



**POLICY COMMITTEE**

April 7, 2017

1:30 – 3:00 p.m.

Council Chambers (#115)\*

- I. Call to Order
- II. Approval of the Minutes
  - a. March 10, 2017
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
  - a. Citizens Advisory Committee
  - b. Technical Advisory Committee
- V. Reports from the MPO Staff
  - a. I-69 Update
  - b. Annexation Issues
  - c. MPO Organizational Study
- VI. Old Business
- VII. New Business
  - (1) FY 2016-2019 TIP Amendments\*
  - (2) FY 2018 – 2021 TIP Proposal
- VIII. Communications from Committee Members (*non-agenda items*)
  - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
  - a. Technical Advisory Committee – April 26, 2017 at 10:00 a.m. (McCloskey Room)
  - b. Citizens Advisory Committee – April 26, 2017 at 6:30 p.m. (McCloskey Room)
  - c. Policy Committee – May 12, 2017 at 1:30 p.m. (Council Chambers)

Adjournment

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*\*\*Recommendations requested. Public comments limited to five minutes per speaker.*



**POLICY COMMITTEE**

March 10, 2017

1:30 – 3:00 p.m.

Council Chambers (#115)

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

Attendance:

Policy Committee: Adam Thies, Brad Wisler, Andrew Cibor, Kevin Robling, John Hamilton, Kent McDaniel, Pat Stoffers, Andy Ruff, Sarah Ryterband, Geoff McKim Lisa Ridge, Tony McClellan

Staff: Josh Desmond, Pat Martin

Others: Nicholas Carder, Ron Brown

- I. Call to Order - Introductions were made.
- II. Approval of the Minutes
  - a. February 10, 2017- \*\* Sarah Ryterband moved for approval. Geoff McKim seconded. Motion passed through unanimous voice vote.
- III. Communications from the Chair
  - a. Kent McDaniel noted the updated final completion schedule for I-69, Section 5, through the urbanized area.
- IV. Reports from Officers and/or Committees
  - a. *Citizens Advisory Committee*- Sarah Ryterband reported on a need for sidewalks along Sare Road given current traffic speeds, volumes, and bicycle-pedestrian needs. Sarah also noted expressed support for an extension of the B-Line Trail in a northerly direction. Andrew Cibor noted the Bloomington Sidewalk Committee is aware of the problem along Sara Road and may seek funding alternatives. Geoff McKim expressed support for a B-Line Trail extension.
  - b. *Technical Advisory Committee*- Andrew Cibor summarized a discussion of TIP funding and the MPO's Complete Streets Policy.
- V. Reports from the MPO Staff
  - a. *I-69 Update* – The MPO staff received an I-69 Section 5 Update this morning for inclusion in the Policy Committee meeting packet with two items of note: (1) The SR45/2<sup>nd</sup> Street bridge lane restrictions shall commence on March 13 and shall continue until a stated completion date of July 20, 2017. Phase I is scheduled for an 11-week length while Phase II is a scheduled 9-week length. Phase III (the bridge structure walls) calls for a 5-week period. (2) The I69 Project Team shall hold a public open house in late April 2017 or later this spring. The public meeting fulfills a contract requirement for public engagement at the beginning of the construction season. Another purpose this year is conveyance of the new project schedule/substantial completion date of July 2018. Mayor John Hamilton noted the new project completion date and the commitment by the INDOT to have open travel lanes along the corridor thereby improving safety and traffic flow for special events. He further expressed concern over any potential

- project schedule slippage and the need for people to have this knowledge in a timely, clear, transparent manner particularly given the current absence of an intermediate project schedule date timelines. What are the high-level benchmarks? No public release of this information is available. These benchmarks are needed for greater public confidence with the project completion date. The Mayor's request for these benchmarks since October 2016 remains unanswered. Mayor Hamilton asked the MPO staff to request a high-level benchmark schedule from INDOT, the IFA, or other responsible entities and report back at the next Policy Committee meeting. Josh Desmond agreed to this request.
- b. *FY 2018 Planning Emphasis Areas* - Josh Desmond reported Planning Emphasis Areas are key planning tasks received from INDOT, FHWA/FTA coinciding with the beginning of every new UPWP fiscal year. The FY 2018 PEAs are: (1) implementing the National Transportation Performance Management final rulemakings and final planning regulations, and; (2) continuing compliance efforts for Title VI program Management. The performance-based approach includes safety, infrastructure condition, congestion, customer reliability, and emissions. INDOT will set targets followed by the MPOs one year later. One performance example is crash severity whereby INDOT will set a target and the MPOs will set reasonable local targets for severity reductions. With regard to Title VI Program Management, the BMCMPPO must adopt a Title VI Plan separate from the City of Bloomington. The MPO staff shall make amendments to the UPWP reflecting these two planning emphasis areas in the next few months and bring these amendments before the MPO committees for review and endorsement. A UPWP financial projection amendment will also move forward during the same period. Mayor Hamilton asked when the target date was for the MPO Title VI Plan. Josh Desmond said the end of FY 2018. The staff is awaiting further guidance from FHWA to determine if the Title VI Plan can largely mirror the currently adopted city Title VI Plan. Mayor Hamilton expressed support for a national planning emphasis on crashes/crash history. He also asked for the implementation timeline of key issues. Desmond responded that there were eight key areas released at various times with equally varying implementation requirements. Mayor Hamilton said an articulation of these timelines is necessary for public engagement and understanding. Desmond agreed to show these milestone dates when the amendments are brought before the MPO committees noting that INDOT will have approximately one year to set their targets followed by the MPOs one additional year after INDOT.
- c. *Annexation Issues* – Kent McDaniel noted that today's discussion was an informational item. Josh Desmond gave a brief overview of what the proposed annexation areas would mean for the MPO in terms of project finances. Josh referenced a meeting packet map depicting the city/county boundaries, the urbanized area boundary established by the Census where MPO funds are authorized for expenditure, the MPO metropolitan planning area, and the proposed annexation areas. Funds are allocated based on census population but may vary annually given federal budgeting. No changes will occur until after the 2020 Census. Kevin Robling asked that Josh research Indiana MPOs and determine how many were freestanding versus an affiliation with municipal/county government. Josh agreed to conduct this research. Sarah Ryterband asked what could conceivably happen if a county federal-aid project area was subject to annexation. Josh Desmond said this would require a joint determination between jurisdictions. Lisa Ridge questioned the need for equity through an independent MPO office. Adam Thies related his experience with the Indianapolis MPO as the former Director of the Indianapolis DMD. He encouraged the BMCMPPO Policy Board and the MPO staff to contact the Indianapolis MPO which had completed extensive research on this area. He noted that being under city or county government allows for operational/logistical cost savings. Mayor Hamilton agreed to the research and asked how long the current BMCMPPO arrangement had evolved. Josh Desmond noted that the BMCMPPO was established after the 1980 Census and designated for operation under the City of Bloomington shortly thereafter. Kent McDaniel and Geoff McKim asked the sources of the non-federal dollars for staff salaries. Josh responded that the city covered those costs along with benefits.
- d. *Complete Streets Policy Update* – Josh Desmond reported the staff was updating the Complete Streets Policy with a new draft brought before the CAC and TAC last month. The original policy was adopted in

2009 and represented the first Complete Streets Polity within the State of Indiana. A more refined draft will come before the Policy committee in the next several months after additional review by the individual LPAs and advisory committees to ensure they understand expected accomplishments.

VI. Old Business – None.

VII. New Business

- a. *2040 MTP: Vision & Goals* - Sarah Ryterband asked if the FY 2040 Metropolitan Transportation Plan (MTP) model was working and possible dates for public engagement with respect to the MTP. Josh Desmond first responded that the 2040 MTP Visions & Goals represented the foundation for the written Plan. The staff thus wanted a general review of these today for familiarity before a future plan incorporation. Consultant development of the MTP model is nearing completion. The model works and is ready to install. The consultant must rebuild alternative scenarios after a consultant staff departure and a loss of data on their part. The BMCMPPO staff is proceeding with document development separate from the model. No dates are set for public meetings but they are anticipated for summer/early fall. The staff must first conduct a public meeting on the FY2018-2021 TIP and achieve adoption. Mayor John Hamilton suggested a change to the first line of the Vision & Goals. Specifically, we should build and maintain a system and second, the goal should be to move people around, not motor vehicles. In response to a question by Geoff McKim, Josh Desmond asked that comments come to the staff before the next Policy Committee meeting. Geoff noted that of the five goals, the first four were nouns while the fifth is a verb. Kevin Robling asked that all comments be shared with the committee before moving forward. Josh asked for the submission of comments within two weeks to allow for a summary prior to the next meeting. The will share the same material and information with the TAC and CAC.

VIII. Communications from Committee Members (non-agenda items)

IX. Topic Suggestions for Future Agendas – Andrew Cibor suggested for a new topic that the Policy Committee consider a review and modification of the construction change order policy that effectively sets aside a specific amount of federal funds. Andrew suggested that this review take place prior to adoption of the new FY2018-2021 TIP.

X. Upcoming Meetings

Technical Advisory Committee – March 22, 2016 at 10:00 a.m. (McCloskey Room)

Citizens Advisory Committee – March 22, 2017 at 6:30 p.m. (McCloskey Room)

Policy Committee – April 7, 2017 at 1:30 p.m. (Council Chambers)

Adjournment

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





# **ORGANIZATIONAL STUDY**

*A Comprehensive  
Evaluation of the  
Organizational  
Structure of the  
Indianapolis  
Metropolitan  
Planning  
Organization*

October 2014

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# Table of Contents

List of Figures .....	vi
List of Tables .....	vii
Abbreviations .....	ix
Executive Summary .....	1
Introduction .....	6
Purpose of the Study .....	6
Federal and State Statutes, Regulations, and Requirements.....	6
Federal Law.....	7
State Law .....	9
Local Considerations .....	9
Indy Connect.....	9
Property Tax Caps.....	10
Prior Indianapolis MPO Organizational Studies.....	10
Study Methodology .....	11
Chapter One: Literature Review .....	12
Organizational Structure.....	12
Structural Advantages.....	15
Structural Disadvantages.....	16
Staffing.....	17
Salary .....	17
Benefits .....	19
Size .....	19
Skills.....	20
Characteristics of an Effective MPO.....	20
Chapter Two: Peer Metropolitan Planning Organization Analysis.....	23
Methodology.....	24
Sponsoring Agency.....	24

Area Served.....	25
Review of MPO Governing Boards .....	26
Committee Membership .....	28
Staffing Structure .....	28
Funding .....	29
Central Indiana Regional Transportation Authority (CIRTA) .....	30
Regional Organizational Consolidation .....	31
CIRTA .....	31
Madison County Council of Governments (MCCOG) .....	32
Chapter Three: Indianapolis Metropolitan Planning Organization Overview .....	33
History of the Indianapolis MPO.....	33
Indianapolis Regional Transportation Council (IRTC).....	37
Analysis of IRTC Representation, Meetings, and Bylaws .....	39
Structure .....	40
Cooperative Agreements .....	41
Staff .....	42
Finances .....	44
INDOT and MPO Sharing Agreement.....	44
Reimbursement Timeline.....	45
Revenues .....	46
Expenditures.....	47
Chapter Four: Survey and Interview Findings .....	52
Survey Methodology .....	52
Survey Result Summary.....	53
Policy Committee Highlights .....	53
Technical Committee Highlights .....	54
Interview Methodology .....	55
Interview Responses.....	55
Interview Findings.....	56

Chapter Five: Bylaw Changes .....	57
Recommendations.....	57
Bylaw Suggestions .....	61
Other Suggestions for the MPO .....	63
Chapter Six: Structural Options .....	67
Next Steps (Status Quo/Consensus Models).....	67
Status Quo .....	68
Status Quo Relationship Chart.....	69
Consensus .....	69
Consensus Relationship Chart .....	71
Contracted Services Agreement.....	71
Contracted Services Relationship Chart .....	72
Regional Planning Commission.....	73
Regional Planning Commission Relationship Chart.....	74
Independent (Non Profit, Council of Governments Structure).....	74
Independent Relationship Chart.....	75
Budget Comparisons .....	75
Reserve Fund .....	77
Timeline .....	78
Other Considerations .....	79
Redesignation .....	79
PERF Considerations .....	80
Conclusion .....	81
Appendix A: 1976 Policy Committee Membership.....	82
Appendix B: 1981 Organizational Structure .....	83
Appendix C: 2008 Policy Committee Membership Table .....	84
Appendix D: Analysis of IRTC Administration .....	85
Appendix E: Board Membership of Peer Agencies.....	89
Appendix F: Policy Committee Survey.....	109

Appendix G: Technical Committee Survey .....	118
Appendix H: Federal Certification Reviews .....	131
2010 Certification Review .....	131
2006 Certification Report .....	132
Appendix I: INDOT and MPO Sharing Agreement.....	133
Appendix J: Redesignation Letter of 2010 .....	135
Appendix K: Planning Activities Agreement (Air Quality) .....	137
Appendix L: Memorandum of Agreement .....	140
Appendix M: Peer MPO Review.....	148
Appendix N: Policy Committee Survey Detailed .....	154
Appendix O: Technical Committee Survey Detailed.....	159
Appendix P: Minutes from Organizational Study Meetings.....	167
November 14, 2012.....	167
March 15, 2013 .....	169
April 26, 2013 .....	173
July 12, 2013 .....	180
August 23, 2013 .....	188
September 20, 2013.....	205
October 4, 2013 .....	216
December 12, 2013.....	222
Appendix Q: Organizational Study Scope of Work.....	229
Appendix R: CIRTAs Organization Study (2010) .....	232
Appendix S: Indianapolis MPO .....	258
Appendix U: Sample Budget for Structure Models .....	275

# List of Figures

Figure 1. Status Quo Organizational Structure.....	3
Figure 2. MPO Responsibilities.....	8
Figure 3 Report’s Methodology .....	11
Figure 4. Hosting Continuum. ....	14
Figure 5. Urbanized Area Population of Peer MPOs.....	25
Figure 6. Comparing Jurisdictions Served with Voting Policy Members.....	26
Figure 7. Indianapolis Urbanized Area Population Growth, 1950-2010, <i>MPO Data</i> .....	34
Figure 8. Indianapolis MPO Metropolitan Planning Area.....	36
Figure 9. Board Structure of the Indianapolis Regional Transportation Council (IRTC).....	38
Figure 10. Indianapolis Department of Metropolitan Development Organizational Chart. ....	40
Figure 11. Indianapolis MPO Organizational Chart.....	43
Figure 12. INDOT Sharing Agreement .....	45
Figure 13 PL Funds Timeline .....	46
Figure 14. MPO Revenue Source, 2013. ....	46
Figure 15 Planning Funds for the Indianapolis MPO, 2011-2014.....	47
Figure 16: ISA Costs.....	50
Figure 17 Status Quo Relationship Chart.....	68
Figure 18 Consensus Relationship Chart.....	70
Figure 19 Contracted Services Relationship Chart.....	72
Figure 20 Regional Planning Commission Relationship Chart.....	73
Figure 21 Independent Model Relationship Chart.....	75
Figure 22. Potential Structure Timeline .....	79
Figure 23. Survey Taker Characteristics, Policy Committee.....	154
Figure 24. Box Chart of Responses to "The Current MPO Organizational Structure..." from the Policy Committee Survey. ....	156
Figure 25. Policy Satisfaction with the MPO.....	157
Figure 26. Technical Committee Should Functions.....	159
Figure 27. Technical Committee Effective Functions.....	160
Figure 28. Technical Committee Organizational Structure.....	161
Figure 29. Technical Committee Reaction .....	162
Figure 30. Technical Committee Reaction to Plan/Project.....	163
Figure 31. Technical Committee Project Selection.....	164
Figure 32. Policy and Technical Committee Current MPO Organizational Structure.....	166

# List of Tables

Table 1. MPO Staffing Arrangements .....	13
Table 2. Salary ranges.....	18
Table 3 MPO Employees by Urbanized Population. ....	20
Table 4: Peer MPOs Examined .....	23
Table 5: MPO Expenses, 2013 .....	48
Table 6. City of Indianapolis Salary Structure (2010).....	49
Table 7 Bylaws - Suggested Changes .....	61
Table 8. Status Quo Model Advantages and Disadvantages.....	68
Table 9. Consensus Model Advantages and Disadvantages .....	70
Table 10. Contracted Services Model Advantages and Disadvantages .....	71
Table 11. Regional Plannign Commission Model Advantages and Disadvantages.....	73
Table 12. Independent Model Advantages and Disadvantages.....	74
Table 13. Example Budgets for Proposed Structures .....	76
Table 14. Extra Local Match Needed for Reserve Fund .....	78
Table 15 1976 IRTC Policy Committee .....	82
Table 16: 2008 IRTC Policy Committee .....	84



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# Abbreviations

3-Cs	Continuing, Comprehensive, Cooperative Planning Process
CIRTA	Central Indiana Regional Transportation Authority
CFR	Code of Federal Regulations
DMD	Department of Metropolitan Development (City of Indianapolis)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
INDOT	Indiana Department of Transportation
IPTC	Indianapolis Public Transportation Corporation (dba IndyGo)
IRTC	Indianapolis Regional Transportation Committee
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MDC	Metropolitan Development Commission (City of Indianapolis)
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
PL	Federal Highway Administration Planning Funds
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UAB	Urbanized Area Boundary
UPWP	Unified Planning Work Program

# Executive Summary

Every urbanized area over 50,000 persons is required to have a designated metropolitan planning organization or MPO. These MPOs are tasked with performing the transportation planning process in the metropolitan planning area (MPA) and with selecting transportation projects that best fit the MPOs goals and objectives for the region. In Indianapolis, the organization designated to perform the transportation planning process is the Indianapolis Metropolitan Planning Organization (MPO), a division of the City of Indianapolis' Department of Metropolitan Development.

In 1968 the Indianapolis MPA formerly encompassed only Marion County and portions of Hamilton County. Today, the MPA encompasses all of Marion County and portions of Hamilton, Hancock, Hendricks, Boone, Johnson, Morgan, and Shelby Counties. This geographic and policy board growth has led to discussions about the appropriateness of the regional transportation planning agency being hosted by a single jurisdiction.

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*The purpose of this report is to create an updated and comprehensive analysis of the Indianapolis MPO*

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The purpose of this report is to create an updated and comprehensive analysis of the Indianapolis MPO to help the Indianapolis Regional Transportation Council (IRTC), the MPOs governing body composed of elected officials from the region, determine whether the existing structure is the best one for the region's future. MPO staff led the effort that occurred throughout 2013 and required research, surveys, interviews, and analysis.<sup>1</sup>

The IRTC Policy and Technical Committee members were invited to participate in the Organizational Structure meetings; a total of 8 meetings were held to inform and receive guidance from the IRTC. Committee members' attendance at these meetings was a challenge throughout the Study; meetings were held on Friday mornings (see meeting minutes in Appendix R) from November 2012 through December 2013. The largest number attending any one meeting was 18 members (out of 35 member jurisdictions). This low and varying turnout for the meetings made reaching a full consensus challenging.

The study is divided into three major parts: research of peer MPO structures and literature, review of the Indianapolis structure and policies, and identification of potential new structures.

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<sup>1</sup> Stephanie Belch, Principal Planner in the Long Range Planning Section, and Ryan Wilhite, Planner in the Long Range Planning Section, were the principal study authors.

