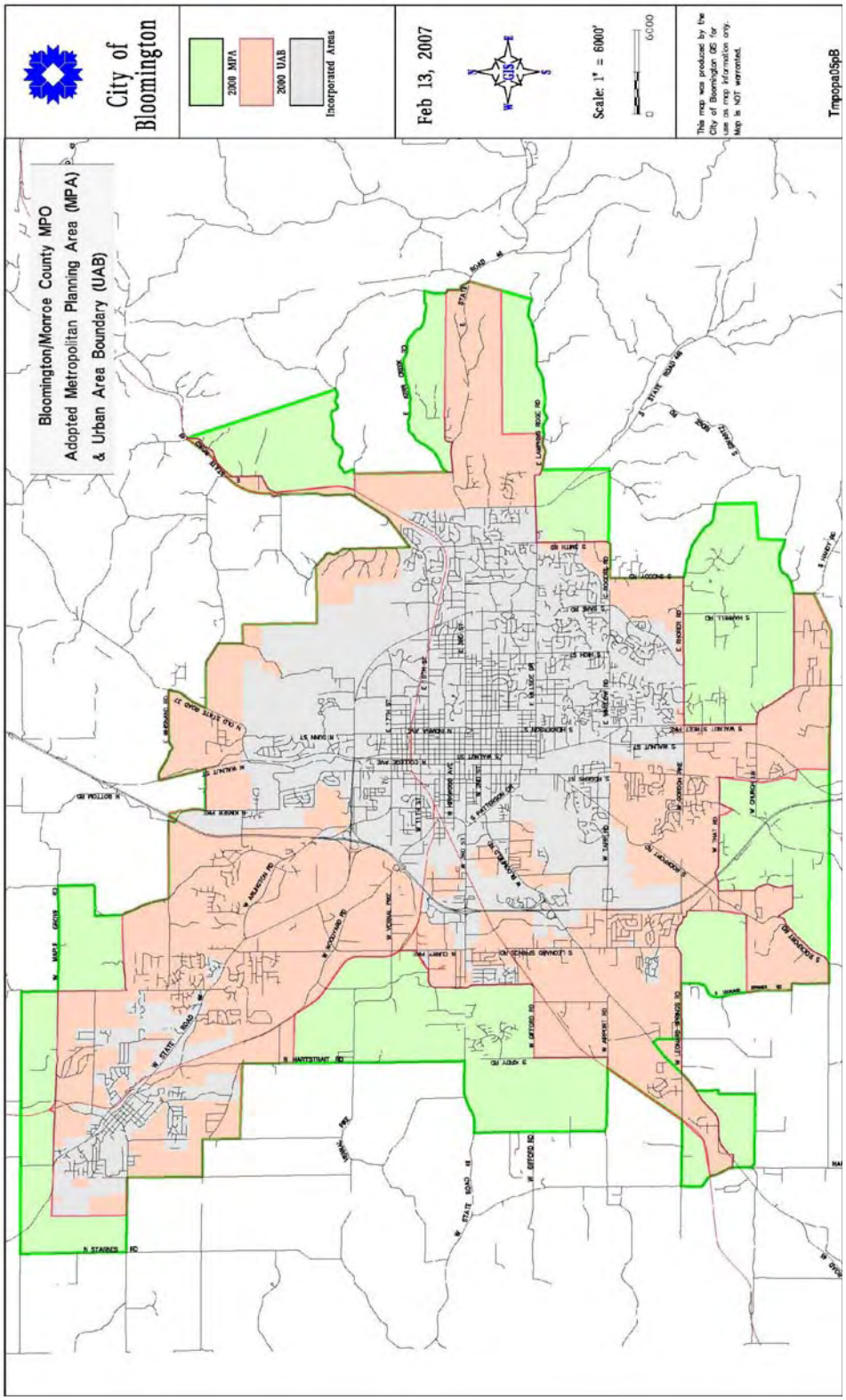
Joshua Desmond, AICP — Date

POLICY BOARD

Jack Baker 5/24/10

Jack Baker (Vice-Chair) — Date

Appendix E
BMCMPO Metropolitan Planning Area Map



http://bloomington.in.gov/media/media/application/pdf/1960.pdf

Appendix F
Adoption Resolution

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Bloomington/Monroe County Metropolitan Planning Organization

ADOPTION RESOLUTION FY 2010-11

RESOLUTION ADOPTING THE UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEARS 2011 AND 2012 as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) on June 11, 2010.

