



POLICY COMMITTEE

May 12, 2017

1:30 p.m. – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order
- II. Approval of Minutes:
 - a. April 7, 2017*
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- V. Reports from Staff
 - a. I-69 Update
- VI. Old Business
- VII. New Business
 - (1) FY 2016-2019 TIP Amendment*
 - (2) FY 2018 – 2021 TIP*
 - (3) Project Change Order Policy*
 - (4) MPO Committee Membership
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Policy Committee – June 9, 2017 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee – May 24, 2017 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee – May 24, 2017 at 6:30 p.m. (McCloskey Room)

Adjournment

**Public comments limited to five minutes per speaker.*

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POLICY COMMITTEE

April 7, 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: Julie Thomas, Andrew Cibor, Sarah Ryterband, Goeff McKim, Paul Satterly, Jason Eakin, Jim Ude, Kevin Tolloty, Jason Banach, John Hamilton, Steve Volan

Staff: Josh Desmond, Pat Martin

Others: Adrian Reid, Ernest Rollins

- I. Call to Order - Introductions were made.
- II. Approval of the Minutes
 - a. March 10, 2017- **** Sarah Ryterband moved for approval. John Hamilton seconded. Motion passed through unanimous voice vote.**
- III. Communications from the Chair
 - a. None.
- IV. Reports from Officers and/or Committees
 - a. *Citizens Advisory Committee*- Sarah Ryterband reported CAC concerns about proposed FY 2016-2019 TIP Amendments centering on INDOT's identified location of one project, and a proposed traffic signal project for the intersection of SR45 & Pete Ellis given a proposed construction of a new hospital at that specific intersection location in 2020.
 - b.
 - c. *Technical Advisory Committee*- Andrew Cibor reported on a TAC recommendation of the FY2016-2018 TIP Amendments and a discussion of the FY2018-2021 TIP Proposal.
- V. Reports from the MPO Staff
 - a. *I-69 Update* – The MPO staff received an I-69 Section 5 Update at noon for inclusion in the Policy Committee meeting packet with two items of note: (1) The SR45/2nd Street bridge lane restrictions project is proceeding on schedule with a scheduled completion by mid to late July 2017, and (2) interim project construction completion dates requested by the staff on behalf of the Policy Committee. The staff received interim start dates from INDOT, but no correlated completion dates. The final paragraph of the Update additionally noted INDOT's response to recent news stories regarding the developer's financial capabilities. Julie Thomas said she would appreciate a clarification of reference to the SR45/48 project area and "semi-permanent construction impacts" will immediately occur upon completion of the Tapp Road interchange. What does semi-permanent mean? INDOT's answer was continued work on the mainline under the bridge and night closures along SR48. John Hamilton asked if the dates contained in the Update represented the interim dates requested by the Policy Committee. The response: the dates represented interim start dates. The next level of detail for the overall completion of Section 5 remains

unknown. For example, Tapp Road begins on a specific date, but when is Tapp Road open to traffic? In the absence of specific detail, the staff assumes the opening is May 2018—the same date as the overall project completion schedule. The beginning of SR48 lane closures has a beginning date. Does it have a completion date? The staff response was “none”. Construction work on SR48 will begin two weeks after the completion of the SR45/2nd Street bridge. Is this correct? The staff responded that the SR45/2nd Street project has a projected completion date of no later than July 20, 2017. SR48 construction would begin shortly after the July 20th date. John Hamilton asked the staff to request from INDOT interim project start and end dates for an accurate and complete public picture of Section 5 construction timelines. Additional Policy Committee members agreed with this request.