Upon conducting the Peer MPO review and literature review, one issue became clear: there is no standard organizational structure for an MPO. The nonconformity is intentional. Each region has its own needs and wants, and the designated MPO comes in many different forms beyond simply hosted or independent. A hosted agency is one in which the MPO relies on

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*Upon conducting the Peer MPO review and literature review, one issue became clear: there was no standard organizational structure for an MPO.*

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another agency to be its fiscal agent; independent MPOs are their own fiscal agent. As is the case with MPOs, the structure of an MPO is more complex than simply hosted or

independent; some independent agencies are part of larger regional organizations that do not answer to a single jurisdiction. These varied structures and varied responsibilities made a direct comparison of the Indianapolis MPO to its peers a difficult exercise. However, the first phase provided the Organizational Committee members and study authors exposure to a variety of different structures and the ability to select and implement all or parts of any single structure.

In its second phase, MPO staff conducted a two-prong outreach. First, an online survey was distributed to all member agencies. Second, personal interviews were conducted with a sampled cross section of member jurisdictions. This second approach allowed the study authors the ability to ask follow-up questions and, in general, conduct a more thorough member feedback. The survey results indicated that some members do not understand the basic functions of an MPO; and members do not see bias of MPO staff on project selection processes. The interviews backed-up the survey responses, but members were able to offer examples of where they

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*The survey results indicated that some members do not understand the basic functions of an MPO; and members do not see a bias of MPO staff on project selection processes.*

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thought bias had crept in the process. Many suggestions of how to make MPO processes better were also provided. Overall, it appeared that MPO

members, with small exceptions, are satisfied with how projects are selected, staff responsiveness, and the overall performance of the MPO.

The second task was a comprehensive overview of the Indianapolis MPO. Every aspect of the Indianapolis MPO operations was reviewed, from the finances to the staffing. A majority of the committee meetings were spent reviewing the finer details of MPO operations. One of the bigger topics was the MPO finances. The MPO is funded through a Consolidated Planning

Grant (CPG) that is a combination of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds and matching local funds, called the local match. These funds are reimbursable funds, meaning that the MPO (or its consultants) must complete work first and then submit invoices. Also involved in the process is the Indiana Department of Transportation (INDOT) because they are the designated recipient of federal transportation monies for the state. Every MPO invoice is submitted to INDOT for review and approval. Only then can the MPO recover its costs. This process requires the MPO to float its operating

*These funds are reimbursable funds, meaning that the MPO (and its consultants) must complete work first and then submit invoices.*

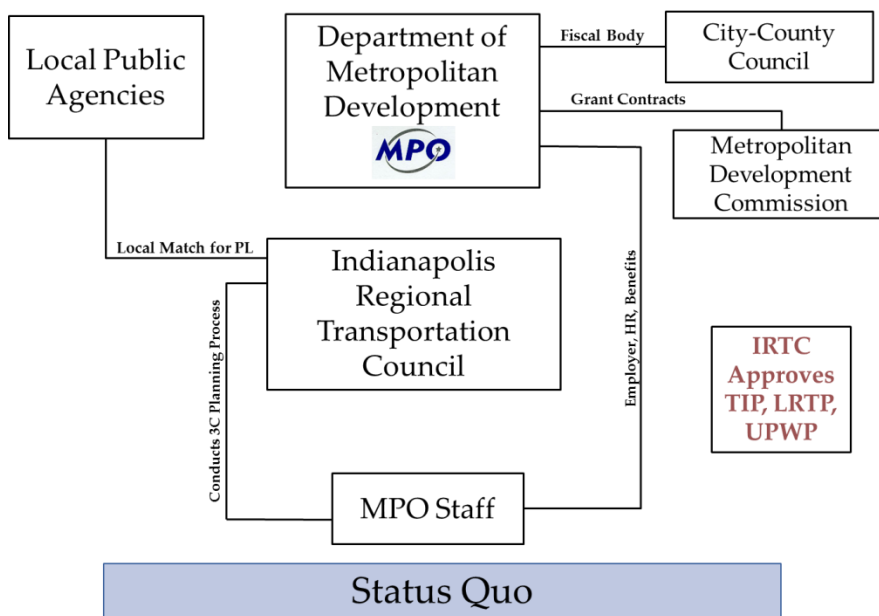
expenses until the reimbursement check arrives. But the MPO itself does not provide that capital float; the City of Indianapolis does. This capital float and the

reimbursement timeline is one of the trickier aspects of an MPO becoming or being an independent agency. Independent MPOs typically use a reserve fund as the capital float source. This reserve fund must be from local monies – none of it can come from federal sources.

Finances were not the only operational aspect reviewed. Another reviewed topic was staff salaries and benefits. As City of Indianapolis employees, MPO staff is afforded the same

benefits coverage as city employees. However, these benefits are not free to MPO staff. All benefits, with some minor exceptions, are included in the MPO budget. So while MPO staff may be City of Indianapolis staff, MPO staff salaries and benefits are calculated in the same budget paid for with CPG and local match.

Figure 1. Status Quo Organizational Structure



The most difficult issue for Organizational Study Committee members to resolve was the lack of control over staffing decisions, particularly the personnel decisions

surrounding the Executive Director. As a Division of the DMD, the MPO Executive Director reports to the DMD Administrator within the city organizational chart. Staff salaries and benefits are also left to the City, including raises.

The many boards and committees involved in the MPO process necessitated the production of a process chart in an attempt to define the relationships and responsibilities of organizations involved in the MPO operations. See Figure 1 for more details.

After an exhaustive review of the MPO, five potential structures were presented to the committee, ranging from Status Quo (existing) and Consensus (existing structure with “hosting agreement” established), to free-standing Independent agency (the Indianapolis MPO becomes its own entity, responsible for all MPO operations). Throughout the presentation, advantages and disadvantages were presented for each structure.

The discussion on the potential structures resulted in narrowing the options to four, eliminating one option, Regional Planning Commission, that the staff felt was untenable at this time. Of the

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*This [hosting] agreement would spell out the roles and responsibilities of the host agency and the MPO, providing additional transparency to operational decisions.*

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other four, two stood out: the Consensus option and free-standing Independent. The Consensus organizational structure would operate similarly to the Status Quo, with one important distinction – a hosting

agreement. This agreement would spell out the roles and responsibilities of the host agency and the MPO, providing additional transparency to operational decisions.

The biggest non-political barrier to the MPO’s independence is the capital necessary to maintain operations between the start of each fiscal year and the reimbursement from INDOT. Every MPO faces this challenge. The City of Indianapolis has always provided this capital float to operate the MPO for the first

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*In addition to the financial benefit from the economies of scale, the provision of the annual float is likely the biggest advantage to maintaining the MPO’s hosted status.*

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several months of the year. (The City collects interest on this annual loan when the federal dollars are reimbursed). In addition to the financial benefit from the economies of scale, the

provision of the annual float is likely the biggest advantage to maintaining the MPO’s hosted status.

Because the MPO staff conducted and wrote the entire Study, we did not think it was appropriate to recommend to the committee a “best” structure; rather, we presented the options and asked members to choose.

By consensus at the December 12, 2013, Organizational Structure meeting, the committee agreed to establishing a hosting agreement, improving the bylaws through the recommendations/suggestions made during the Study, and increasing learning opportunities to understand the basic functions of a metropolitan planning organization.

# Introduction

## Purpose of the Study

This study is a comprehensive review of the Indianapolis Metropolitan Planning Organization (MPO)<sup>2</sup> and its current organizational structure. The Indianapolis MPO is a division within the Department of Metropolitan Development (DMD) of the City of Indianapolis.

Several factors came together that committed the MPO to this organizational structure study. First, it had been several years since the most recent look into the MPO's organizational structure. Second, the MPO was in the process of a change in management, and a comprehensive review of the organizations policies and structures provided a retrospective for the MPO's transitioning personnel. Third, an IRTC member expressed strong interest in establishing the MPO as a wholly independent, free-standing regional organization, similar to the move Central Indiana Regional Transportation Authority (CIRTA) made several years prior. The MPO agreed to take on the analysis at the end of 2012, and the study received significant attention by staff, management, and a very dedicated Organizational Study ad hoc committee of the IRTC over the course of 2013. See Appendix Q for the study's scope of work.

The study's process reviewed peer MPOs in Indiana and the United States, the Indianapolis MPO's finances, and evaluated whether the existing structure and processes provide the optimal regional framework to make the best transportation decisions for the central Indiana region.

## Federal and State Statutes, Regulations, and Requirements

Urbanized areas over 50,000 persons must have a metropolitan planning organization (MPO).<sup>3</sup> An MPO is responsible for the transportation planning process in a metropolitan planning area (MPA).<sup>4</sup> The U.S. Census Bureau defines the MPA as the Census-defined urbanized area and the geographic area expected to become urbanized within 20 years. The MPO is required, at a minimum, to produce planning documents and project programs for its MPA.

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<sup>2</sup> Throughout this report, the Indianapolis MPO may be referred to as IMPO, the MPO, or the Indianapolis MPO.

<sup>3</sup> An urbanized area is the densely settled core of census blocks that meet minimum population density requirements.

<sup>4</sup> When the MPO performs air quality conformity analysis, it must include all areas within the eight counties, not just the areas of the eight counties within the MPA.



## Federal Law

By federal law, a metropolitan planning organization is the policy board of the organization designated to carry out the planning process.<sup>5</sup>

The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.<sup>6</sup> This approach is referred to as the “3C Process” or the “3 C’s”. The metropolitan planning process is designed to consider planning factors that include economic vitality, safety, and accessibility.<sup>7</sup> The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) review the planning process every four years to determine if the process meets federal law. This review includes the MPO, transit operators, and the state Department of Transportation (DOT). See Appendix H for summaries of the Indianapolis MPO’s last two reviews.

The designation of a metropolitan planning organization is made by agreement between the Governor and units of local government that make up at least 75 percent of the affected population, including the largest incorporated city.<sup>8</sup> How an MPO should be structured is not spelled out in federal law. Only Transportation Management Areas (i.e. urbanized areas greater than 200,000 people) have a structural requirement; that they include local elected officials, officials of public operators (i.e. transportation corporations), and relevant state officials (i.e. DOT officials) on their boards.<sup>9</sup> Federal code encourages that a single urbanized area be served by a single MPO.<sup>10</sup> See Appendix J for the Indianapolis MPO’s current designation letter.

Redesignation – the modification of an existing MPO – occurs only if one of the following changes:

- 1) A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State (s); or
- 2) A substantial change in the decision-making authority or responsibility of the MPO, or in decision-making procedures established under MPO bylaws.<sup>11</sup>

All MPOs are responsible for producing three core documents: the Unified Planning Work Program (UPWP), Long Range Transportation Plan (LRTP)<sup>12</sup>, and the Transportation

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<sup>5</sup> 49 United States Code (U.S.C.) § 5303 (b) (2).

<sup>6</sup> 23 Code of Federal Regulations (CFR) § 450.306 (a) (2013); 49 CFR § 613 (2013).

<sup>7</sup> 23 CFR § 450.306 (2013).

<sup>8</sup> 49 United States Code (U.S.C.) § 5303 (d) (1).

<sup>9</sup> 23 CFR § 450.310 (d) (2013).

<sup>10</sup> 23 CFR § 450.310 (e) (2013).

<sup>11</sup> 23 CFR § 450.310 (k) (2013).

Improvement Program (TIP). See Figure 2 for more information about an MPO's responsibilities.

Figure 2. MPO Responsibilities

	Who Develops?	Who Approves?	Time Horizon	Content	Update Requirements
UPWP	MPO	MPO Board	1 or 2 Years	Planning Studies and Tasks	Annually
LRTP	MPO	MPO Board	20 Years	Future Goals, Strategies, and Projects	Every 5 years 4 years for air quality nonattainment and maintenance areas
TIP	MPO	MPO Board/Governor	4 Years	Transportation Investments	Every 4 Years

The Unified Planning Work Program (UPWP) outlines the work to be completed by the MPO. It is required because the MPO receives planning funds from the FHWA and FTA that must be documented in the UPWP. At a minimum, the UPWP is required to indicate who will perform the work, the schedule for completing the work, the resulting products, and proposed funding by activity/task. Work outlined in the UPWP is carried out in coordination with local governments, the state DOT, and public transit operators.

The Long Range Transportation Plan (LRTP), also known as the metropolitan transportation plan (MTP), is the fiscally-constrained, long range transportation planning document for the metropolitan area. The LRTP functions as the policy document that guides surface transportation infrastructure development in the region for the foreseeable future. The Plan must have no less than a 20-year planning horizon. The Plan must be reviewed every four years at minimum to confirm the Plan's validity and consistency with current and forecasted transportation and land use conditions and trends. Federal regulations require an MPO to evaluate the existing and future transportation inventory, project future demands, and prioritize a list of fiscally-constrained projects that meet future demands. The Plan must also conform to current air quality standards as defined by the Clean Air Act.<sup>13</sup>

The Transportation Improvement Program (TIP) is a short-term programming document that reflects the first years of the LRTP. The programming must cover no less than 4 years and must be approved by the MPO and the Governor. The TIP must be compatible with the State Transportation Improvement Program (STIP). This programming document includes capital

<sup>12</sup> Also called the Metropolitan Transportation Plan.

<sup>13</sup> 23 CFR § 450.322 (2013).

and non-capital surface transportation projects (or project phases) within the region. And, the TIP must demonstrate air quality conformity.<sup>14</sup>

As a Transportation Management Area (TMA), the Indianapolis MPO is also responsible for completing a congestion management process (CMP). The congestion management process presents strategies to reduce congestion and emissions; it is an integral part of the long range transportation plan.<sup>15</sup>

### **State Law**

Indiana state legislation contains no instruction on the structure or responsibilities of metropolitan planning organizations, with the exception of the Northwestern Indiana Regional Planning Commission (NIRPC). NIRPC represents Indiana's portion of the Chicago urbanized area. NIRPC's situation is unique and required its own state enabling legislation to perform its duties, including responsibilities beyond transportation planning. The legislation delineates NIRPC's membership, responsibilities, and powers. NIRPC may levy and issue debt in its furtherance of regional planning in its area.<sup>16</sup>

### **Local Considerations**

Besides the federal and state statutes, there are a couple local considerations to bear in mind when discussing the Indianapolis MPO's organizational structure.

### **Indy Connect**

The recent Central Indiana transit initiative, Indy Connect, could affect the structure of public transportation providers and planners in the region. Indy Connect is the region's initiative to create a more balanced transportation system, principally through the doubling of local bus service, the addition of express and circulator services, and implementation of five rapid transit routes. The geographical, capital, and operational scope of the plan are beyond the current resources of the region. A previously introduced bill was intended to address many of those concerns, particularly the need for a new regional transit provider.<sup>17</sup> There was a possibility

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<sup>14</sup> 23 CFR § 450.324 (2013).

<sup>15</sup> 23 CFR § 450.320 (2013).

<sup>16</sup> Indiana Code (IC) 36-7-7.6 (2012).

<sup>17</sup> Cambridge Systematics, "CIRTA Organization Study", 21 December 2010, p. 3-6. The report examined peer regional transportation authorities and their planning partners; examined Central Indiana; and then provided recommendations for CIRTA and Central Indiana. Included in the recommendations was a discussion on the potential merger of the MPO, CIRTA, and IPTC (dba IndyGo). The impetus behind the recommendation is the best practice of SANDAG, the MPO of the San Diego urbanized area. SANDAG combines planning with implementation, while contracting out operations. The authors believed that a merger would be the most aggressive governance structure; the problems of geography hindered the merger. Since the MPO represents the urbanized area of Central Indiana and the future RTA might not include all counties in the region, this could create some confusion.

that the new transit system and subsequent regional restructuring or responsibility may have affected the MPO.<sup>18</sup>

House Bill 1011 did not survive the Senate summer committee. In response to the growing recognition of some state mechanism for localities and regions to possess additional financial tools for transit, the Senate summer committee drafted Senate Bill 176.<sup>19</sup> Senate Bill 176 does not prescribe the organizational restructuring that HB 1011 did. The lack of guidance on the structure of a future transit provider in SB 176 leaves substantial questions about the structure of regional transit planning and operations that will be addressed by the Indy Connect partner agencies. Senate Bill 176 passed both the Senate and the House, allowing central Indiana residents the opportunity to hold a referendum on a tax dedicated to transit.

### **Property Tax Caps**

Property tax caps in Indiana became effective in 2010. The caps constrain the total tax liability of a property; tax liability is based on the percentage of the property's assessed value and its primary use. Residential properties are capped at 1%; multifamily at 2%; and nonresidential at 3%.<sup>20</sup> These property tax caps continue to require local jurisdictions to be more efficient, prudent, and investigate alternative funding mechanisms to meet local needs.

### **Prior Indianapolis MPO Organizational Studies**

Since 2003, three studies – two internal, one external – examined the Indianapolis MPO's structure. In 2003, an internal memo examined other structural options, included a brief analysis and recommended additional discussion on a not-for-profit MPO structure.

The 2006 study, overseen by Cambridge Systematics, germinated from the 2003 expansion of the metropolitan planning area (MPA) and the issues of local match for federal planning dollars. Specifically, the Indianapolis MPO was finding it difficult to raise enough local match for its allotted Federal dollars. The comprehensive study evaluated a number of factors, including external ones, to provide factual basis for its recommendations. The study recommended the following: extensive study of Indianapolis MPO funding and decision-

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<sup>18</sup> House Bill 1011 merged the existing public transportation provider, Indianapolis Public Transportation Corporation, and the Central Indiana Regional Transportation Authority (CIRTA). IndyGo would have been dissolved and transit operation responsibilities placed in the hands of the Mass Transit District (MTD). The MTD would work with the RTA and the MPO to provide regional transportation services to Central Indiana. What was unclear was the eventual structure of the new RTA and MTD. There were questions as to whether the MPO would potentially be absorbed into this new regional entity, the RTA.

<sup>19</sup> Information on Senate Bill 176 can be found here: <http://iga.in.gov/legislative/2014/bills/senate/176/#>

<sup>20</sup> Thaiprasert, Nalitra, D. Faulk, M. Hicks, "The Economic Effects of Indiana's Property Tax Rate Limits," Center for Business and Economic Research, Miller College of Business, Ball State University, February 2010, p. 2.