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

WHEREAS, the BMCMPO must develop and adopt a Unified Planning Work Program (UPWP) detailing all planning activities that are anticipated in the MPO urbanized area over the next programming year(s) and document the work that will be performed with federal highway and transit planning funds; and

WHEREAS, the work conducted to create the Unified Planning Work Program was performed under Element 101 of the Fiscal Years 2009-2010 Unified Planning Work Program.

NOW, THEREFORE, BE IT RESOLVED:

(1) That the Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the Fiscal Years 2011-2012 Unified Planning Work Program; and

(2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee by a vote of 12 – 0, upon this 11th day of June, 2010.

Jack Baker
Vice-Chair, Policy Committee
Bloomington/Monroe County MPO

Attest: Scott Robinson
Long Range/Transportation Manager
Bloomington/Monroe County MPO

Appendix G
Amendment Resolution

FY 2011-2012 UPWP: Proposed FY 2012 Budget

	2011			Existing 2012			Additional 2012			Amended 2012		
	PL	Local	Total	PL	Local	Total	PL	Local	Total	PL	Local	Total
101	$ 116,956	$ 29,239	$ 146,195	$ 112,148	$ 28,037	$ 140,185	$ -	$ -	$ -	$ 112,148	$ 28,037	$ 140,185
102	$ 32,800	$ 8,200	$ 41,000	$ 32,800	$ 8,200	$ 41,000	$ 12,000	$ 3,000	$ 15,000	$ 44,800	$ 11,200	$ 56,000
201	$ 11,600	$ 2,900	$ 14,500	$ 39,600	$ 9,900	$ 49,500	$ 32,633	$ 8,158	$ 40,791	$ 72,233	$ 18,058	$ 90,291
202	$ 15,600	$ 3,900	$ 19,500	$ 9,600	$ 2,400	$ 12,000	$ 30,000	$ 7,500	$ 37,500	$ 39,600	$ 9,900	$ 49,500
203	$ 55,200	$ 13,800	$ 69,000	$ 55,200	$ 13,800	$ 69,000	$ -	$ -	$ -	$ 55,200	$ 13,800	$ 69,000
301	$ 24,800	$ 6,200	$ 31,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
302	$ 7,760	$ 1,940	$ 9,700	$ 7,760	$ 1,940	$ 9,700	$ -	$ -	$ -	$ 7,760	$ 1,940	$ 9,700
303	$ 5,600	$ 1,400	$ 7,000	$ 5,600	$ 1,400	$ 7,000	$ -	$ -	$ -	$ 5,600	$ 1,400	$ 7,000
Total	$ 270,316	$ 67,579	$ 337,895	$ 262,708	$ 65,677	$ 328,385	$ 74,633	$ 18,658	$ 93,291	$ 337,341	$ 84,335	$ 421,676

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO Technical Advisory Committee and Citizens Advisory Committee Members

From: Raymond Hess, AICP
Senior Transportation Planner

Date: March 17, 2011

Re: Highway Safety Improvement Program Application Review

Background

The Highway Safety Improvement Program (HSIP) is a funding source established to improve the safety of roads which have a high crash rate or need effective low cost preventative safety improvements. HSIP is now administered by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO), with oversight provided by Indiana Department of Transportation (INDOT). The BMCMPO HSIP guidelines (revised June 11, 2010) provide project selection procedures and evaluation processes. It is estimated that $582,291 in HSIP funding is available for the BMCMPO to program through the end of FY 2011.

HSIP Application

In conjunction with the State's process, the BMCPO issued a Call for Projects on January 14, 2011. The deadline for submittal was February 24, 2011. One application was received and submitted to INDOT for their eligibility review (pending). The project is summarized below and additional application information is included in the meeting packet.