- b. *Annexation Issues* - Josh Desmond reported the Planning and Transportation staff held six (6) consecutive public meetings at City Hall in March 2017 with over one thousand people in attendance. Comments from each session were recorded for a public record. The council voted to adopt fiscal plans for six of the proposed areas. Area 1 was divided into three new areas in response to public scope concerns. A public hearing is scheduled for May 31, 2017, for direct public comment. The annexation ordinances are scheduled for council consideration in June 2017. The BMCMPPO contacted INDOT and FHWA regarding county federal-aid projects that may come under city jurisdiction if annexation were to become effective. INDOT and FHWA are researching answers and BMCMPPO staff will continue to pursue. Geoff McKim asked if public comments have been transcribed and will they be available on the city’s website. John Hamilton said all comments would be posted for the public. Steve Volan said he had received a transcription thereby indicating all comments are ready for posting.
- c. *MPO Organizational Study* – Josh Desmond referenced an Executive Summary of a study completed by the Indianapolis MPO in 2014 examining the impacts of having an independent MPO structure as opposed to an MPO housed within a unit of government. The staff will distribute a copy of the entire 300-plus page report to the committee after today’s meeting. Geoff McKim asked Josh to provide a copy of a hosting agreement for the BMCMPPO organization. Sarah Ryderband asked of the MPO paid interest to the city of Bloomington for operational “float” costs. Josh responded that the city pays 100% of upfront costs and then is reimbursed 80% under the planning grant. The MPO is not involved in capital project pass-through costs since those are the responsibility of the LPAs.

VI. Old Business – None.

VII. New Business

- a. *FY 2016 - 2018 TIP Amendments* – Three TIP amendments were presented for consideration: SR45 Bridge Painting over Arlington Road (DES# 1602142), SR45 HMA Overlay (DES#1700055), and SR45 & Pete Ellis and SR45/46 & Kinser Pike Signal Upgrades (DES#1700142). Jim Ude said the SR45 & Pete Ellis intersection may be removed from INDOT’s STIP dependent upon a future meeting between Indiana University and INDOT on the as-yet-undetermined future of this intersection. John Hamilton asked if all funds involved federal and state monies. The answer was yes. Was the staff recommending all three TIP amendments in light of the fact that future changes may occur at one of the locations? The answer was yes. ****A motion was made by John Hamilton to accept the TIP amendments with cost changes noted by the staff. The motion was seconded by Steve Volan. The motion passed.**
- b. *FY 2018 - 2021 TIP Proposal* – Josh Desmond presented a “fiscally constrained” proposal allocating all federal dollars expected during the specified fiscal year period. He asked for direction from the committee to determine if they were comfortable with this proposal, if it required modification, or if the identified priorities were correct. Project requests exceeded available resources to the urbanized area. Priority was given to projects already underway. Josh requested committee feedback on proposed transit funding (i.e., no funding for transit flex-fund transfers): (1) Should we maintain this approach in the future? (2) Should we redirect unused funds in a given year before they revert to INDOT recognizing that there are tradeoffs for any new projects added to the TIP for latter years? An additional issue is change order funding which,

under the currently policy, establishes a 5% set-aside for additional funding for construction projects. Funds in the change order pot must be allocated by mid-fiscal year or they revert to INDOT. Does the committee want staff to go back and find room for the 5% change order set-aside? Should this policy undergo amendment in conjunction with the current TIP proposal? Or should the change order policy stipulate that any unused funds be allocated by “X” date? Josh also reported on the Public Information meeting sponsored by the BMCMPPO staff and the priorities indicated by meeting participants. Josh Desmond also presented the BMCMPPO Self-Certification Statement that is included in every new TIP. The new Self-Certification Statement references the FAST-Act in current federal legislation. The only action requested today was a vote to endorse the Self-Certification Statement. ****Sarah Ryterband moved for adoption of the Self-Certification statement. Julie Thomas seconded the motion.** John Hamilton asked Josh to affirm that all citations within the Self-Certification Statement were in accordance with current federal/state provisions. Josh Desmond affirmed “yes”. **The motion passed.** Regarding the employment of transit flex funds, Sarah Ryterband expressed disappointment that such funding would not be readily available in the FY 2018-2021 TIP Proposal. Geoff McKim asked if transit capital purchases could be funded from a designated TIF District. Josh Desmond said he would research an answer to this question. Regarding the Change Order reserve policy question, Sarah Ryterband asked if the policy should be discarded. Josh Desmond recommended retention of the policy with a lower reserve and a “trigger date” for redirection of any unused funds prior to INDOT reversion. He further requested committee direction so that staff could propose a Change Order Policy reformulation for adoption with the new TIP at the May Policy Committee meeting. A reserve of 2% was recommended with a deadline of December 31st of any given year. Reserve fund assignments are currently first come, first served. Andrew Cibor recommended technical discussion to make individual LPAs responsible for all change orders thereby achieving a maximum allocation of funds. ****Sarah Ryterband moved for an elimination of the 5% reserve change order policy. The motion died for lack of a second. **Sarah Ryterband moved to eliminate the 5% set-aside from the Change Order Policy. Julie Thomas seconded the motion.** Steve Volan questioned the need for an immediate decision when the TIP Proposal would not be adopted until next month. The staff was asked and affirmed support of this motion. There were no comments from the public audience. **The motion passed.** A formal amended policy will be prepared by the staff for the next meeting. Regarding individual projects, Julie Thomas asked how the city’s proposed school zone project works with INDOT projects. Andrew Cibor responded that INDOT and the city selected the optimal location and will ensure maximum sight distance when the SR45 hawk signal is activated.