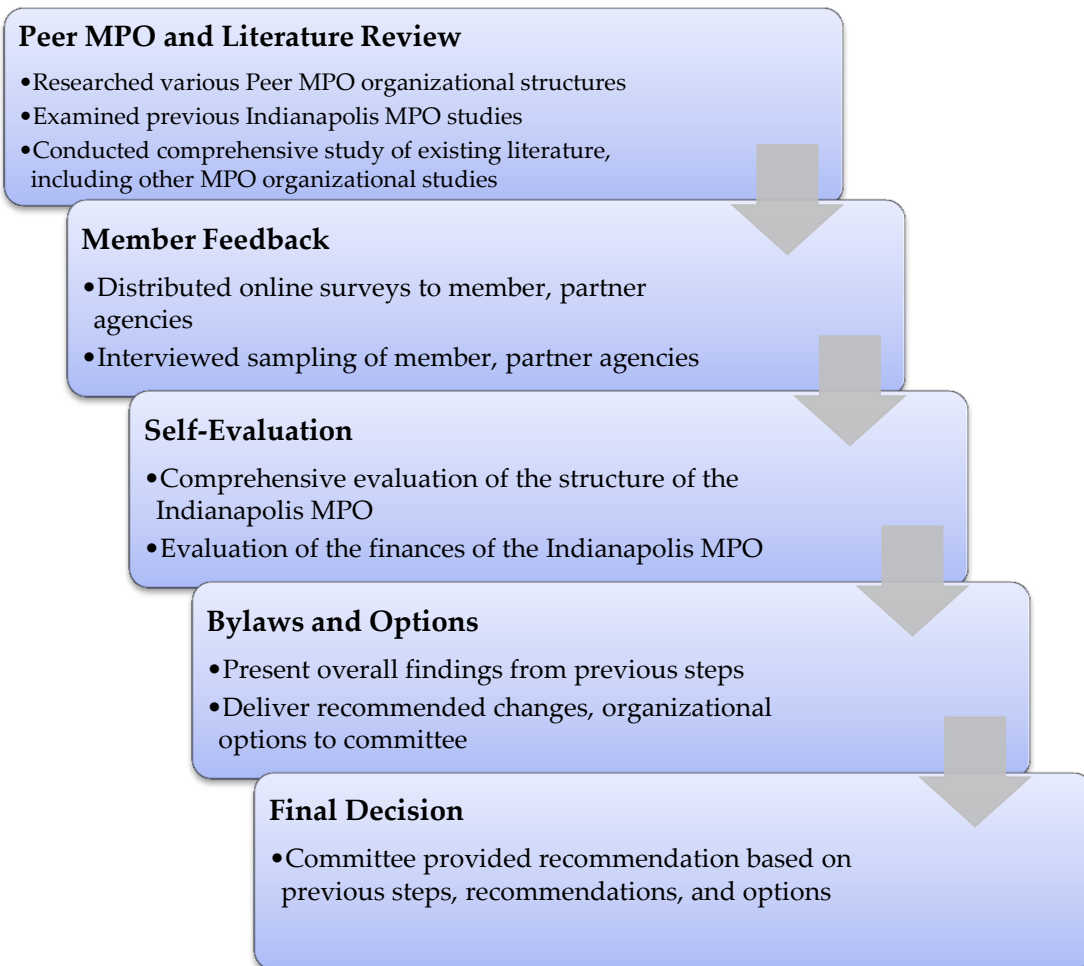
making structure; increasing staffing capacity; increase data development; and reassess the Indianapolis MPO's "brand".

Another internal study occurred in 2009. This white paper examined potential issues with the existing structure and policies and provided some recommendations for a restructured MPO. The study concluded that final approval should be in the hands of a regional body, not the Metropolitan Development Commission; staffing capacity should be expanded; evaluate funding sources; and investigate the organizational host. Many of the recommendations were implemented, chief among them the designation of the IRTC Policy Committee as the final approving body for the UPWP, TIP and LRTP. The two major issues that were not addressed were the hosting arrangement and the use of city monies as working capital, or "capital float", by the Indianapolis MPO. See Hosted for more information about capital float.

## Study Methodology

This report was approached with the following methodology:

Figure 3 Report's Methodology





**MEMORANDUM**

**To:** MPO Technical and Citizens CAC Advisory Committees

**From:** Pat Martin  
Senior Transportation Planner

**Date:** March 31, 2017

**Re:** FY2016-2019 Transportation Improvement Program (TIP) Amendments

The Indiana Department of Transportation has requested three amendments to the FY 2016-2019 TIP. The requests would add three new State projects to the TIP. A description of the proposed changes is provided below.

**Indiana Department of Transportation**

The Indiana Department of Transportation has requested three FY 2016-2019 TIP amendments as outlined below.

***SR 45 Bridge Painting (Arlington Road) 0.15 mile North of SR 37 over old SR 46 (#1602142)***

INDOT wishes to add this new project to the FY 2016-2019 TIP for painting the SR45 Bridge over Old SR46.

<b>SR45 Bridge Over Old SR 46 Bridge Painting [1602142]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
PE	2018	NHPP	\$ 9,000	\$ 1,000	\$ 10,000
CN	2019	NHPP	\$ 4,500	\$ 500	\$ 5,000
<b>Totals</b>			\$ 13,500	\$ 1,000	\$ 15,000

***SR 45 HMA Overlay, Preventative Maintenance from SR 445 to I-69 O&M Limits (#1700055)***

INDOT wishes to add this new project to the FY 2016-2019 TIP for a HMA pavement overlay along SR45 from the intersection of SR445 to I-69.

<b>SR45 Pavement Overlay SR445 to I69 [1700055]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
PE	2018	NHPP	\$ 48,000	\$ 12,000	\$ 60,000
<b>Totals</b>			\$ 48,000	\$ 12,000	\$ 60,000

**SR 45 & Pete Ellis and SR45/46 & Kinser Pike Signal Upgrades (#1700055)**

INDOT wishes to add this new project to the FY 2016-2019 TIP for a HMA pavement overlay along SR45 from the intersection of SR445 to I-69.

<b>SR45 &amp; Pete Ellis and SR45/46 &amp; Kinser Pike Signal Upgrades [1700142]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
CN	2019	HSIP	\$ 216,000	\$ 24,000	\$ 240,000
<b>Totals</b>			\$ 216,000	\$ 24,000	\$ 240,000

**Requested Action**

Approve the requested FY 2016-2019 TIP amendments for consideration by the BMCMPPO Policy Committee at their next meeting on April 7, 2017.

PPM/pm



## Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 01/03/2017)

### Transportation Improvement Program Project Request Form

**NOTE:** This form must be completed in its entirety in order for a new project to be considered for inclusion in the Transportation Improvement Program (TIP) *OR* to make changes to an existing project already programmed in the TIP. Please complete all parts, including signature verification and attach support materials before returning to BMCMPPO staff at the address listed below.

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

-OR-

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

#### 1. Public Agency Information (Fill in all applicable fields):

- Monroe County     
  City of Bloomington     
  Town of Ellettsville     
 x INDOT  
 Rural Transit     
  Indiana University     
  Bloomington Transit     
  \_\_\_\_\_

Contact Name Travis Mankin      Phone: 812-524-3957 \_\_\_\_\_ Fax: \_\_\_\_\_

Address: 185 Agrico Lane, Seymour, IN 47274

Email: [Tmankin@indot.in.gov](mailto:Tmankin@indot.in.gov)

#### 2. Project Information: (Fill in all applicable fields):

- Project Name: SR 45 \_\_\_\_\_ DES Number: #1602142
- Is this project already in the TIP?       Yes      x No
- Project Location (detailed description of project termini or attach an illustration): SR 45 0.15 mile North of SR 37 over old SR 46
- Brief Project Description: Bridge Painting
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): \_\_\_\_\_
- Allied Projects (other projects related to this one): \_\_\_\_\_
- Does the project have an Intelligent Transportation Systems component? \_\_\_\_\_  
If so, is the project included in the **MPO's ITS architecture**? \_\_\_\_\_



### 3. Financial Plan:

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	NHPP	\$		9000	\$	\$ 27000
	STate	\$		\$ 1000	\$	\$ 3000
		\$	\$	\$	\$	\$
CN	NHPP	\$	\$		4500	283500
	ST	\$	\$		500	\$ 31500
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	<b>Totals:</b>	\$		\$ 10000	5000	\$ 345000

#### Construction Engineering/Inspection:

- Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections?  Yes  No  N/A

#### Year of Implementation Cost:

- Has a four percent (4%) inflation factor been applied to all future costs?  Yes  No

### 4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

Not Applicable – If project is subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

**Complete Streets Applicability and Compliance** – Check one of the following:

- Not Applicable** – **If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation. *Additional Information items 1-8 (below) must be submitted for compliant projects.*
- Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items 1, 4-8 (below) must be submitted for exempt projects.*

Reason for exemption: \_\_\_\_\_

**Additional Information** – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 1) **Detailed Scope of Work** – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.)
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.)
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list.

## 5. Verification

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

Robin Bolte  
Signature

\_\_\_\_\_

Date 02/03/17





**Bloomington/Monroe County Metropolitan Planning Organization**  
TIP Project Form (Updated 01/03/2017)

## Transportation Improvement Program Project Request Form

**NOTE:** This form must be completed in its entirety in order for a new project to be considered for inclusion in the Transportation Improvement Program (TIP) *OR* to make changes to an existing project already programmed in the TIP. Please complete all parts, including signature verification and attach support materials before returning to BMCMPPO staff at the address listed below.

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

-OR- email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
fax: (812) 349-3535

### 1. Public Agency Information (Fill in all applicable fields):

- Monroe County     City of Bloomington     Town of Ellettsville    x INDOT  
 Rural Transit     Indiana University     Bloomington Transit     \_\_\_\_\_

Contact Name Nicole Curry                      Phone: 812-524-3970    \_\_\_\_\_ Fax: \_\_\_\_\_

Address: 185 Agrico Lane, Seymour, IN 47274

Email: [ncurry@indot.in.gov](mailto:ncurry@indot.in.gov)

### 2. Project Information: (Fill in all applicable fields):

- Project Name: SR 45 \_\_\_\_\_ DES Number: #1700055
- Is this project already in the TIP?     Yes    x No
- Project Location (detailed description of project termini or attach an illustration): SR 45 from SR 445 to I-69 (O & M Limits)
- Brief Project Description: HMA Overlay, Preventive Maintenance
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): \_\_\_\_\_
- Allied Projects (other projects related to this one): \_\_\_\_\_
- Does the project have an Intelligent Transportation Systems component? \_\_\_\_\_  
If so, is the project included in the **MPO's ITS architecture**? \_\_\_\_\_

### 3. Financial Plan:

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	STP	\$		48000	\$	\$
	STate	\$		\$ 12000	\$	\$
		\$	\$	\$	\$	\$
CN	STP	\$	\$			2,000.00
	ST	\$	\$			500,000
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	<b>Totals:</b>	\$		\$ 60000		2,5000.00

#### Construction Engineering/Inspection:

- Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections?     Yes     No     N/A

#### Year of Implementation Cost:

- Has a four percent (4%) inflation factor been applied to all future costs?     Yes     No

### 4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

Not Applicable – If project is subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.



**Complete Streets Applicability and Compliance** – Check one of the following:

- Not Applicable** – If project is Not Applicable, please skip to Section 5. The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation. *Additional Information items 1-8 (below) must be submitted for compliant projects.*
- Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items 1, 4-8 (below) must be submitted for exempt projects.*

Reason for exemption: \_\_\_\_\_

**Additional Information** – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 1) **Detailed Scope of Work** – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.)
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
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- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list.

**5. Verification**

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

Robin Bolte  
Signature

\_\_\_\_\_ Date 02/03/17



Bloomington/Monroe County Metropolitan Planning Organization
TIP Project Form (Updated 01/03/2017)

Transportation Improvement Program Project Request Form

NOTE: This form must be completed in its entirety in order for a new project to be considered for inclusion in the Transportation Improvement Program (TIP) OR to make changes to an existing project already programmed in the TIP. Please complete all parts, including signature verification and attach support materials before returning to BMCMPPO staff at the address listed below.

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

1. Public Agency Information (Fill in all applicable fields):

- Monroe County, City of Bloomington, Town of Ellettsville, INDOT, Rural Transit, Indiana University, Bloomington Transit

Contact Name (ERC): Brandi Fischvogt Phone: 812-524-3961 Fax:

Address: 185 Agrico Lane, Seymour, IN 47274

Email: bfischvogt@indot.in.gov

2. Project Information: (Fill in all applicable fields):

- Project Name: Traffic Signals new or modernized DES Number: # 1700142
Is this project already in the TIP? Yes No
Location: Two locations, SR 45 & Pete Ellis Drive and SR 45/46 & Kinser Pike
Brief Project Description: Traffic Signals, New or Modernized
Support for the Project (e.g. Local plans, LRTP, TDP, etc.):
Allied Projects (other projects related to this one):
Does the project have an Intelligent Transportation Systems component?
If so, is the project included in the MPO's ITS architecture?



### 3. Financial Plan:

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
		\$		\$	\$	\$
		\$		\$	\$	\$
		\$	\$	\$	\$	\$
CN	HSIP	\$	\$	0	\$216000..	\$
	ST	\$	\$		24000	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	<b>Totals:</b>	\$	\$		240000	\$

#### Construction Engineering/Inspection:

- Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections?  Yes  No  N/A

#### Year of Implementation Cost:

- Has a four percent (4%) inflation factor been applied to all future costs?  Yes  No

### 4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

Not Applicable – If project is subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

**Complete Streets Applicability and Compliance** – Check one of the following:

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- Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items 1, 4-8 (below) must be submitted for exempt projects.*

Reason for exemption: \_\_\_\_\_

**Additional Information** – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 1) **Detailed Scope of Work** – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.)
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- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list.

**5. Verification**

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

\_\_\_\_\_  
Robin Bolte  
Signature

February 10, 2017\_\_\_\_\_  
Date



## MEMORANDUM

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To: MPO Policy Committee  
From: Joshua Desmond, AICP  
BMCMPPO Director  
Date: March 31, 2017  
Re: FY 2018-2021 TIP Projects Proposal

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### Overview

The MPO is developing the Fiscal Years 2018-2021 Transportation Improvement Program (TIP). The charts attached after this memo represent the current proposal for a “fiscally constrained” TIP, meaning that proposed expenditures do not exceed anticipated revenues during the four year period of the Program. The first three charts are the Local, State, and Transit summaries, followed by the individual project pages organized by jurisdiction. Some items to highlight from the proposal:

- Projects already in progress from the FY 2016-2019 TIP were given priority for additional funding in the new TIP in order to bring them to completion. New projects were added where unprogrammed funds remained after addressing on-going projects.
- Both City and County project requests were reduced in order to fit requested projects within the annual funding budgets, over the four year period of the TIP, the City's request was reduced by \$1,301,200 and the County's request was reduced by \$1,165,659 compared to the submitted applications. This includes changes to existing, on-going projects as well as new requests.
- This proposal does not include any transit requests to flex STP to FTA funding. Past flex requests were granted because there was an excess of funding (largely due to prior year balances) and a lack of infrastructure projects that were on the right schedule to take advantage of available funds. In order to grant such requests for the new TIP, project funding requests would need to be cut further than they have been to balance the budget.
- Only one project, the County's Curry/Woodyard/Smith Roundabouts proposal, had its schedule changed from the submitted application. The construction phase of his project was pushed back from FY 2020 to FY 2021 to take advantage of available STP funding in that year.

This proposal represents a starting point for MPO committee discussions about the FY 2018-2021 TIP. Changes can still be made to the proposed funding scenario. Input from all three Committees of the MPO as well as the public will shape the final document that is proposed for approval by the Policy Committee on May 12.

### Key Considerations

Direction is required in two key areas in order to resolve the funding scenario so that a final document can be prepared for adoption.

1. *Transit Funding:* As noted previously, this proposal does not include any “flex” transfers of project funding to local transit agencies. Significant funding transit funding requests were made, but were not funded in this proposal in an effort to meet local project needs. The MPO must consider whether some transit flex funding should be built back in, with the understanding that it would be a trade-off with starting new projects in later years of the TIP.

2. Change Order Funding: The MPO Change Order Policy directs that 5% of the annual STP allocation be set aside for change orders that may occur. This would require that approximately \$137,506 be left unprogrammed in each fiscal year. Given the “use it or lose it” spending rules, this money stands a risk of being lost if not attached to a project before the fiscal year ends. The MPO must consider whether to set aside this funding in accordance with the Change Order Policy or leave it programmed to projects as it stands now. The Change Order Policy could be modified to alter the percentage to be set aside and/or to set a deadline for programming the set aside funds before they are lost.

### **Public Input Meeting**

The MPO conducted a public information meeting on Wednesday, March 29 with the goal of gaining public input for development of the Fiscal Year 2018-2021 Transportation Improvement Program (TIP). Staff provided meeting participants with a background presentation outlining the function of the BMCMPPO, cooperative partners for regional transportation needs, compositional elements of the Transportation Improvement Program, available annualized project funding resources, and the challenges of resource investment allocations. Ample time was provided for meeting participant questions. The remainder of the meeting allowed participants to visit local partners (City of Bloomington, Bloomington Transit, IU Transit, INDOT, Monroe County, and Rural Transit) to discuss project specifics.

The staff encouraged feedback from meeting attendees given the proposed allocation list of TIP projects and how they would shape the project funding priorities of the MPO for the next four years. This exercise involved a transportation budgeting challenge where each participant received “red dots” thereby allowing them to allocate or “vote” on transportation categorization priorities. The voting results (N=127) are as follows, in order of highest percentage of votes: Bicycle & Pedestrian (33.9%), Transit (26.8%), Safety (18.1%), Maintenance & Operations (16.5%), and New Roadways (4.7%). An attached photograph documents the Transportation Priorities voting results.

Written comments from participants included the following:

- One can encourage people to contact legislators at State & Federal level to increase funding, particularly to transit--it is crucial that voters know.
- On the State project to signalize SR45 & Pete Ellis, please install crosswalks and pedestrian heads.
- Bike, bikes & more bikes!
- Important to link west with east now with I-69. Don't forget bikers & pedestrians are very limited.
- Looks like a good plan overall.
- I support the MPO staff recommendations for the City of Bloomington TIP.

### **Requested Action**

Provide comments and questions to staff regarding the proposed TIP projects funding scenario, including the transit funding and change order policy issues. Staff will make final adjustments to the draft TIP in anticipation of an adoption at the May 12 meeting.