Applicant:	**City of Bloomington**
Project Location:	City of Bloomington
Project Description:	Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devises (MUTCD) retroreflectivity requirements on roadways managed by the City of Bloomington. This is another phase of a project which received HSIP funds in the fall of 2010.
Project Cost:	$90,000 in HSIP funds / $10,000 in local match ($100,000 Total)
Benefit/Cost Ratio:	N/A
Eligibility:	Identified as an eligible low cost programmatic improvement.

Recommendation Requested

The Technical Advisory Committee and Citizens Advisory Committee are requested to make a recommendation to the Policy Committee on the City of Bloomington's request for HSIP funding.

FEB 24 2011

City of Bloomington
Engineering Department

September 13, 2010

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Dear Mr. Desmond:

The 2009 Manual of Uniform Traffic Control Devices (MUTCD) provides new federal requirements mandating that all agencies must comply with new retroreflectivity requirements for regulatory, warning, and guides signs by January 2015. By January 2018, all agencies must comply with these requirements for overhead guide signs and street name signs. As a result of these requirements, the City of Bloomington is pleased to submit its Highway Safety Improvement Program (HSIP) grant application to the Bloomington / Monroe County MPO. The purpose of our funding request is to upgrade existing regulatory, warning, and guide signage to meet retroreflectivity requirements as mandated in the 2009 MUTCD.

The City will conduct replacement of signs and posts in-house so that the HSIP funding will be used exclusively for materials. The Bloomington Traffic Division maintains an inventory of approximately 15,000 signs using Cartograph, an asset management program which tracks our current inventory. Upgrading signs will be prioritized by replacing signs which

- are older than 10 years,
- do not have retroreflective, prismatic sheeting,
- are damaged, *or*
- otherwise fail to meet minimum retroreflectivity standards

The City's replacement plan has been prioritized into 12 zones. Zones 5-8 include downtown Bloomington, much if Indiana University Campus, and many of the core neighborhoods in Bloomington. This area has the highest priority because replacement of signs will impact the most people using the City's infrastructure network. The Bloomington Department of Public Works has committed $10,000 in matching funding to meet the requirements of the grant. The Bloomington Traffic Division will conduct the replacement of signs and anticipates completion of the project by the end of June, 2012. Thank you for your consideration of this HSIP funding request.

Sincerely,

Mark Kruzan, Mayor

cc: Susie Johnson, Public Works Director
Adrian Reid, P.E., City Engineer
Justin Wykoff, Manager of Engineering Services

401 North Morton Street – Bloomington, IN 47404 Phone: (812) 349.3417 - Fax: (812) 349.3520
www.bloomington.in.gov
email: engineering@bloomington.in.gov

BLOOMINGTON • MONROE COUNTY
mpo

Last Revised: 7/12/10

BMCMPO HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) APPLICATION

APPLICANT CONTACT INFORMATION

1. Local Public Agency (LPA) Name: City of Bloomington, Indiana	
2. Project Contact Name: Adrian Reid, P.E.	3. Title: City Engineer
4. E-mail Address: reida@bloomington.in.gov	5. Phone: 812-349-3417

PROJECT INFORMATION

6. Location:[1]	
7. Is the project location listed as an eligible location in the most recent published Crash Report (available from the BMCMPO)?[1] YES NO	If no, please include a memo that states the reasons for an appeal request.
8. General Project Description: Replacement of existing regulatory signage with new signage to meet federal retroreflectivity requirements.	

ESTIMATED COSTS AND FUNDING REQUEST

9. Total Project Cost: $ 100,000	10. Design: $0.00	
11. Right-of-Way: $0.00	12. Construction: $ 100,000	13. Inspection: $ 0.00
14. Total Local Match (≥ 10%): $ 10,000	15. Total HSIP Funding Request (≤ 90%): $ 90,000	
16. Benefit/Cost Ratio:[1] N/A	17. Current Project Status: next phase of sign replacement	
18. Anticipated Design Completion Date: N/A	19. Anticipated ROW Completion Date: N/A	
20. Anticipated Letting Date: N/A	21. Anticipated Construction Completion Date: 12/2011	

SUBMITTAL INFORMATION CHECKLIST
(PLEASE ATTACH THE FOLLOWING INFORMATION TO THE APPLICATION)