VIII. Communications from Committee Members (non-agenda items) – None.

IX. Topic Suggestions for Future Agendas – None.

X. Upcoming Meetings

Technical Advisory Committee – May 24, 2017 at 10:00 a.m. (McCloskey Room)

Citizens Advisory Committee – May 24, 2017 at 6:30 p.m. (McCloskey Room)

Policy Committee – June 9, 2017 at 1:30 p.m. (Council Chambers)

Adjournment

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



Regarding the status of I-69 Section 5 construction progress, the IFA, INDOT and I-69 Development Partners would like to provide the following information for the benefit of the Bloomington/Monroe County MPO.

There have been no significant schedule changes observed by the Project Team since the last update provided in April.

Construction continues on SR 37 through much of Bloomington and Monroe County. Work on mainline SR 37 is progressing as expected. The outside shoulders, embankments and slopes are currently under construction, which will continue through the summer of 2017. Locations near Vernal and Tapp remain the two exceptions to outside shoulder work.

Traffic shifts near the Walnut Street Bridge have been completed and work on the outside shoulders and bridge widening have commenced.

The pavement overlay in areas where the road has been widened south of Sample Road to SR 46 is expected to commence in May of 2017. The placement of hot mix asphalt (through intermediate layers, but not including the final surface) is expected to continue through late summer of 2017. At this time, there are no closures expected to facilitate the paving operations. Traffic will be shifted as necessary to open work areas.

Work on the Fullerton Pike is expected to be complete in June of 2017. Work is progressing in general conformance with the schedule, with only minor delays experienced that should not affect overall completion of the interchange or Fullerton Roadway.

Construction work at the SR 45 Bridge continues on schedule. The original 20 week schedule is expected to be met and traffic is expected to be restored to a four lane configuration in middle to late July.

During the 20 week construction schedule on the SR 45 Bridge, some minor construction is expected to take place on the SR 48 Bridge and interchange. The SR 48 work, during SR 45 closures, is expected to be minor and all traffic impact will be restricted to non-peak use hours. Full schedule construction, with semi-permanent traffic impact, is expected to occur on SR 48 and Tapp Road immediately following completion of SR 45 Bridge work, with some consideration being given to the Monroe County State Fair.

The project plans to start construction on the SR 48 interchange while negotiations between the I-69 Project Team and City of Bloomington Utilities continue. By working in areas that do not affect the utility operations we hope to avoid further delay.

Below is a list of schedule critical dates which may be useful to the Bloomington/Monroe County MPO. Although the dates are subject to change, at this time the Section 5 Project Team is unaware of any issues that may cause significant deviation.