## Revenue & Expenditures Tables

### LPAs

STATE FY 2018								
	STP 2018	STP PYB	HSIP 2018	HSIP PYB	TAP 2018	TAP PYB	Local Match	Total
Total Revenue	\$ 2,750,133	\$ 31,768	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 1,911,828	\$ 5,320,214
Total Expenditure	\$ 2,750,133	\$ 31,768	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 1,911,828	\$ 5,320,214
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STATE FY 2019								
	STP 2019	STP PYB	HSIP 2019	HSIP PYB	TAP 2019	TAP PYB	Local Match	Total
Total Revenue	\$ 2,750,133	\$ 1,813,836	\$ 470,684	\$ -	\$ 155,801	\$ 244,924	\$ 2,912,006	\$ 8,347,384
Total Expenditure	\$ 2,750,133	\$ 1,813,836	\$ 470,684	\$ -	\$ 155,801	\$ 244,924	\$ 2,912,006	\$ 8,347,384
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STATE FY 2020								
	STP 2020	STP PYB	HSIP 2020	HSIP PYB	TAP 2020	TAP PYB	Local Match	Total
Total Revenue	\$ 2,750,133	\$ 373,000	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 2,080,992	\$ 5,830,610
Total Expenditure	\$ 2,750,133	\$ 373,000	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 2,080,992	\$ 5,830,610
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STATE FY 2021								
	STP 2021	STP PYB	HSIP 2021	HSIP PYB	TAP 2021	TAP PYB	Local Match	Total
Total Revenue	\$ 2,750,133	\$ 900,199	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 1,907,252	\$ 6,184,069
Total Expenditure	\$ 2,750,133	\$ 900,199	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 1,907,252	\$ 6,184,069
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SUMMARY								
	STP	STP PYB	HSIP	HSIP PYB	TAP	TAP PYB	Local Match	Total
Total Revenue	\$ 11,000,532	\$ 3,118,803	\$ 1,882,736	\$ -	\$ 623,204	\$ 244,924	\$ 8,812,078	\$ 25,682,277
Total Expenditure	\$ 11,000,532	\$ 3,118,803	\$ 1,882,736	\$ -	\$ 623,204	\$ 244,924	\$ 8,812,078	\$ 25,682,277
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

### State

STATE FY 2016				
	NHPP 2018	HSIP 2018	State Match	Total
Total Revenue	\$ 1,500,200	\$ 9,900	\$ 187,400	\$ 1,697,500
Total Expenditure	\$ 1,500,200	\$ 9,900	\$ 187,400	\$ 1,697,500
Remaining	\$ -	\$ -	\$ -	\$ -
STATE FY 2017				
	NHPP 2019	HSIP 2019	State Match	Total
Total Revenue	\$ 7,114,100	\$ 594,000	\$ 1,593,900	\$ 9,302,000
Total Expenditure	\$ 7,114,100	\$ 594,000	\$ 1,593,900	\$ 9,302,000
Remaining	\$ -	\$ -	\$ -	\$ -
STATE FY 2018				
	NHPP 2020	HSIP 2020	State Match	Total
Total Revenue	\$ 450,000	\$ -	\$ 50,000	\$ 500,000
Total Expenditure	\$ 450,000	\$ -	\$ 50,000	\$ 500,000
Remaining	\$ -	\$ -	\$ -	\$ -
STATE FY 2019				
	NHPP 2021	HSIP 2021	State Match	Total
Total Revenue	\$ -	\$ -	\$ -	\$ -
Total Expenditure	\$ -	\$ -	\$ -	\$ -
Remaining	\$ -	\$ -	\$ -	\$ -

## Revenue & Expenditures Tables

### Transit

STATE FY 2018	FTA 5307/5309	FTA 5310	FTA 5311	FTA 5316	FTA 5339	PMTF	Farebox	Local Match	Total
<b>Total Revenue</b>	\$ 3,667,393	\$ 119,800	\$ 698,949	\$ 106,260	\$ 4,200,000	\$ 2,811,286	\$ 1,907,773	\$ 3,319,050	\$ 16,830,511
<b>Total Expenditure</b>	\$ 3,667,393	\$ 119,800	\$ 698,949	\$ 106,260	\$ 4,200,000	\$ 2,811,286	\$ 1,907,773	\$ 3,319,050	\$ 16,830,511
<b>Remaining</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STATE FY 2019	FTA 5307/5309	FTA 5310	FTA 5311	FTA 5317	FTA 5339	PMTF	Farebox	Local Match	Total
<b>Total Revenue</b>	\$ 6,572,495	\$ 124,402	\$ 698,949	\$ -	\$ 873,600	\$ 2,861,459	\$ 2,054,314	\$ 3,518,652	\$ 16,703,871
<b>Total Expenditure</b>	\$ 6,572,495	\$ 124,402	\$ 698,949	\$ -	\$ 873,600	\$ 2,861,459	\$ 2,054,314	\$ 3,518,652	\$ 16,703,871
<b>Remaining</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STATE FY 2020	FTA 5307/5309	FTA 5310	FTA 5311	FTA 5317	FTA 5339	PMTF	Farebox	Local Match	Total
<b>Total Revenue</b>	\$ 4,200,308	\$ 129,182	\$ 698,949	\$ -	\$ 908,544	\$ 2,912,636	\$ 2,205,952	\$ 2,984,792	\$ 14,040,363
<b>Total Expenditure</b>	\$ 4,200,308	\$ 129,182	\$ -	\$ -	\$ 908,544	\$ 2,912,636	\$ 2,205,952	\$ 2,984,792	\$ 13,341,414
<b>Remaining</b>	\$ -	\$ -	\$ 698,949	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 698,949
STATE FY 2021	FTA 5307/5309	FTA 5310	FTA 5311	FTA 5317	FTA 5339	PMTF	Farebox	Local Match	Total
<b>Total Revenue</b>	\$ 4,931,382	\$ 134,771	\$ 698,949	\$ -	\$ 944,886	\$ 2,964,836	\$ 2,362,834	\$ 3,177,990	\$ 15,215,648
<b>Total Expenditure</b>	\$ 4,931,382	\$ 134,771	\$ 698,949	\$ -	\$ 944,886	\$ 2,964,836	\$ 2,362,834	\$ 3,177,990	\$ 15,215,648
<b>Remaining</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

# PROJECT LIST FY 2018-2021

## MONROE COUNTY



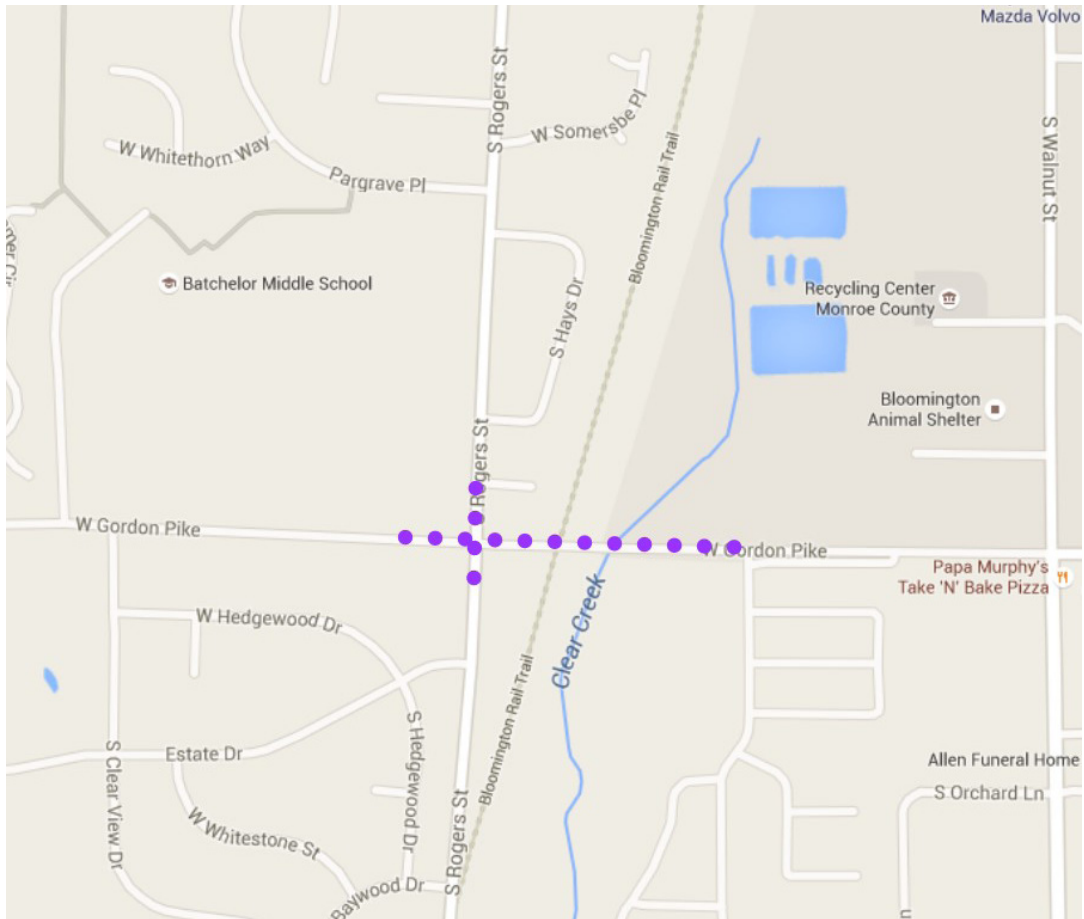
# FULLERTON PIKE PHASE 2 ROADWAY

## DES# 1500523

LETTING DATE: MARCH 6, 2019

Continue two lane roadway from western terminus of Phase 1 to approximately 500 feet west of Rogers Street. New roundabout at Rogers Street and Gordon Pike. Widened bridge over Clear Creek. Sidewalk will be constructed on the south side of the road and multiuse path on the north.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	-	-	\$205,000	\$205,000
RW	2018	-	-	\$225,000	\$225,000
CE	2019	STP	\$258,240	\$64,560	\$322,800
CN	2019	STP	\$2,066,107	\$516,527	\$2,582,634
<b>Totals</b>			<b>\$2,324,347</b>	<b>\$1,011,087</b>	<b>\$3,335,434</b>



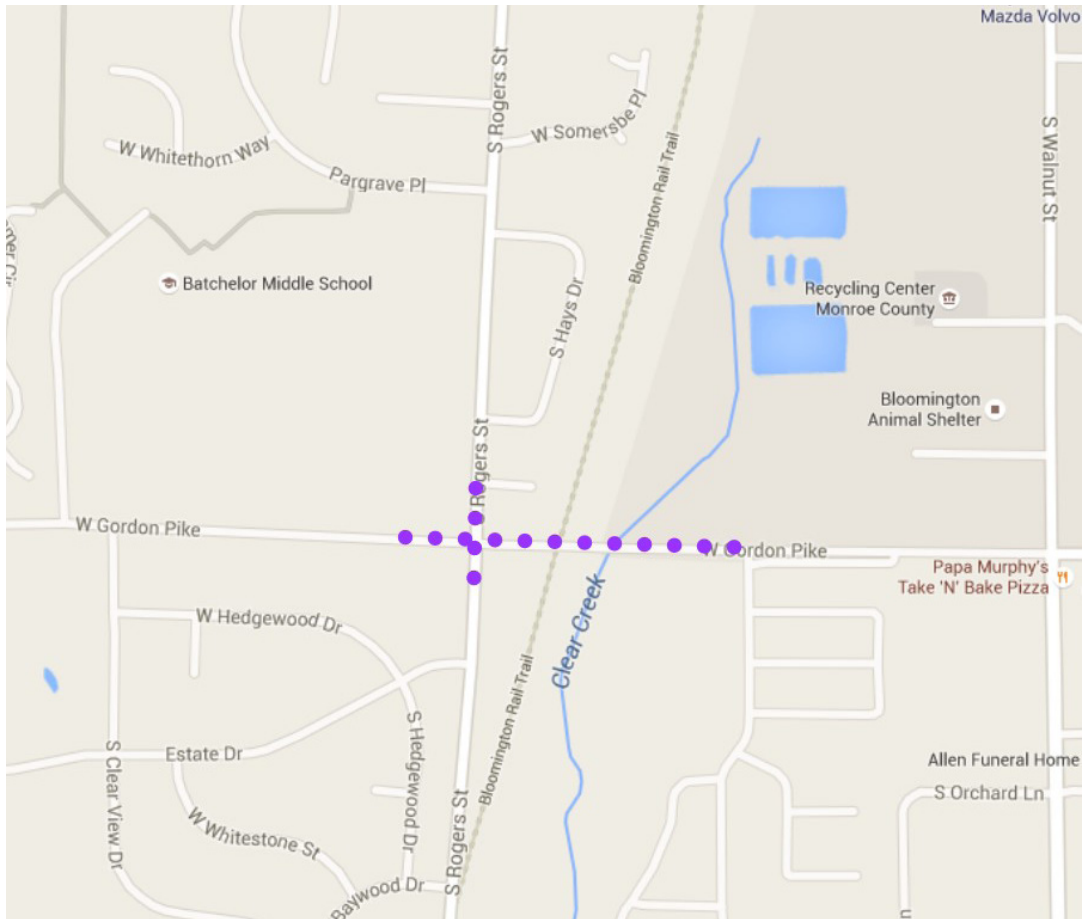
# FULLERTON PIKE PHASE 2 BRIDGE

## DES# 1600419

LETTING DATE: MARCH 6, 2019

Expansion of bridge over Clear Creek between western terminus of Phase 1 and Rogers Street. Sidewalk will be constructed on the south side of the bridge and multiuse path on the north.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2019	-	\$-	\$364,100	\$364,100
CN	2019	STP	\$379,295	\$94,824	\$474,119
		STP PYB	\$1,813,836	\$459,709	\$2,273,545
		-	-	\$165,269	\$165,269
<b>Totals</b>			<b>\$2,193,131</b>	<b>\$1,083,902</b>	<b>\$3,277,033</b>





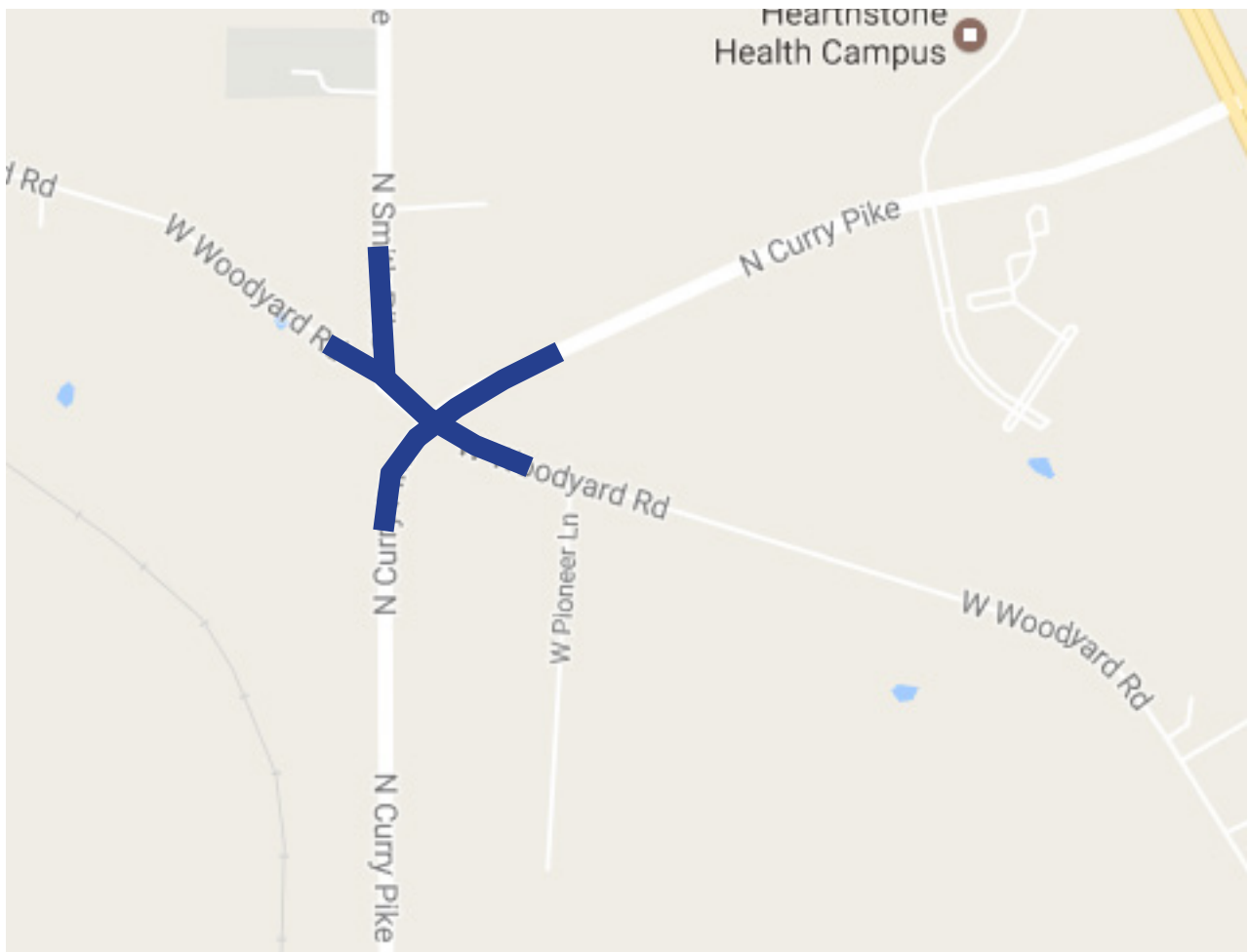
# CURRY PIKE/WOODYARD ROAD/SMITH PIKE ROUNDABOUTS

## DES# TBD

LETTING DATE: DECEMBER 2020

Replacement of the Curry Pike/Woodyard Road/Smith Pike intersections with a “dogbone” roundabout configuration for safety improvement.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2019	-	\$-	\$200,000	\$200,000
ROW	2020	-	\$-	\$200,000	\$200,000
CE	2021	-	\$-	\$150,000	\$150,000
CN	2021	STP	\$1,000,133	\$949,867	\$1,950,000
<b>Totals</b>			<b>\$1,000,133</b>	<b>\$1,499,867</b>	<b>\$2,500,000</b>





# BRIDGE SAFETY INSPECTION & INVENTORY

DES# 1500210

LETTING DATE: N/A

Bridge safety inspections and ratings.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	BR	\$277,200	\$69,300	\$346,500
PE	2019	BR	\$5,120	\$1,280	\$6,400
PE	2020	BR	\$115,840	\$28,960	\$144,800
PE	2021	BR	\$5,280	\$1,320	\$6,600
<b>Totals</b>			\$403,440	\$100,860	\$504,300

## SUMMARY OF PROGRAMMED EXPENDITURES FOR MONROE COUNTY

	2018	2019	2020	2021	Total
STP	\$-	\$2,703,642	\$-	\$1,000,133	\$3,703,775
STP PYB	\$-	\$1,813,836	\$-	\$-	\$1,813,836
TAP	\$-	\$-	\$-	\$-	\$-
TAP PYB	\$-	\$-	\$-	\$-	\$-
HSIP	\$-	\$-	\$-	\$-	\$-
HSIP PYB	\$-	\$-	\$-	\$-	\$-
Bridge	\$277,200	\$5,120	\$115,840	\$5,280	\$403,440
Total Federal	\$277,200	\$4,522,598	\$115,840	\$1,005,413	\$5,921,051
Total Local	\$499,300	\$1,866,269	\$228,960	\$1,101,187	\$3,695,716
<b>TOTAL</b>	<b>\$776,500</b>	<b>\$6,388,867</b>	<b>\$344,800</b>	<b>\$2,106,600</b>	<b>\$9,616,767</b>

# PROJECT LIST FY 2018-2021

## CITY OF BLOOMINGTON



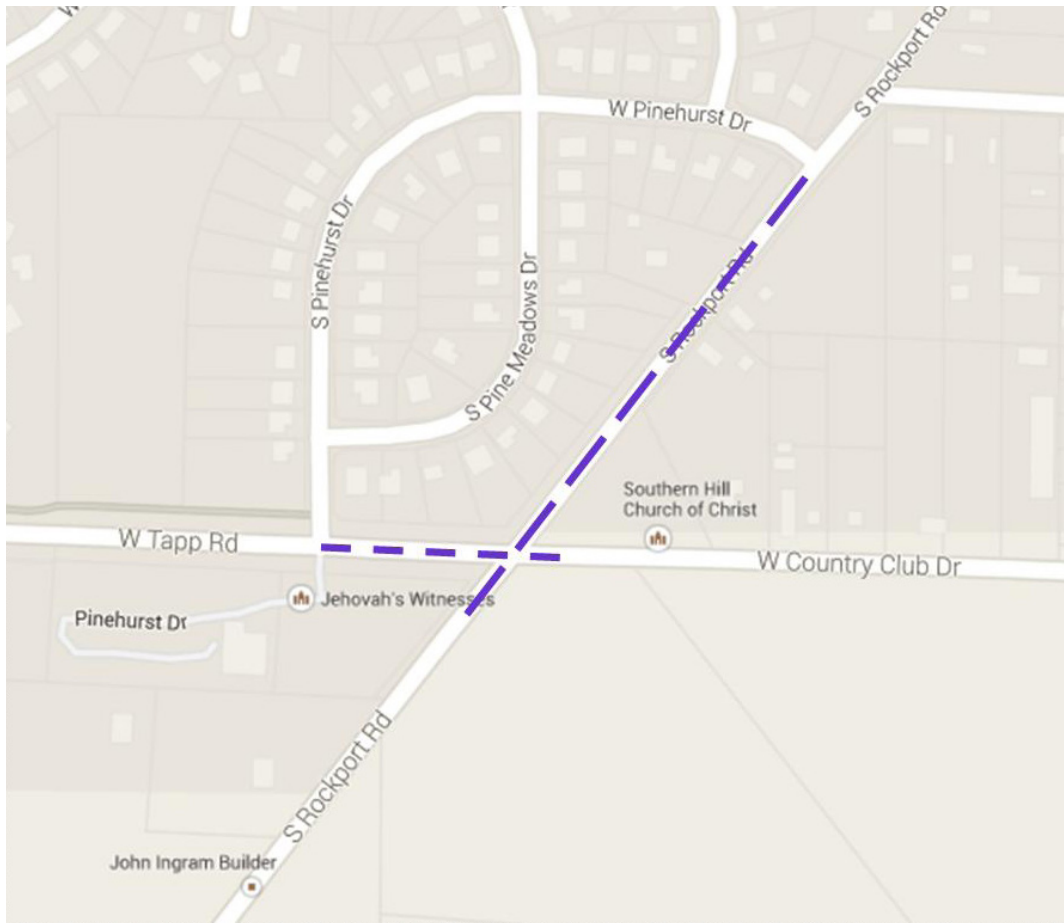
# TAPP ROAD & ROCKPORT ROAD

DES# 0901730

LETTING DATE: AUGUST 9, 2017

Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	STP	\$352,315	\$120,185	\$472,500
CN	2018	STP	\$2,231,327	\$918,673	\$3,150,000
<b>Totals</b>			\$2,583,642	\$1,038,858	\$3,622,500