22. Cover letter signed by the highest elected official of the local public agency	×
23. Detailed Narrative Project Description (100-500 words)	×
24. Location Map (for system-wide projects, a list of locations may substitute for a map)	×
25. Explanation of Site Prioritization Process (i.e., why was this site chosen over other sites) (100-250 words)[1]	×
26. Road Safety Audit report, including RSA team member list, description of safety problems, and recommended crash countermeasures[1]	×
27. LPA Response to RSA (must include justification of proposed treatment if different than RSA recommendation)[1]	×
28. Benefit/Cost Ratio Worksheet[1]	×
29. Data Collection Plan – A comprehensive 3-Year Pre and 3-Year Post Treatment Comparison[1]	×
30. INDOT application for low-cost systematic improvement projects (not required for site-specific projects)	×

SIGNATURES

I, __Adrian Reid_____, affirm that the information provided is true and correct to the best of my professional knowledge.

Signature of applicant:	Date: 02/24/2011
Date application received by BMCMPO staff:	BMCMPO Staff Initials:

[1] Required for site-specific projects only

Print Form | Submit by Email

Application for High Priority Low Cost Systematic Highway Safety Improvement Project

SPONSOR

DATE	02/24/2011	Submited by	BMCMPO
Local Public Agency	City of Bloomington		
Official Signatory	Mark Kruzan		
Office Title	Mayor, City of Bloomington		
Project Contact	Adrian Reid, P.E.		
Telephone	812-349-3417	Email	reida@bloomington.in.gov

PROJECT

Request	New Project	Des No. of existing project	
Road Name			
Work Type	Replacement of signs to meet MUTCD retroreflectivity requirements		
Project Location County Township City/Town (list all that apply)	Various locations in Bloomington, IN, as labeled on the enclosed map		

SCHEDULE AND FUNDING

☐ LPA plans to contribute more than 10% match

Amount: 10,000

Project sizing method: Inventory

P/E		Est. Start	
Land Acquisition		Est. Start	
Construction	~~90,000~~ 100,000 AR 2/25/11	Est. Start	Jul 1, 2011
Construction Eng.			
Total	100,000		
Const. type	Force Account Agreement (Notice to proceed DATE)	>>>	Jul 1, 2011

Additional information

The City of Bloomington is requesting funding for upgrading signs in Zones 5, 6, 7, and 8 (see attached maps) to meet 2009 MUTCD retroreflectivity requirements. These zones include the area labeled "Zone 1" in the City's original application and, therefore, are a continuation of the City's first HSIP application. These zones includes downtown Bloomington, a large portion of Indiana University Campus, and many core neighborhoods in the City. The maps covering this area also include roadway segments which are used to track the sign inventory. These segments are found on the enclosed spreadsheets which list the signs to be replaced and indicate the approximate location of the signs. The City of Bloomington's HSIP funding request totals $100,000 in signs and sign posts, as needed.

Zones 5-8 were prioritized over other areas because they include areas of Bloomington and Indiana University Campus with some of the highest pedestrian, vehicle, and bicycle volumes in the City. Upgrading signs in these areas will impact the most people who utilize the City's transportation infrastructure and thus will provide the biggest safety benefit for roadway users.

Because sign upgrades related to retroreflectivity standards are categorized as a Low-Cost Programmatic Improvements, the City has excluded a cost/benefit analysis. In addition, City staff did not conduct data collection, including crash data for pre- and post-treatment comparisons. Finally, a Road Safety Audit (RSA) is not a requirement for Low-Cost Programmatic Improvement projects. As a result, the City did not conduct a RSA as part of the project.

The Bloomington Department of Public Works has committed $10,000 to fund the 10% match. Bloomington Traffic Division will not only fund the match but also conduct the replacement of signs to INDOT specifications, which is their current standard practice. If awarded the HSIP grant, Bloomington Traffic Division will replace approximately 3,000 signs over the course of one calendar year and can start as soon as the matching funds are available July 2011. Guidance from INDOT indicates that construction inspection for the sign replacement may not be necessary. However, if construction inspection is required (as estimated in the City's request), the City Engineering Department also has the capability of conducting inspection with a staff employee certified as an INDOT inspector.