- Fullerton Pike East of SR 37, Open to Traffic 6/13/17
- Fullerton Pike West of SR 37, Open to Traffic 6/20/17
- Tapp Road Closed to Traffic 8/5/17
- Tapp Road Open to Traffic at or near Project Completion 5/31/18
- SR 45 End of Lane Closures 7/27/17
- SR 48 Start of Lane Closures 8/5/17
- SR 48 Open to Traffic at or near Project Completion 5/31/18
- Acuff Road Access Closure 6/1/17
- Bottom Road Access Closure 6/1/17



MEMORANDUM

To: MPO Policy Committee
From: Pat Martin
Senior Transportation Planner
Date: May4, 2017
Re: FY 2016-2019 Transportation Improvement Program (TIP) Amendment

The Indiana Department of Transportation has requested one amendment to the FY 2016-2019 TIP with the addition of one new State project noted below.

SR 46 0.55 mile E of SR 45 (College Mall Road) to SR 446 (#1602147)

INDOT wishes to add this new project to the FY 2016-2019 TIP for a HMA pavement overlay along SR 46 to SR 446.

SR46 Pavement Overlay, SR45 to SR 446 [DES#1602147]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	NHPP	\$ 9,000	\$ 1,000	\$ 10,000
CN	Outlying	NHPP	\$ 526,955	\$ 58,551	\$ 585,506
Totals			\$ 535,955	\$ 59,551	\$ 595,506

Requested Action

Approve of the proposed amendment.

PPM/pm



MEMORANDUM

To: MPO Policy Committee
From: Joshua Desmond, AICP
BMCMPPO Director
Date: May 4, 2017
Re: FY 2018-2021 Transportation Improvement Program

Overview

MPO Staff has developed a proposed Fiscal Years 2018-2021 Transportation Improvement Program (TIP). The draft document is included after this memo. The current proposal is a “fiscally constrained” TIP, meaning that proposed expenditures do not exceed anticipated revenues during the four year period of the Program.

The Policy Committee discussed the current proposal at the meeting on April 7. No significant changes have been made since that time, but a few minor changes are highlighted below:

- Corrections were made to several City of Bloomington projects to ensure that proposed letting dates were accurate to the fiscal year of their funding, as well as to clarify the written project descriptions. Total Federal funding allocations for these projects were not changed.
- An INDOT project that is to be amended into the FY 2016-2019 TIP was added to the FY 2018-2021 TIP because it has funding in both FY 2018 and FY 2021. The project is a pavement overlay on State Road 46 between College Mall Road and State Road 446. This does not impact any local funding allocated in the TIP.
- Two projects for Bloomington Transit (40-foot Diesel Bus Replacement and 35-foot Diesel Hybrid Bus Replacement) were revised. As the TIP does not propose to flex STP to fund these projects, BT requested that those funds be shown as FTA 5309 in the TIP, as this is a discretionary grant program that could fund those needs in the future.

The proposed TIP is consistent with the Policy Committee’s direction to eliminate the 5% funding set-aside from the BMCMPPO Change Order Policy. That policy change will also be acted on by the Policy Committee at the May 12 meeting.

Requested Action

Staff requests approval of the proposed FY 2018-2021 Transportation Improvement Program. The CAC and TAC (two “no” votes) both recommended approval of the new TIP at their April 26 meetings.

Total Unfunded Requests in Current Proposal

■ City:	\$1,301,200
■ County:	\$1,165,659
■ Bloomington Transit:	\$3,440,000
■ Rural Transit:	\$200,000
■ TOTAL:	\$6,110,859

Available Funds by Year (after On-going Projects are Funded)

- FY 2018: \$166,491 [Sare Road Path]
- FY 2019: \$0
- FY 2020: \$1,804,684 [Sare Road Path/School Zone Enhancements]
- FY 2021: \$2,620,817 [B-Line Trail/Crosswalk Improvements/Curry-Woodyard-Smith Roundabouts]
- **TOTAL: \$4,591,992**

Transit Flex Requests by Year (BT & RT combined)

- FY 2018: \$1,730,000
- FY 2019: \$626,000
- FY 2020: \$638,000
- FY 2021: \$650,000
- **TOTAL: \$3,644,000**

Public Meeting Prioritization Activity

- Bike/Ped (33.9%)
- Transit (26.8%)
- Safety (18.1%)
- Maintenance & Operations (16.5%)
- New Roadways (4.7%)