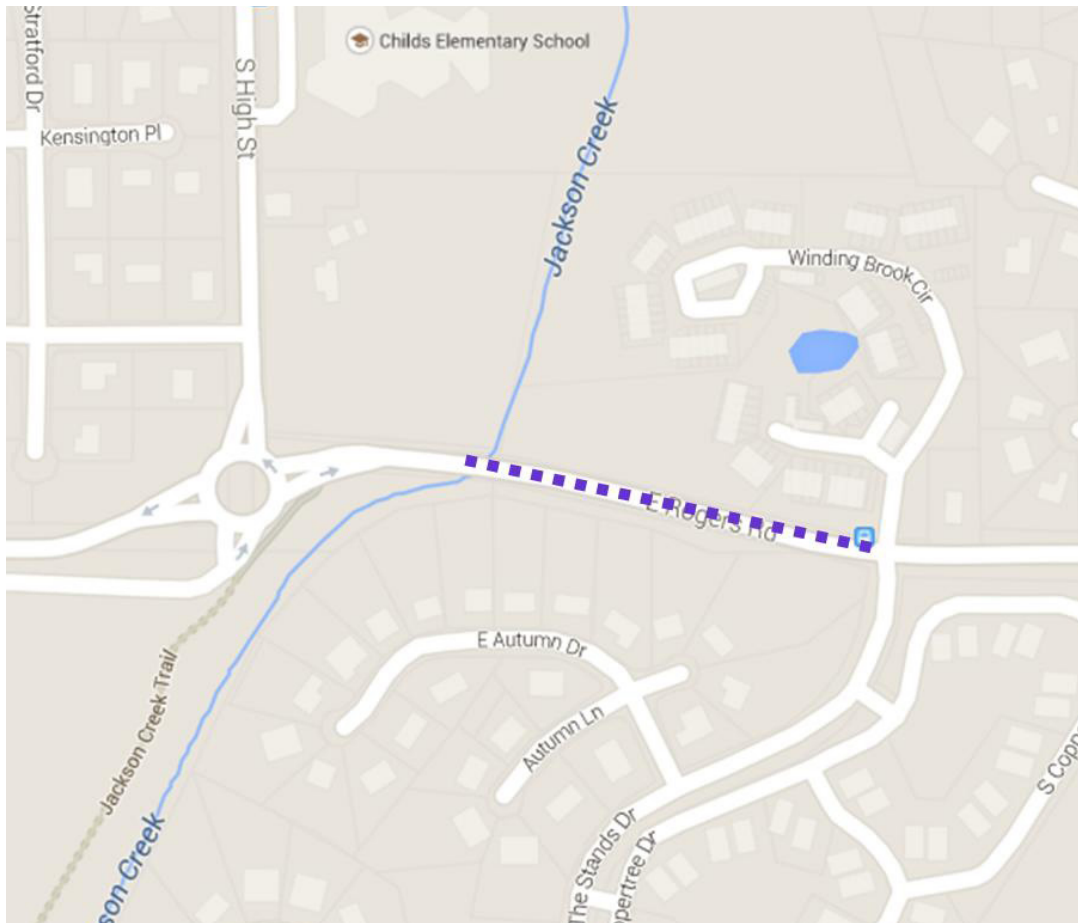
# ROGERS ROAD MULTIUSE PATH

DES# 1500382

LETTING DATE: TBD

Multiuse path construction on the north side of East Rogers Road at the Jackson Creek bridge to The Stands Drive.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2020	-	\$-	\$60,000	\$60,000
CN	2020	STP PYB	\$373,000	\$93,250	\$466,250
Totals			\$373,000	\$153,250	\$526,250



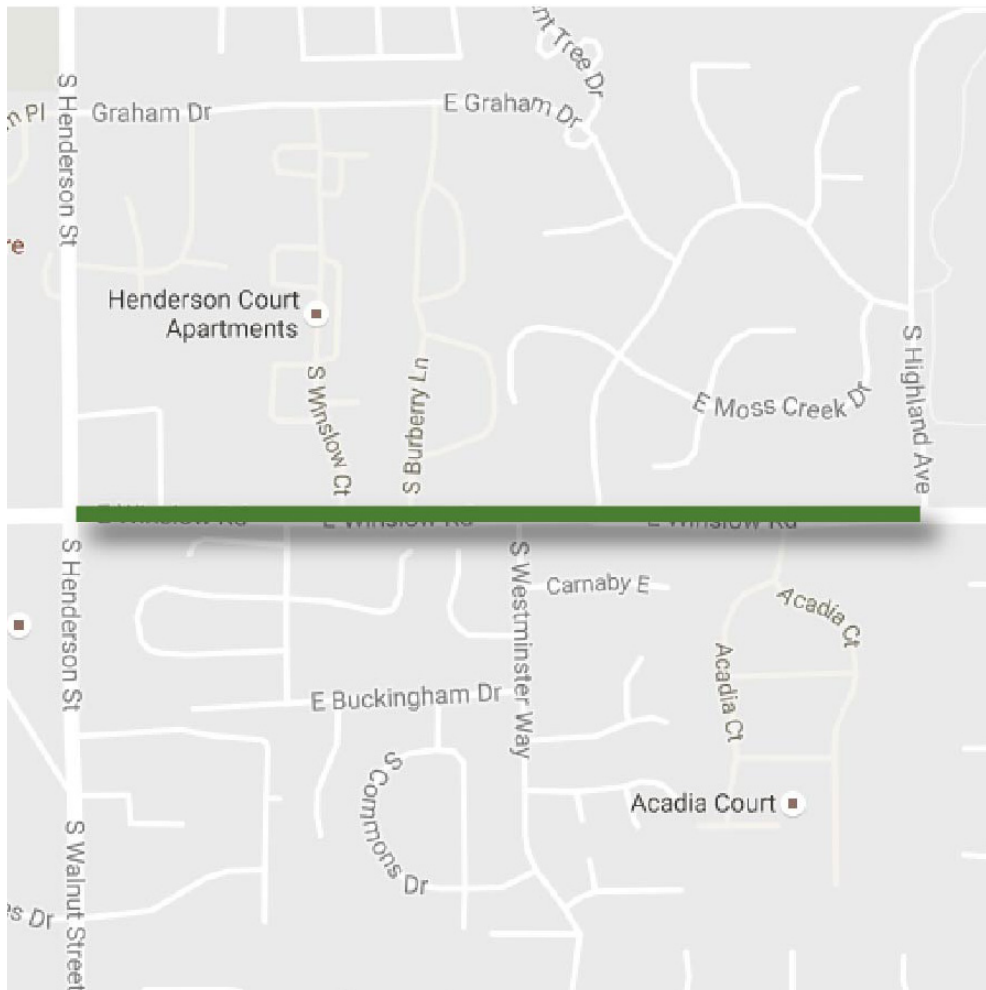
# WINSLOW ROAD MULTIUSE PATH

## DES# 1500383

LETTING DATE: MARCH 3, 2022

Multiuse path construction on the north side of Winslow Road from Henderson Street to Highland Avenue.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2019	-	\$-	\$150,000	\$150,000
CE	2020	STP	\$90,000	\$22,500	\$112,500
CN	2020	STP	\$500,000	\$250,000	\$750,000
<b>Totals</b>			\$590,000	\$422,500	\$1,012,500





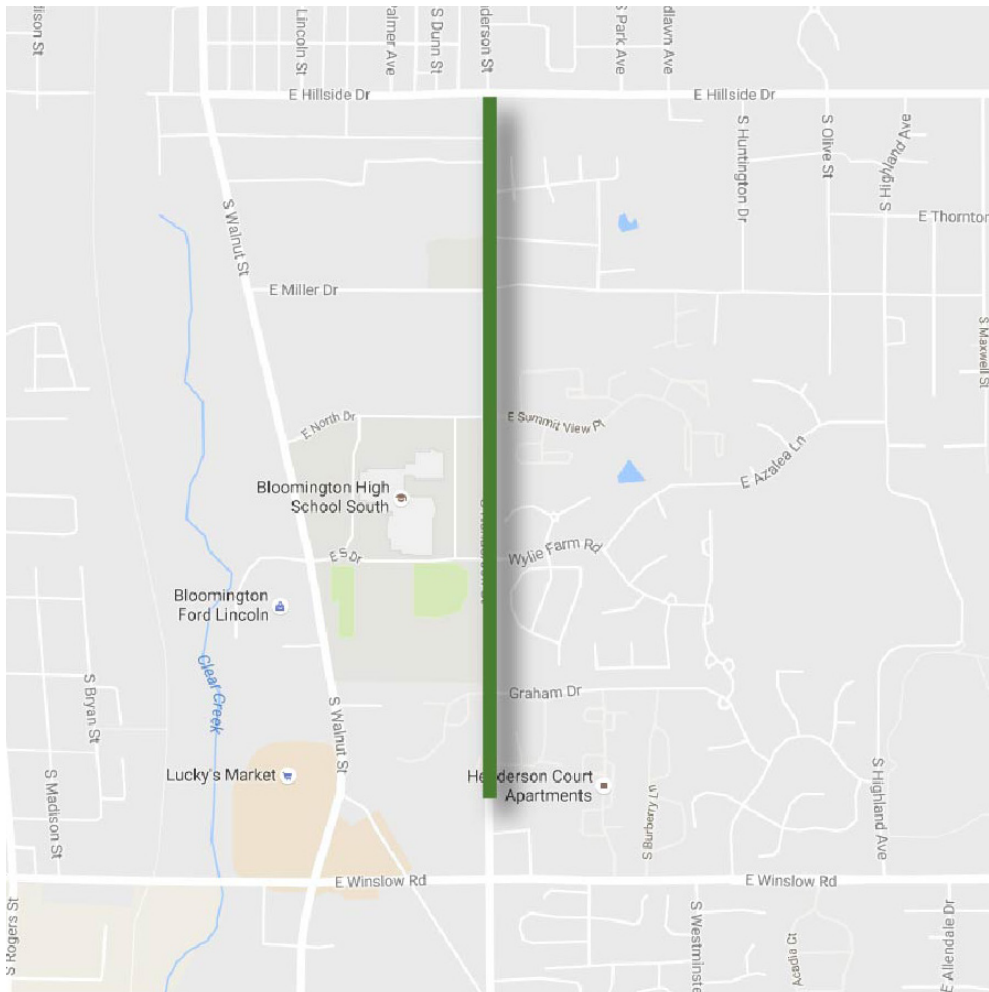
# HENDERSON STREET MULTIUSE PATH

## DES# 1500384

LETTING DATE: MARCH 4, 2021

Multiuse path construction on the east side of Henderson Street from Hillside Drive to approximately 650 feet north of Winslow Road.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2019	-	\$-	\$115,000	\$115,000
CE	2020	STP	\$119,333	\$30,067	\$149,400
CN	2020	STP	\$706,800	\$289,200	\$996,000
<b>Totals</b>			\$826,133	\$434,267	\$1,260,400



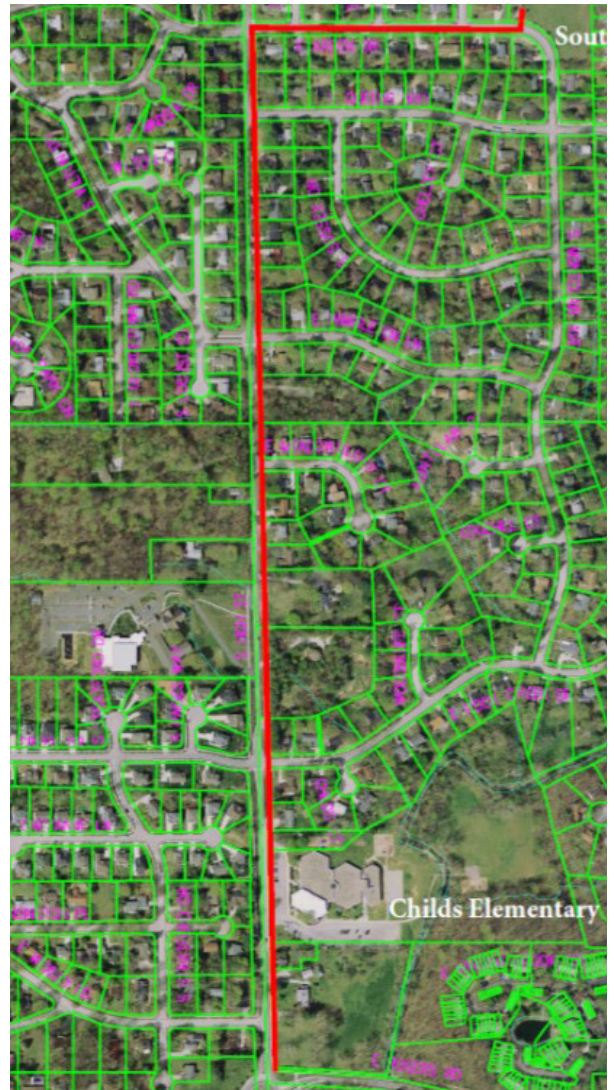
# JACKSON CREEK TRAIL

## DES# 1500398

LETTING DATE: NOVEMBER 11, 2020

Multiuse trail construction from Southeast Park/Arden Drive to High Street and then to Sherwood Oaks Park/Goat Farm heading south to Rhorer Road and then east to Sare Road.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	TAP	\$155,801	\$44,199	\$200,000
	2019	TAP	\$155,801	\$44,199	\$200,000
RW	2020	TAP	\$155,801	\$44,199	\$200,000
CE	2021	TAP	\$155,801	\$44,199	\$200,000
CN	2021	STP	\$600,000	\$150,000	\$750,000
		STP PYB	\$900,199	\$225,050	\$1,125,249
<b>Totals</b>			<b>\$2,123,403</b>	<b>\$551,846</b>	<b>\$2,675,249</b>





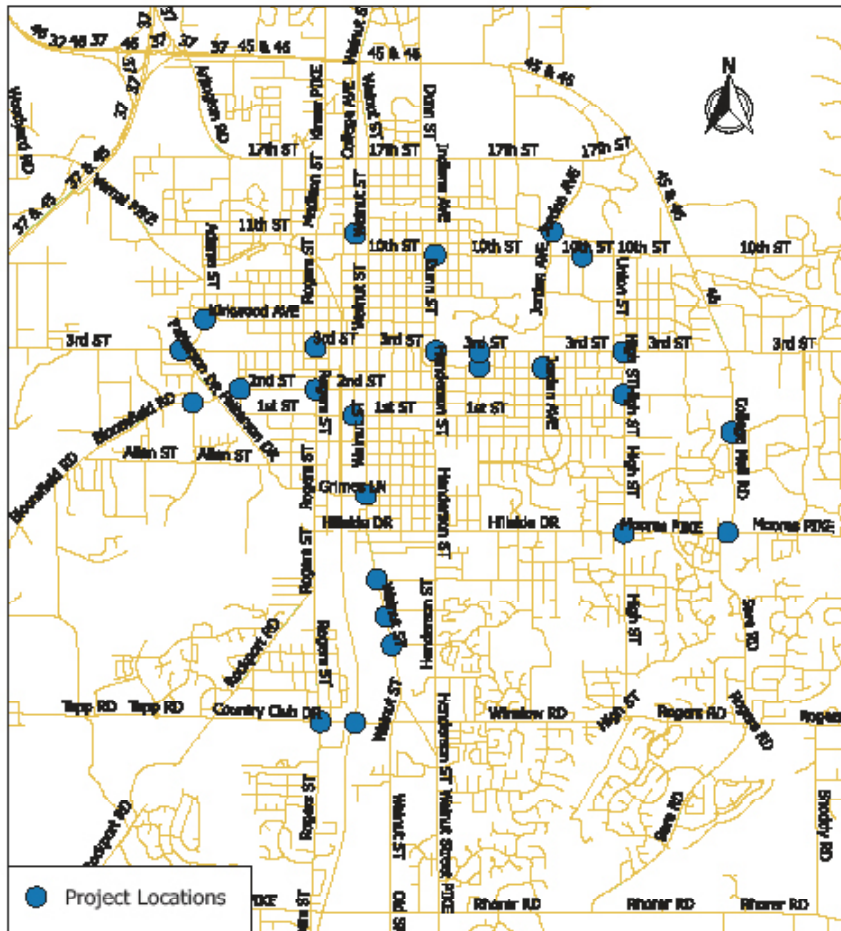
# PEDESTRIAN SAFETY AND ACCESSIBILITY AT SIGNALIZED INTERSECTIONS

## DES# 1600426

LETTING DATE: MARCH 7, 2018

Installation of pedestrian signal heads with countdown timers and accessible pedestrian push buttons at City-maintained traffic signals and pedestrian hybrid beacons.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	HSIP	\$70,000	\$13,500	\$83,500
CN	2018	HSIP	\$400,684	\$44,520	\$445,204
		STP PYB	\$31,768	\$7,942	\$39,710
<b>Totals</b>			\$502,452	\$65,962	\$568,414



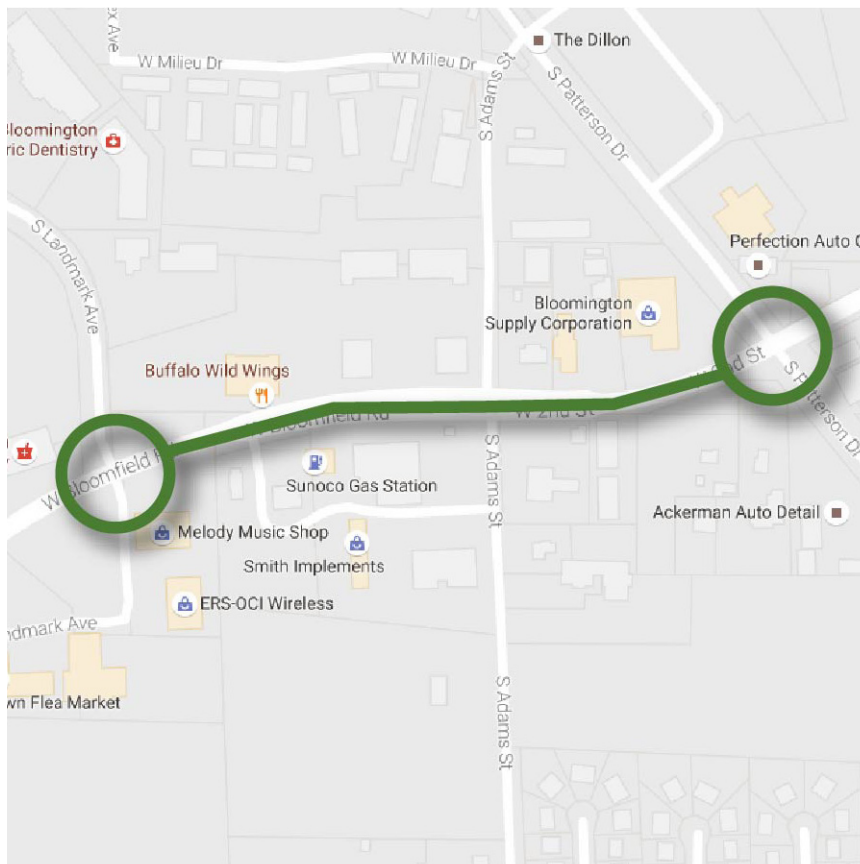
# 2ND STREET/BLOOMFIELD ROAD PEDESTRIAN SAFETY IMPROVEMENTS

## DES# 1601851

LETTING DATE: JANUARY 16, 2019

Improvements to the signalized intersections of 2nd Street/Bloomfield Road with Landmark Avenue and Patterson Drive to include pedestrian signal indications and buttons, crosswalks, accessible curb ramps, at least one signal head per travel lane, signal head back plates and other geometric improvements. Multiuse path construction along the north side of 2nd Street between Adams Street and Patterson Drive.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2018	-	\$-	\$80,000	\$80,000
CE	2019	STP	\$20,491	\$122,509	\$143,000
CN	2019	STP	\$26,000	\$6,500	\$32,500
		HSIP	\$470,684	\$52,298	\$522,982
		TAP PYB	\$244,924	\$61,231	\$306,155
<b>Totals</b>			<b>\$762,099</b>	<b>\$322,538</b>	<b>\$1,084,637</b>



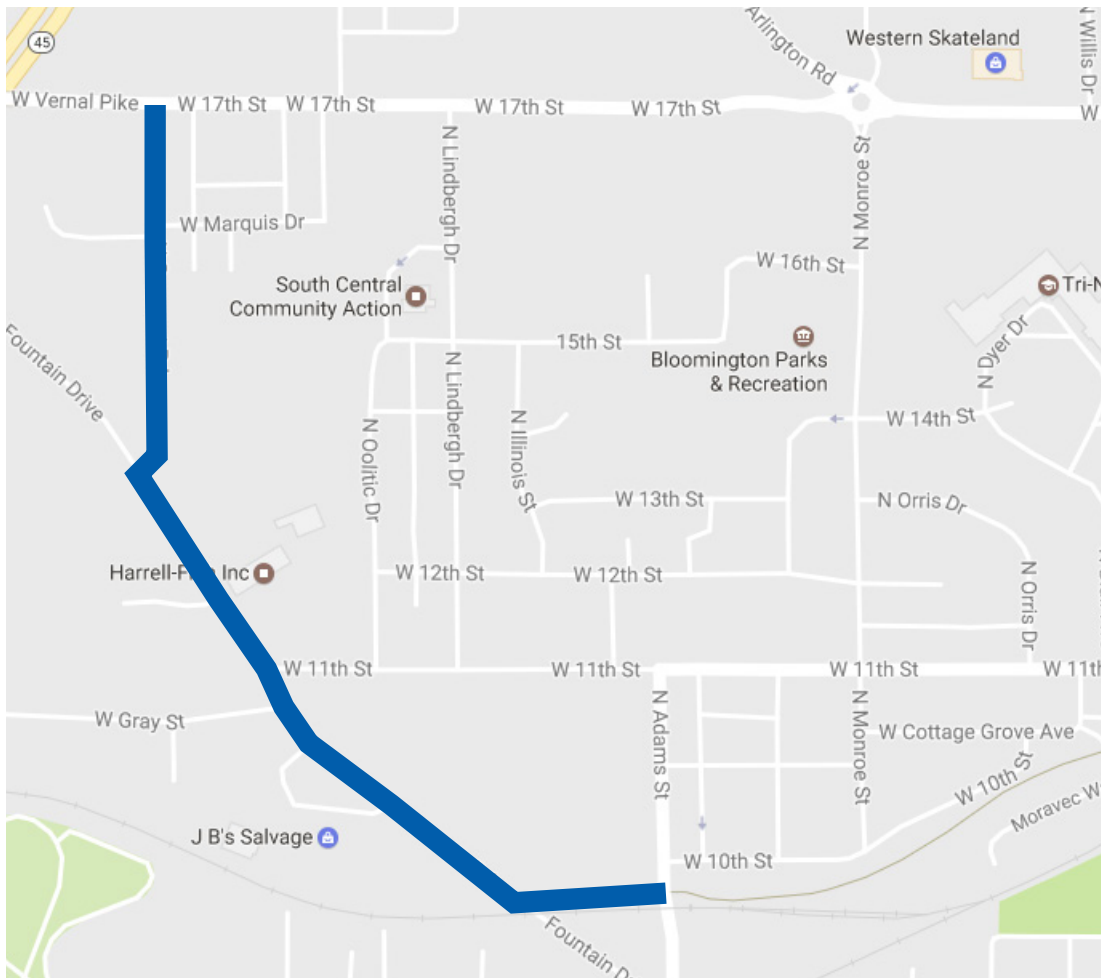
# B-LINE TRAIL EXTENSION

## DES# TBD

LETTING DATE: NOVEMBER 2020

Multiuse path construction from the Adams Street trailhead west to Fountain Drive, north along Fountain Drive and Crescent Road to connect with the 17th Street multiuse path.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2019	-	\$-	\$250,000	\$250,000
RW	2020	-	\$-	\$630,000	\$630,000
CE	2021	STP	\$150,000	\$37,500	\$187,500
CN	2021	STP	\$1,000,000	\$250,000	\$1,250,000
<b>Totals</b>			\$1,150,000	\$1,167,500	\$2,317,500



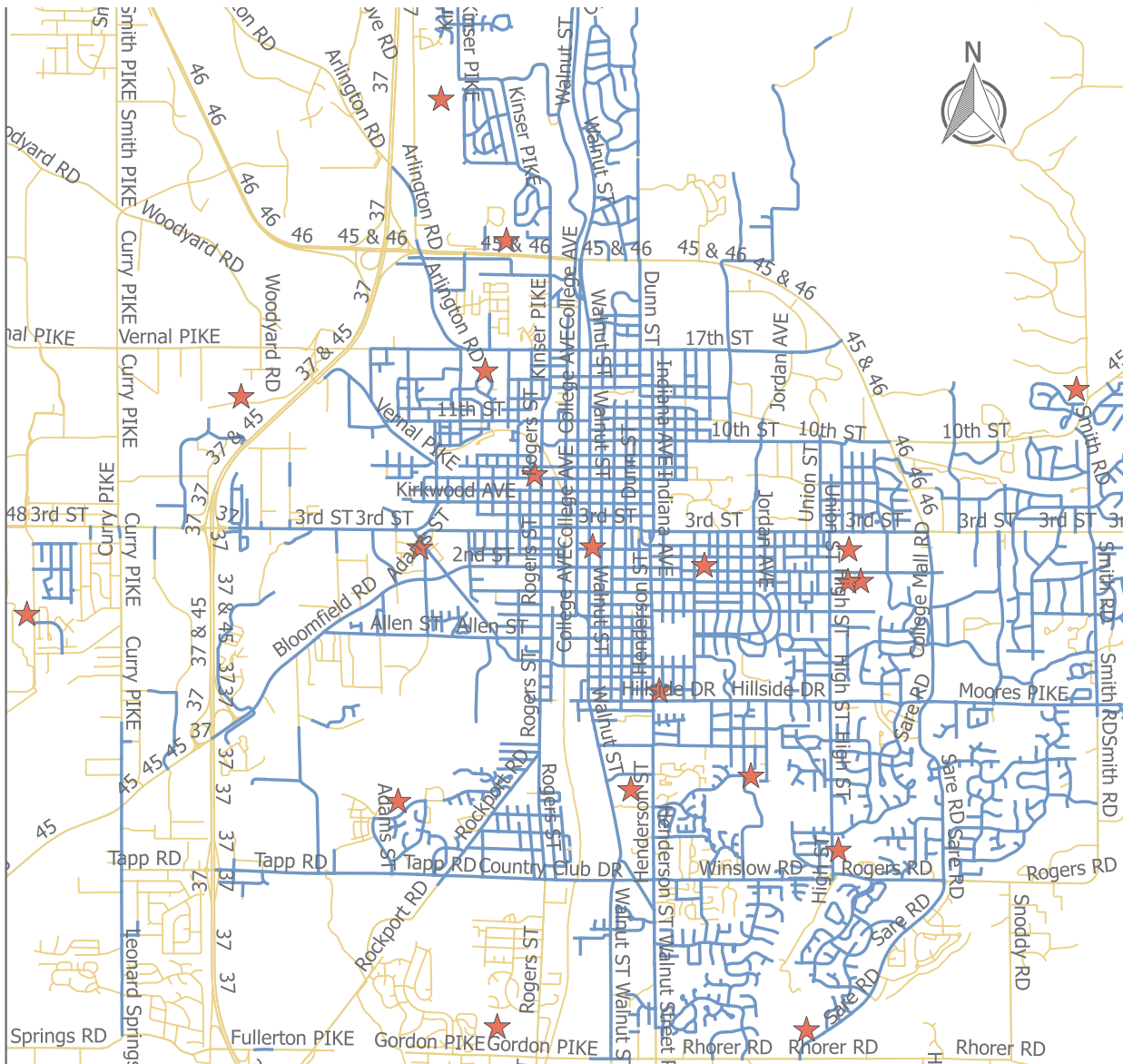
# SCHOOL ZONE ENHANCEMENTS

## DES# TBD

LETTING DATE: DECEMBER 2019

Installation or improvement of school zones and school-related pedestrian crossings throughout the City, including pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge areas.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	-	\$-	\$100,000	\$100,000
CE	2020	HSIP	\$60,684	\$9,316	\$70,000
CN	2020	HSIP	\$410,000	\$90,000	\$500,000
<b>Totals</b>			\$470,684	\$199,316	\$670,000



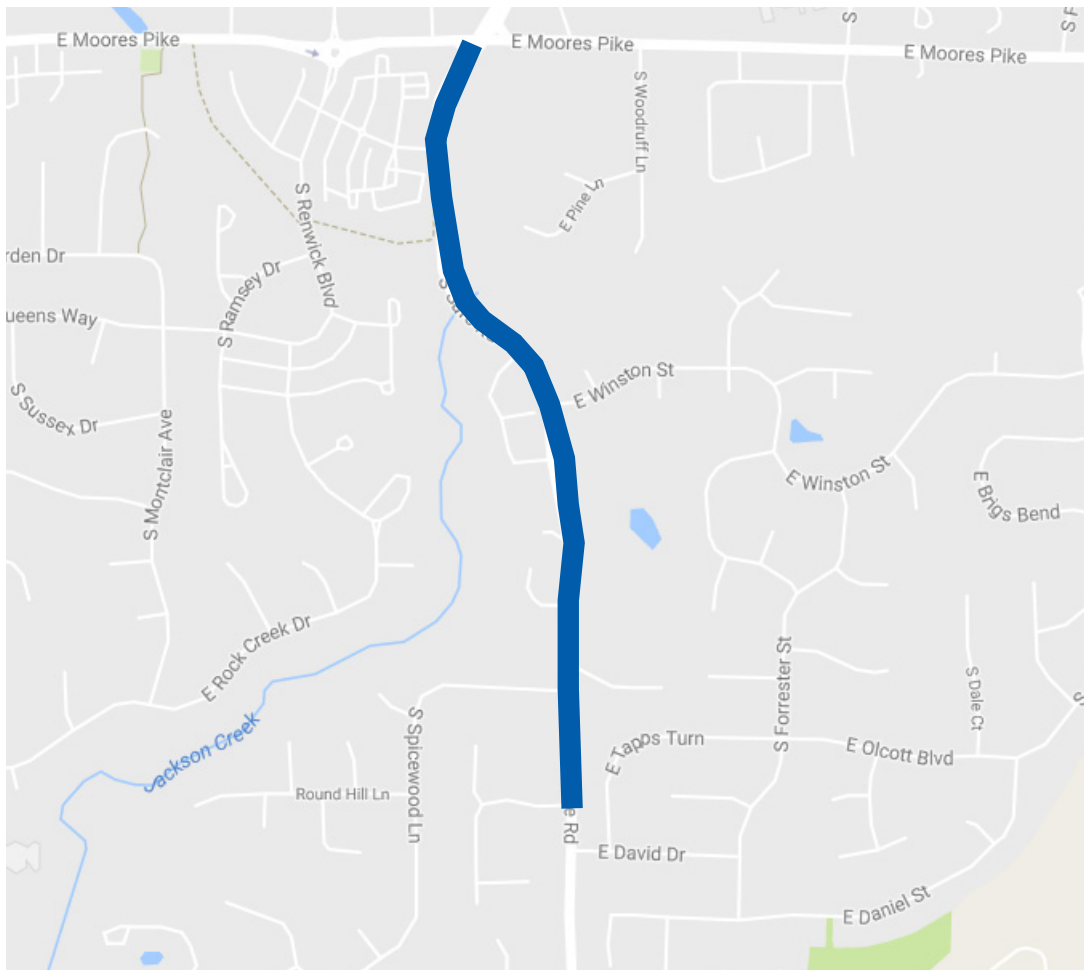
# SARE ROAD MULTIUSE PATH

## DES# TBD

LETTING DATE: JANUARY 2020

Multiuse path construction on the west side of Sare Road from Moores Pike to Buttonwood Lane, including intersection improvements at the Sare Road and Moores Pike signal and other intersections along the route as needed for to facilitate street crossings for pedestrians.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	STP	\$166,491	\$83,509	\$250,000
RW	2019	-	\$-	\$144,000	\$144,000
CE	2020	STP	\$174,000	\$43,500	\$217,500
CN	2020	STP	\$1,160,000	\$290,000	\$1,450,000
<b>Totals</b>			<b>\$1,500,491</b>	<b>\$561,009</b>	<b>\$2,061,500</b>



## CROSSWALK IMPROVEMENTS DES# TBD

LETTING DATE: DECEMBER 2020

Improvements at 25 pedestrian crosswalks located on streets owned and operated by the City (specific locations to be identified during the design phase).

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2019	-	\$-	\$100,000	\$100,000
CE	2021	HSIP	\$60,684	\$9,316	\$70,000
CN	2021	HSIP	\$410,000	\$90,000	\$500,000
<b>Totals</b>			\$470,684	\$199,316	\$670,000

## SUMMARY OF PROGRAMMED EXPENDITURES FOR CITY OF BLOOMINGTON

	2018	2019	2020	2021	Total
<b>STP</b>	\$2,750,133	\$46,491	\$2,750,133	\$1,750,000	\$7,296,757
<b>STP PYB</b>	\$31,768	\$-	\$373,000	\$900,199	\$1,304,967
<b>TAP</b>	\$155,801	\$155,801	\$155,801	\$155,801	\$623,204
<b>TAP PYB</b>	\$-	\$244,924	\$-	\$-	\$244,924
<b>HSIP</b>	\$470,684	\$470,684	\$470,684	\$470,684	\$1,882,736
<b>HSIP PYB</b>	\$-	\$-	\$-	\$-	\$-
<b>Total Federal</b>	\$3,408,386	\$917,900	\$3,749,618	\$3,276,684	\$11,352,588
<b>Total Local</b>	\$1,412,528	\$1,045,737	\$1,852,032	\$806,065	\$5,116,362
<b>TOTAL</b>	\$4,820,914	\$1,963,637	\$5,601,650	\$4,082,749	\$16,468,950





# PROJECT LIST FY 2018-2021

## BLOOMINGTON TRANSIT



## OPERATIONAL ASSISTANCE

**DES# 1500497, 1500498, 1500499, 1500500**

Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight service.

Funding Source	2018	2019	2020	2021	Total
<b>5307</b>	\$2,103,969	\$2,146,049	\$2,188,970	\$2,232,749	\$8,671,737
<b>5316</b>	\$106,260	\$-	\$-	\$-	\$106,260
<b>PMTF</b>	\$2,508,656	\$2,558,829	\$2,610,006	\$2,662,206	\$10,339,697
<b>Fares</b>	\$1,907,773	\$2,054,314	\$2,205,952	\$2,362,834	\$8,530,873
<b>Local Match</b>	\$1,705,457	\$1,739,566	\$1,774,358	\$1,809,845	\$7,029,226
<b>Totals</b>	<b>\$8,332,115</b>	<b>\$8,498,758</b>	<b>\$8,779,286</b>	<b>\$9,067,634</b>	<b>\$34,677,793</b>

## PURCHASE PASSENGER SHELTERS

**DES# 1500491, 1500492**

Purchase passenger shelters in 2019 and 2021.

Funding Source	2018	2019	2020	2021	Total
<b>5307</b>	\$-	\$38,245	\$-	\$41,305	\$79,550
<b>Local Match</b>	\$-	\$9,561	\$-	\$10,326	\$19,887
<b>Totals</b>	<b>\$-</b>	<b>\$47,806</b>	<b>\$-</b>	<b>\$51,631</b>	<b>\$99,437</b>

## PURCHASE MAJOR VEHICLE COMPONENTS

**DES# 1382504, 1382505, 1500493, 1500494**

Purchase of engine & transmission rebuilds, tires, hybrid batteries and other major vehicle components.

Funding Source	2018	2019	2020	2021	Total
<b>5307</b>	\$151,424	\$157,481	\$163,780	\$170,331	\$643,016
<b>Local Match</b>	\$37,856	\$39,370	\$40,945	\$42,583	\$160,754
<b>Totals</b>	<b>\$189,280</b>	<b>\$196,851</b>	<b>\$204,725</b>	<b>\$212,914</b>	<b>\$803,770</b>

## PURCHASE BT ACCESS VEHICLES

**DES# 1382503, 1500495, 1500496**

Purchase (2) BT Access Vehicles in 2016, (2) in 2018 and (2) in 2019.

Funding Source	2018	2019	2020	2021	Total
<b>5310</b>	\$100,800	\$104,832	\$109,025	\$113,386	\$428,043
<b>Local Match</b>	\$25,200	\$26,208	\$27,256	\$28,347	\$107,011
<b>Totals</b>	\$126,000	\$131,040	\$136,281	\$141,733	\$535,054

## SUPPORT VEHICLE REPLACEMENT

**DES# 1500501, 1500502, 1500503**

Replacement of support vehicles including vans, SUVs, and a fork lift.

Funding Source	2018	2019	2020	2021	Total
<b>5307</b>	\$28,000	\$-	\$57,600	\$60,000	\$145,600
<b>Local Match</b>	\$7,000	\$-	\$14,400	\$15,000	\$36,400
<b>Totals</b>	\$35,000	\$-	\$72,000	\$75,000	\$182,000

## TWO-WAY RADIO COMMUNICATIONS EQUIPMENT

**DES# 1500504**

Replace two-way radio communications equipment at the Grimes Lane operations facility and in the entire fleet of fixed route, BT Access, and support vehicles.

Funding Source	2018	2019	2020	2021	Total
<b>5307</b>	\$200,000	\$-	\$-	\$-	\$200,000
<b>Local Match</b>	\$50,000	\$-	\$-	\$-	\$50,000
<b>Totals</b>	\$250,000	\$-	\$-	\$-	\$250,000

## 35 FOOT HYBRID BUS REPLACEMENT

DES# 1500505, 1500506

Replacement of two 35 foot hybrid buses in 2018, four in 2019, three in 2020, and four in 2021.

Funding Source	2018	2019	2020	2021	Total
<b>5309</b>	\$1,120,000	\$2,304,000	\$1,764,000	\$2,400,000	\$4,164,000
<b>Local Match</b>	\$280,000	\$576,000	\$441,000	\$600,000	\$1,041,000
<b>Totals</b>	\$1,400,000	\$2,880,000	\$2,205,000	\$3,000,000	\$5,205,000

## REPLACE FARE COLLECTION EQUIPMENT

DES# 1500507

Replacement of fare collection equipment on buses and at garage facility with swipe card and transfer printing capability for fixed route and BT Access buses. Add vending equipment for passes at downtown transit center.

Funding Source	2018	2019	2020	2021	Total
<b>5309</b>	\$-	\$1,200,000	\$-	\$-	\$1,200,000
<b>Local Match</b>	\$-	\$300,000	\$-	\$-	\$300,000
<b>Totals</b>	\$-	\$1,500,000	\$-	\$-	\$1,500,000

## MOBILITY MANAGEMENT PROGRAM

DES# 1500408, 1500409, 1500266, 1500268

Continuation and administration of mobility management and voucher programs through 2021.

Funding Source	2018	2019	2020	2021	Total
<b>5310</b>	\$19,000	\$19,570	\$20,157	\$21,385	\$80,112
<b>Local Match</b>	\$11,000	\$11,330	\$11,670	\$12,381	\$46,381
<b>Totals</b>	\$30,000	\$30,900	\$31,827	\$33,766	\$126,493

## 25 FOOT HYBRID BUS REPLACEMENT

DES# TBD

Replacement of one 25 foot hybrid bus in FY 2019.

Funding Source	2018	2019	2020	2021	Total
<b>5307</b>	\$-	\$61,760	\$-	\$-	\$-
<b>Local Match</b>	\$-	\$15,440	\$-	\$-	\$-
<b>Totals</b>	\$-	\$-	\$-	\$-	\$-

## REPAIR/MAINTENANCE OF OPERATIONS FACILITY

DES# TBD

Repair and maintenance of the Grimes Lane operations and maintenance facility constructed in 1997.

Funding Source	2018	2019	2020	2021	Total
<b>5307</b>	\$24,000	\$24,960	\$25,958	\$26,997	\$101,915
<b>Local Match</b>	\$6,000	\$6,240	\$6,490	\$6,749	\$25,479
<b>Totals</b>	\$30,000	\$31,200	\$32,448	\$33,746	\$127,394

## PARATRANSIT FLEET SECURITY CAMERAS

DES# TBD

Retrofit paratransit vehicle fleet with security camera technology.

Funding Source	2018	2019	2020	2021	Total
<b>5307</b>	\$40,000	\$-	\$-	\$-	\$40,000
<b>Local Match</b>	\$10,000	\$-	\$-	\$-	\$10,000
<b>Totals</b>	\$50,000	\$-	\$-	\$-	\$50,000

## BUS TRACKING/PASSENGER COUNTING/VOICE ANNUNCIATOR TECHNOLOGY DES# TBD

Replacement of bus tracking technology including automatic passenger counting technology and voice annunciator technology.

Funding Source	2018	2019	2020	2021	Total
<b>5307</b>	\$-	\$640,000	\$-	\$-	\$640,000
<b>Local Match</b>	\$-	\$160,000	\$-	\$-	\$160,000
<b>Totals</b>	\$-	\$800,000	\$-	\$-	\$800,000

## SUMMARY OF PROGRAMMED EXPENDITURES FOR BLOOMINGTON TRANSIT

	2018	2019	2020	2021	Total
<b>5307</b>	\$2,547,393	\$3,068,495	\$2,436,308	\$2,531,382	\$9,641,818
<b>5309</b>	\$1,120,000	\$3,504,000	\$1,764,000	\$2,400,000	\$4,164,000
<b>5310</b>	\$119,800	\$124,402	\$129,182	\$134,771	\$508,155
<b>5316</b>	\$106,260	\$-	\$-	\$-	\$106,260
<b>PMTF</b>	\$2,508,656	\$2,558,829	\$2,610,006	\$2,662,206	\$10,339,697
<b>Fares</b>	\$1,907,773	\$2,054,314	\$2,205,952	\$2,362,834	\$8,530,873
<b>Local</b>	\$1,852,513	\$2,883,715	\$2,316,119	\$2,525,231	\$9,577,578
<b>Total</b>	\$10,162,395	\$14,193,755	\$11,461,567	\$12,616,424	\$42,868,381





# PROJECT LIST FY 2018-2021

## RURAL TRANSIT



**OPERATION OF RURAL TRANSIT**  
**DES# 1500410, 1500411, 1500263, 1500264**

Operating budget assistance for operation in Monroe, Owen, Lawrence & Putnam counties

Funding Source	2018	2019	2020	2021	Total
<b>5311</b>	\$698,949	\$698,949	\$698,949	\$698,949	\$2,795,796
<b>PMTF</b>	\$302,630	\$302,630	\$302,630	\$302,630	\$1,210,520
<b>Local Match</b>	\$416,537	\$416,537	\$416,537	\$416,537	\$1,666,148
<b>Totals</b>	\$1,418,116	\$1,418,116	\$1,418,116	\$1,418,116	\$5,672,464

**SUMMARY OF PROGRAMMED  
EXPENDITURES FOR RURAL TRANSIT**

	2018	2019	2020	2021	Total
<b>5311</b>	\$698,949	\$698,949	\$698,949	\$698,949	\$2,795,796
<b>PMTF</b>	\$302,630	\$302,630	\$302,630	\$302,630	\$1,210,520
<b>Local</b>	\$416,537	\$416,537	\$416,537	\$416,537	\$1,666,148
<b>Total</b>	\$1,418,116	\$1,418,116	\$1,418,116	\$1,418,116	\$5,672,464

# PROJECT LIST FY 2018-2021

## INDIANA UNIVERSITY CAMPUS BUS





## BUS REPLACEMENT DES# 1601815

Replacement of nine 40-foot low floor diesel buses with new 35-foot low floor diesel buses in FY 2018 and replacement two buses per year in FY 2019-2021.

*Note: This project is illustrative in nature until such time as a Federal grant is awarded.*

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
N/A	2018	5339	\$4,200,000	\$1,050,000	\$5,250,000
N/A	2019	5339	\$873,600	\$218,400	\$1,092,000
N/A	2020	5339	\$908,544	\$252,136	\$1,160,680
N/A	2021	5339	\$944,886	\$236,222	\$1,181,108
<b>Totals</b>			\$6,927,030	\$1,756,758	\$8,683,788

### SUMMARY OF PROGRAMMED EXPENDITURES FOR INDIANA UNIVERSITY CAMPUS BUS

	2018	2019	2020	2021	Total
<b>5339</b>	\$4,200,000	\$873,600	\$908,544	\$944,886	\$6,927,030
<b>Local</b>	\$1,050,000	\$218,400	\$252,136	\$236,222	\$1,756,758
<b>Total</b>	\$5,250,000	\$1,092,000	\$1,160,680	\$1,181,108	\$8,683,788

# PROJECT LIST FY 2018-2021

## INDIANA DEPARTMENT OF TRANSPORTATION





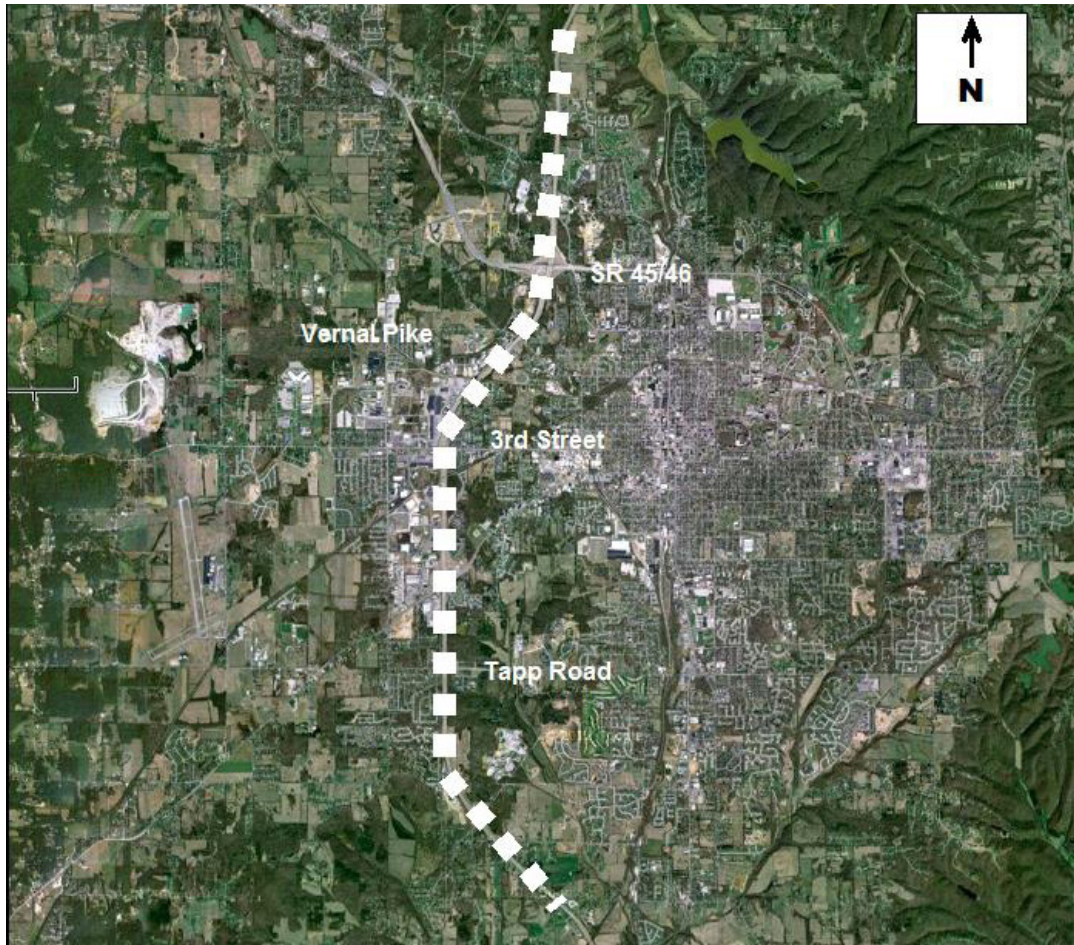
# I-69 SECTION 5 ROADWAY RECONSTRUCTION

DES# 1382776, 1297885

LETTING DATE: N/A

Conversion of State Road 37 to fully access controlled Interstate 69 from Kinser Pike to Victor Pike.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	NHPP	\$900,000	\$100,000	\$1,000,000
	2019	NHPP	\$900,000	\$100,000	\$1,000,000
Totals			\$1,800,000	\$200,000	\$2,000,000





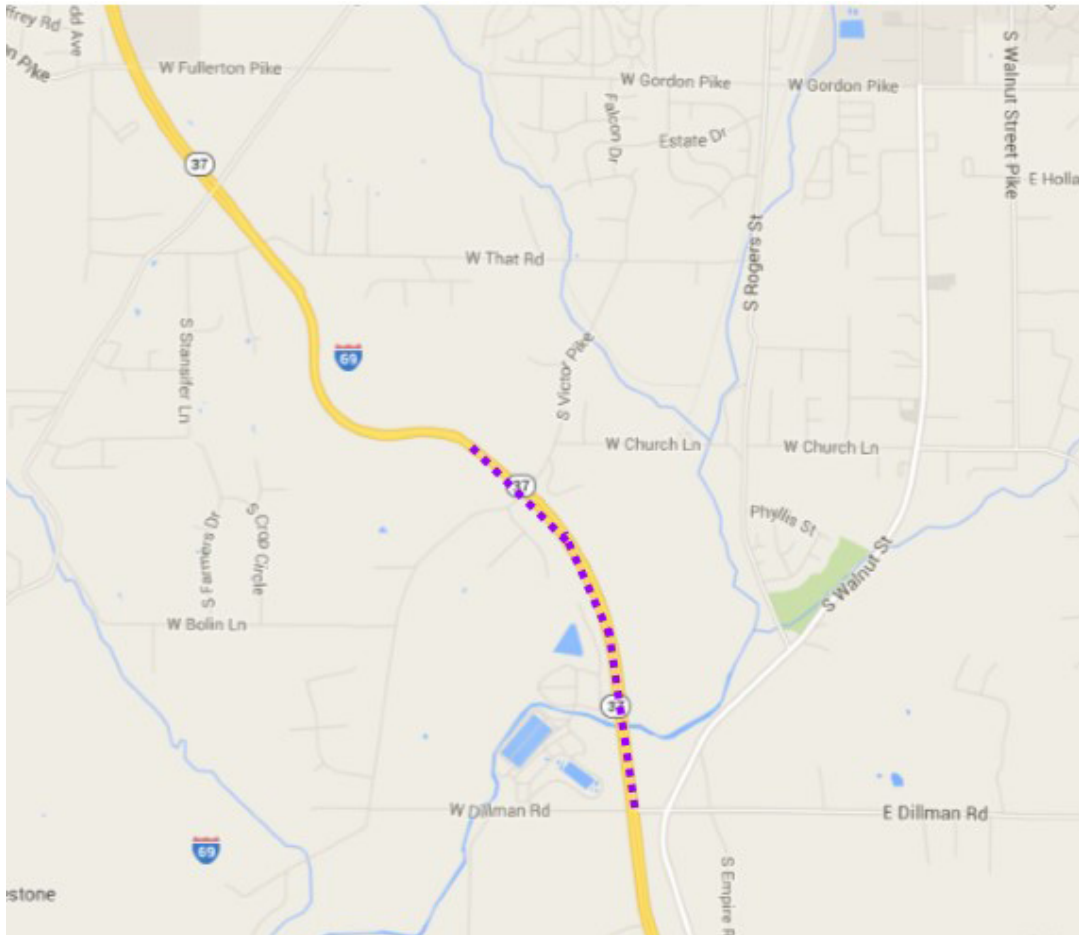
# SR 37 PAVEMENT PROJECT

## DES# 1400095

LETTING DATE: TBD

Repaving of SR37 from Dillman Rd. to I-69.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	NHPP	\$2,189,600	\$547,400	\$2,737,000
<b>Totals</b>			\$2,189,600	\$547,400	\$2,737,000



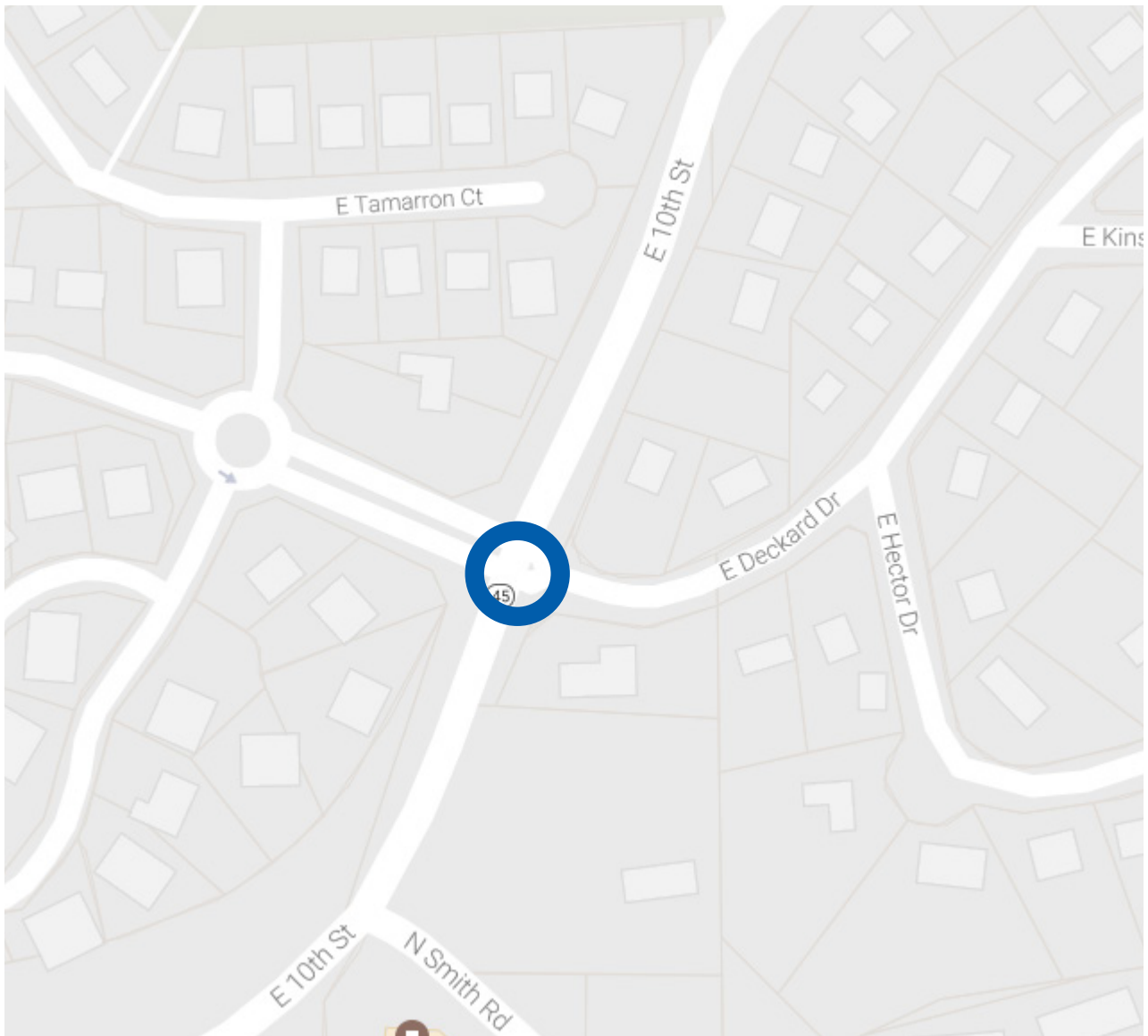
# HAWK SIGNAL AT SR 45 & TAMARRON DRIVE

DES# 1601926

LETTING DATE: TBD

Installation of Hawk Signal for pedestrian crossing at the intersection of State Road 45 and Tamarron Drive.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
RW	2018	HSIP	\$9,900	\$1,100	\$11,000
CN	2019	HSIP	\$108,000	\$12,000	\$120,000
Totals			\$117,900	\$13,100	\$131,000



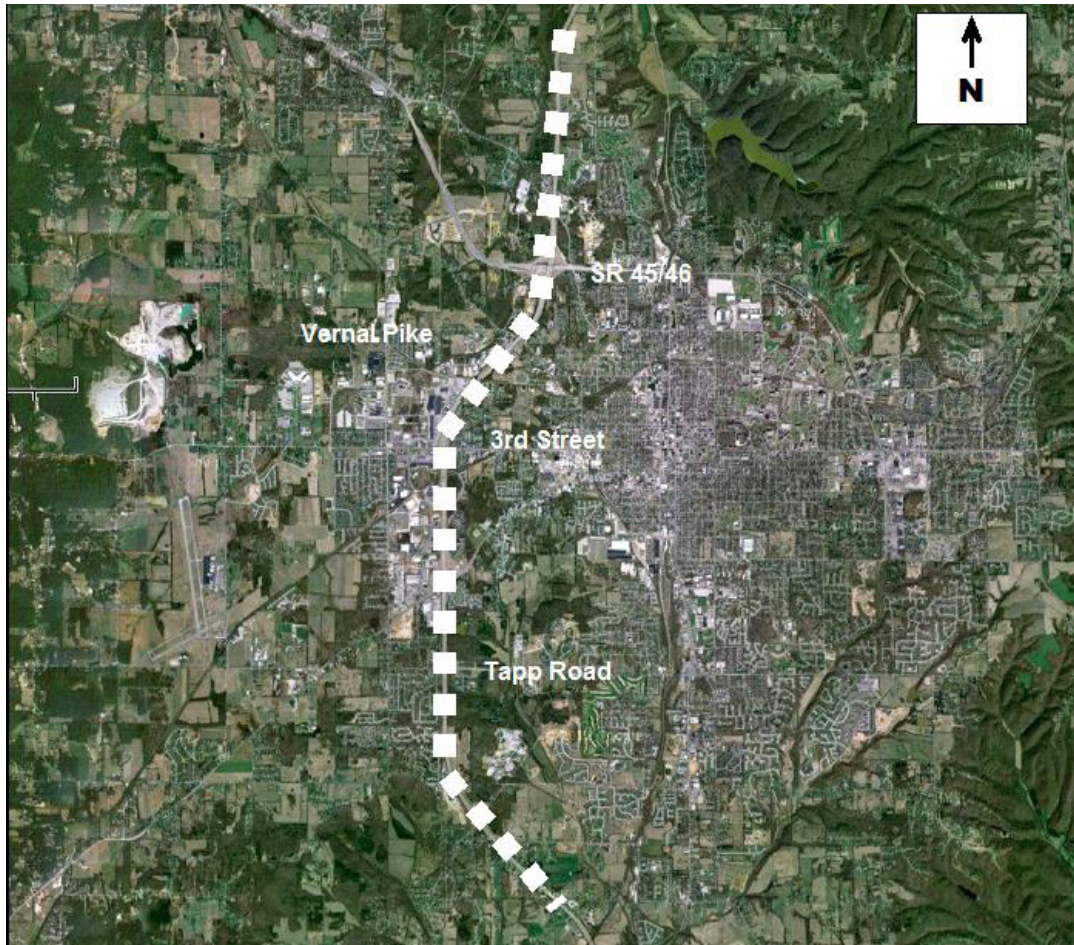
# I-69 SECTION ENVIRONMENTAL MITIGATION

DES# 1600654, 1297885

LETTING DATE: N/A

Environmental mitigation activities in conjunction with the conversion of State Road 37 to fully access controlled Interstate 69 from Kinser Pike to Victor Pike.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	NHPP	\$450,000	\$50,000	\$500,000
	2019	NHPP	\$900,000	\$100,000	\$1,000,000
	2020	NHPP	\$450,000	\$50,000	\$500,000
<b>Totals</b>			\$1,800,000	\$200,000	\$2,000,000



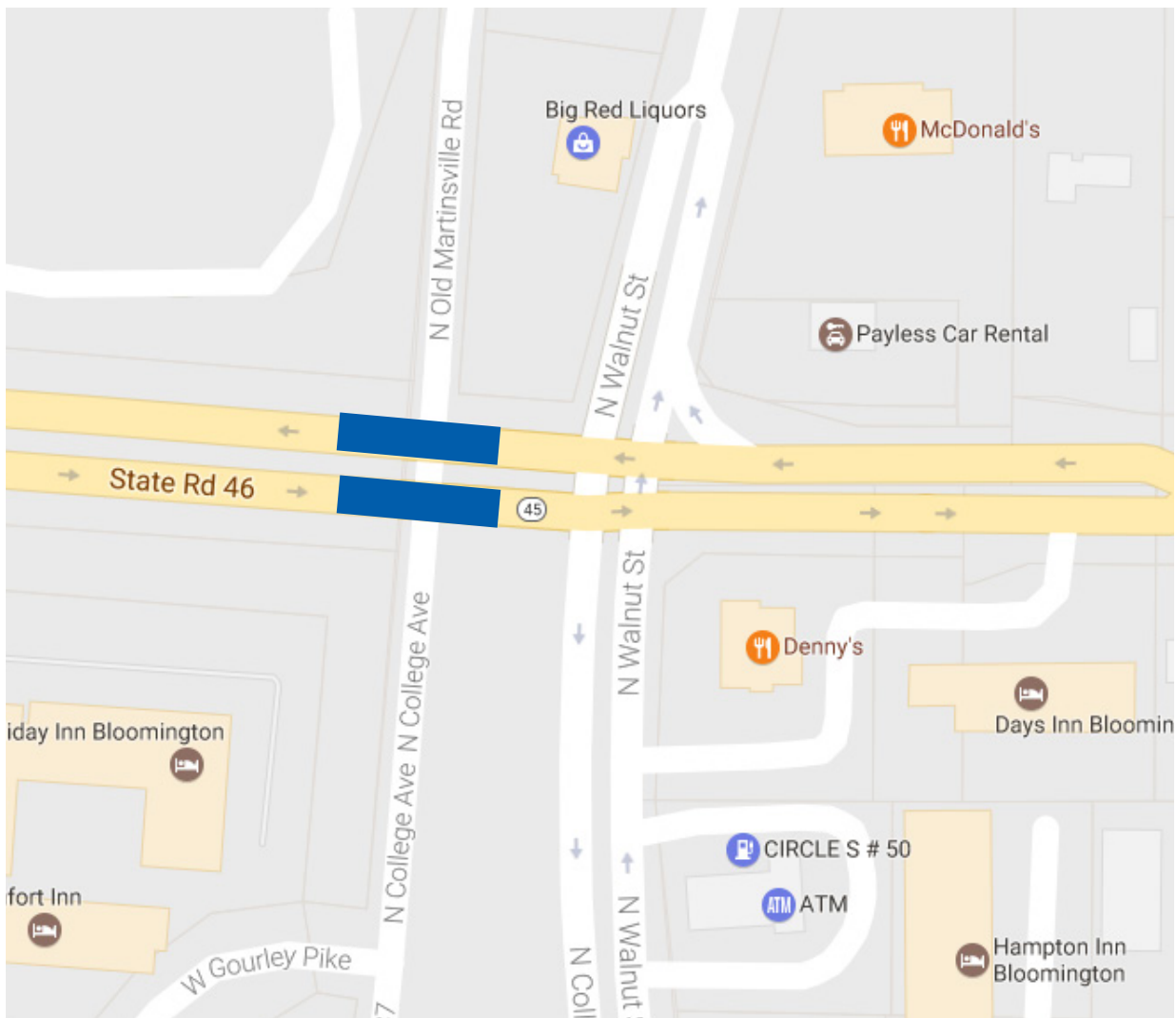
# STATE ROAD 45 BRIDGE OVER CASCADE ROAD BRIDGE DECK OVERLAY

DES# 1600100, 1600081

LETTING DATE: TBD

Pavement overlay of existing bridge deck.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2018	NHPP	\$93,200	\$23,300	\$116,500
Totals			\$93,200	\$23,300	\$116,500





# STATE ROAD 45/PETE ELLIS DRIVE AND STATE ROAD 45/46/KINSER PIKE

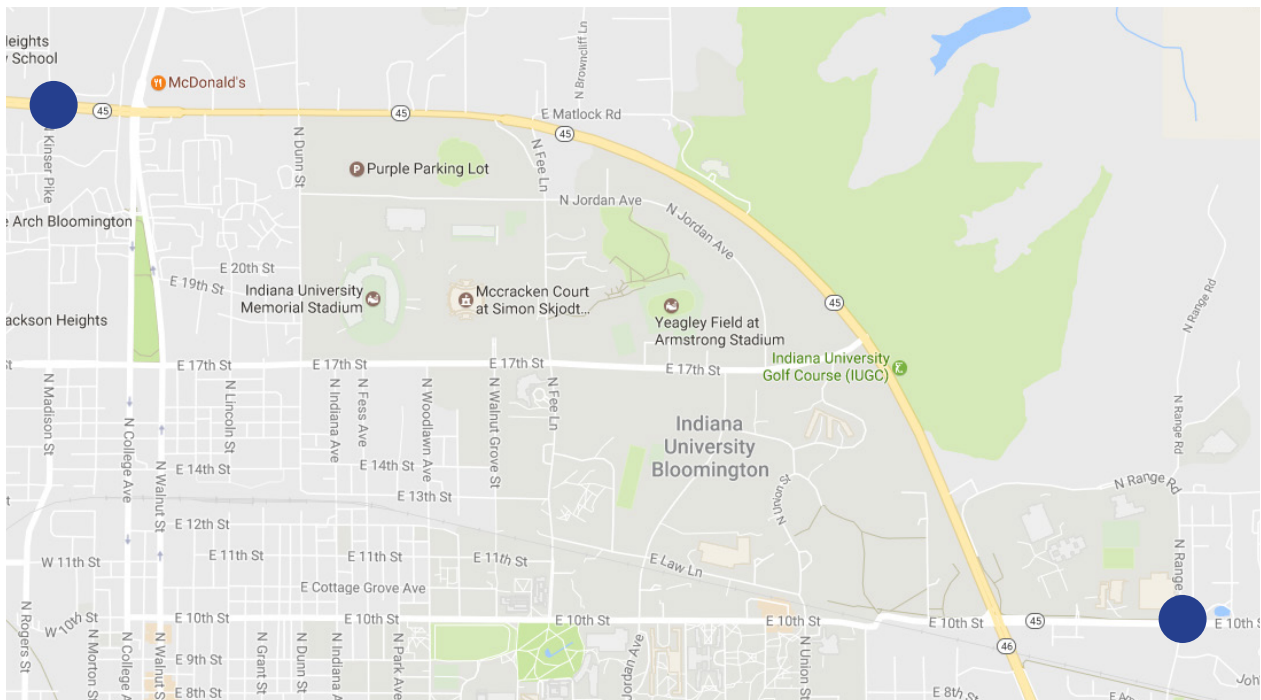
## SIGNAL UPGRADES

DES# 1700142

LETTING DATE: TBD

Traffic signal equipment upgrades.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	HSIP	\$216,000	\$24,000	\$240,000
<b>Totals</b>			\$216,000	\$24,000	\$240,000



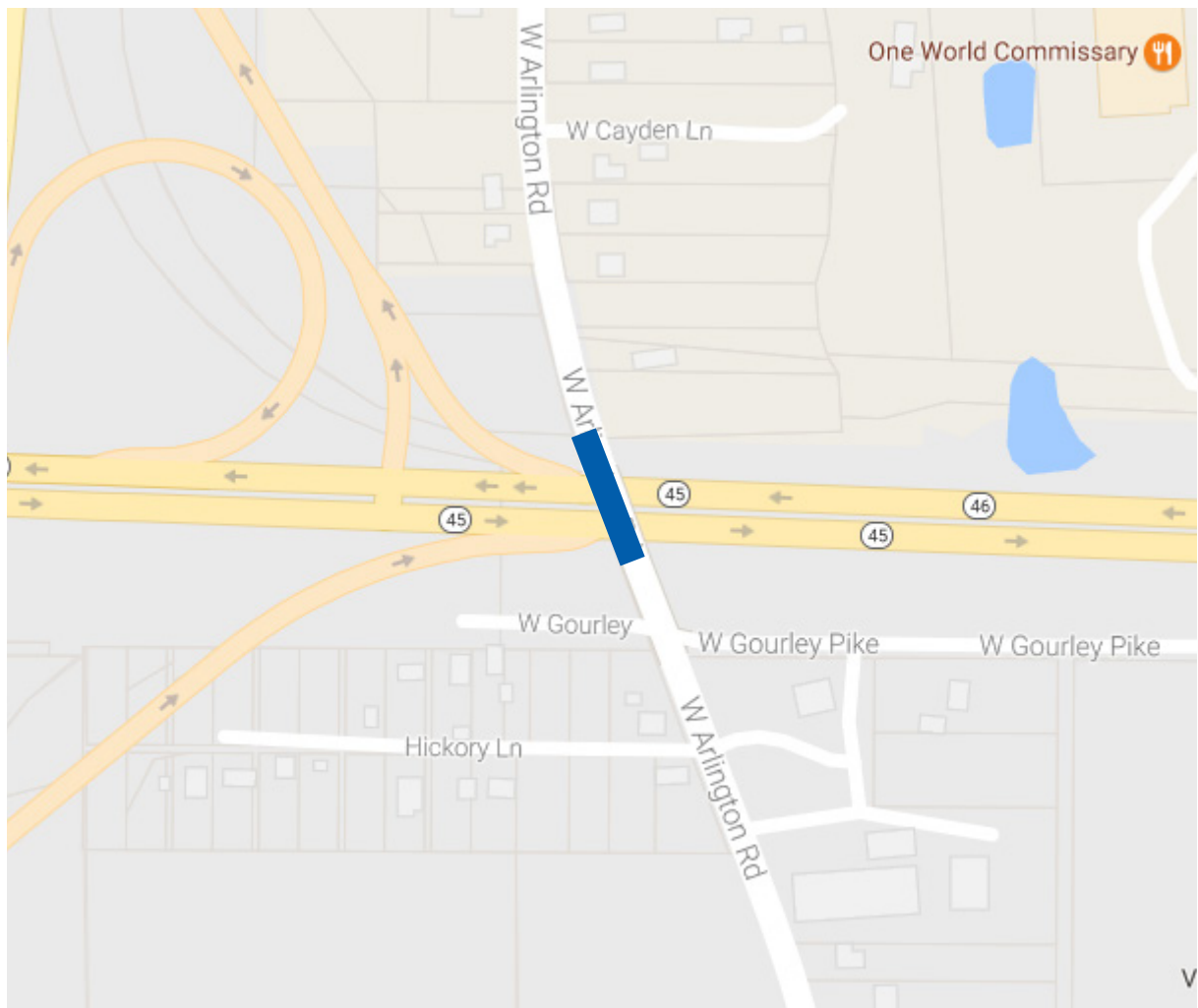
# OLD STATE ROAD 46 BRIDGE BRIDGE PAINTING

DES# 1602142

LETTING DATE: TBD

Painting of the existing Old State Road 46 (Arlington Road) bridge structure over State Road 45/46.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	NHPP	\$9,000	\$1,000	\$10,000
CN	2019	NHPP	\$4,500	\$500	\$5,000
<b>Totals</b>			\$13,500	\$1,500	\$15,000





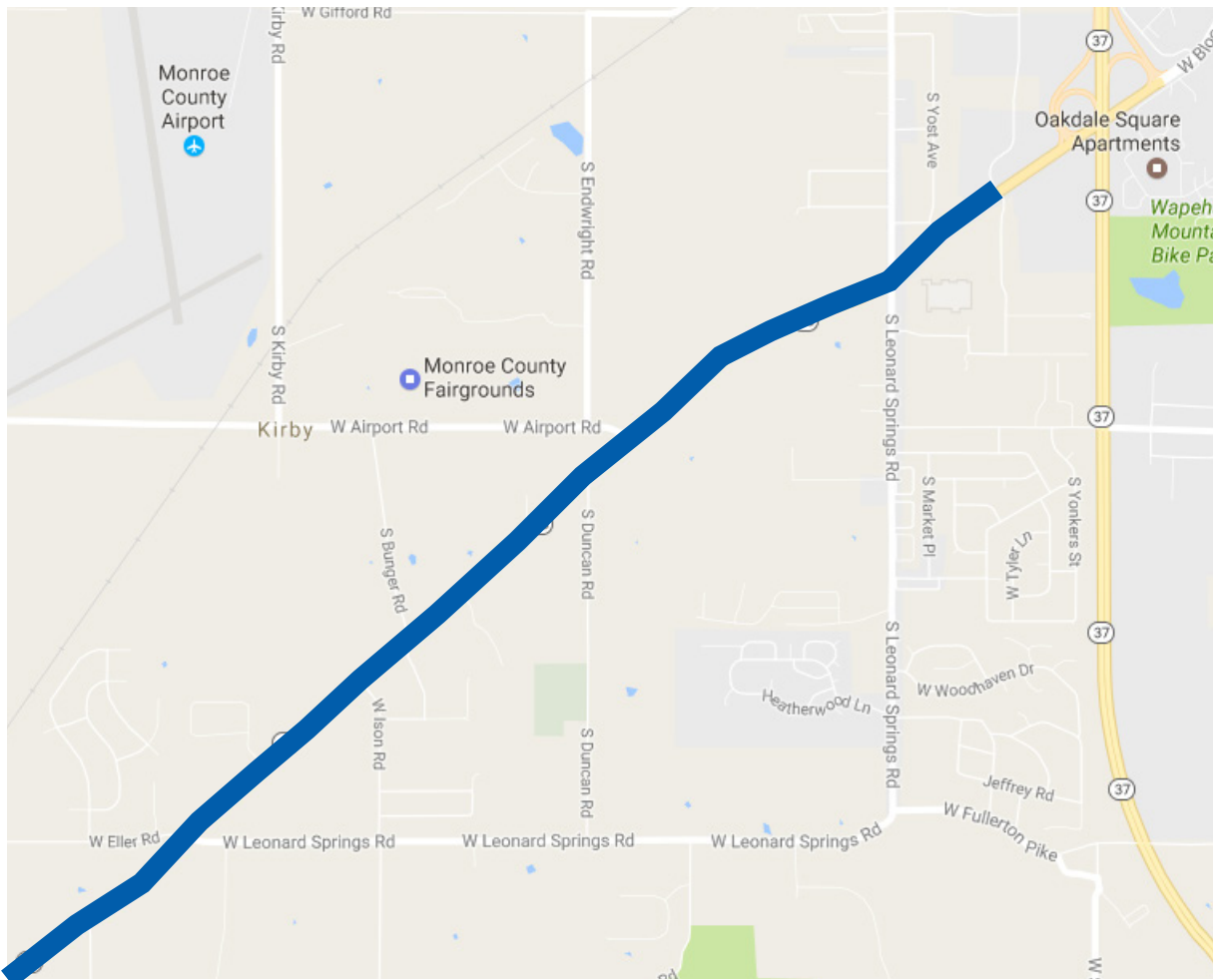
# STATE ROAD 45 PAVEMENT OVERLAY

DES# 1602142

LETTING DATE: TBD

Pavement overlay of State Road 45 from State Road 445 to the operation and maintenance limits of Interstate 69.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	NHPP	\$48,000	\$12,000	\$60,000
Totals			\$48,000	\$12,000	\$60,000



# SEYMOUR DISTRICT RAISED PAVEMENT MARKINGS

DES# 1700213

LETTING DATE: TBD

Repair and installation of raised pavement markings at various locations throughout the INDOT Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	HSIP	\$270,000	\$30,000	\$300,000
<b>Totals</b>			\$270,000	\$30,000	\$300,000

## SUMMARY OF PROGRAMMED EXPENDITURES FOR STATE PROJECTS

	2018	2019	2020	2021	Total
<b>NHPP</b>	\$1,500,200	\$7,114,100	\$450,000	\$-	\$9,064,300
<b>HSIP</b>	\$9,900	\$594,000	\$-	\$-	\$603,900
<b>State</b>	\$187,400	\$1,593,900	\$50,000	\$-	\$1,831,300
<b>Total</b>	\$1,697,500	\$9,302,000	\$500,000	\$-	\$11,499,500