DRAFT

MAY 2017

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2018-2021**



Adopted
TBD

Amended

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

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INTRODUCTION

The Transportation Improvement Program (TIP) is a strategic capital planning document used by the Bloomington/Monroe County Metropolitan Planning Organisation (BMCMPPO) to program funding for transportation projects. Pursuant to the most recent transportation legislation, Fixing America's Surface Transportation (FAST), the TIP must include at least four fiscal years. The TIP includes the list of priority projects to be carried out in each of the four years indicated in the document. The TIP must be consistent with the 2035 Long Range Transportation Plan, the Transit Development Plan, and other planning studies developed by the BMCMPPO and its local stakeholders.

The Transportation Improvement Program documents how the BMCMPPO distributes transportation funding available among the various needs of the region. The TIP includes a four year list of projects within the metropolitan area. Inclusion in the TIP signifies a major milestone in the development process of a project, enabling the project to receive and spend federal transportation funds.

The TIP is a capital budgeting tool that specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area. Projects come from any one of the following implementing agencies:

1. Town of Ellettsville
2. Bloomington Transit
3. Rural Transit
4. Monroe County
5. City of Bloomington
6. Indiana Department of Transportation

As the designated MPO for the Bloomington and Monroe County Metropolitan Area, BMCMPPO is responsible for developing plans and programs that provide for the development, management and operation of the transportation network. BMCMPPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville and the urbanizing area of Monroe County. A map of the urbanized area can be found online [here](#).

FUNDING THE TRANSPORTATION IMPROVEMENT PROGRAM

In order to remain fiscally constrained, the Transportation Improvement Program must balance estimated project expenditures with expected funding revenues. In addition, each particular source of funding must be used in a manner consistent with its designated purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the BMCMPPO stakeholders. The Fiscal Years used for the purposes of the TIP begin on July 1 and end on June 30. Thus, Fiscal Year 2018 begins on July 1, 2017 and Fiscal Year 2020 ends on June 30, 2021.

The tables that follow summarize the projected revenues and expenditures for fiscal years 2018 through 2021. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the scope of the BMCMPPO. Federal revenue forecasts are based on past receipts, projections from the FHWA, FTA, and INDOT, anticipated Federal spending authorization levels, and consultations with appropriate Federal and State funding agencies. Local funding forecasts are derived from a similar methodology and through extensive coordination with local agencies. Project expenditures are based on realistic cost estimates provided by the implementing agency for each project.

PROJECTED REVENUES AND EXPENDITURES FOR LOCAL PROJECTS

The table below summarizes the projected funding available, by funding source, for programming in the FY 2018-20210 TIP. This table does not include Federal revenues that may be added in the future through special Congressional earmarks, discretionary funding sources, or other grants.

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	\$2,890,369	\$8,325,747
TOTAL EXPENDITURE	\$2,750,133	\$1,813,836	\$470,684	\$-	\$155,801	\$244,924	\$2,890,369	\$8,325,747
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	\$-	\$2,130,992	\$5,880,610
TOTAL EXPENDITURE	\$2,750,133	\$373,000	\$470,684	\$-	\$155,801	\$-	\$2,130,992	\$5,880,610
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	\$-	\$1,902,003	\$6,178,820
TOTAL EXPENDITURE	\$2,750,133	\$900,199	\$470,684	\$-	\$155,801	\$-	\$1,902,003	\$6,178,820
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	\$8,835,192	\$25,705,391
TOTAL EXPENDITURE	\$11,000,532	\$3,118,803	\$1,882,736	\$-	\$623,204	\$244,924	\$8,835,192	\$25,705,391
REMAINING	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-

PROJECTED REVENUES AND EXPENDITURES FOR TRANSIT PROJECTS

STATE FY 2018									
	FTA 5307/5309	FTA 5310	FTA 5311	FTA 5316	FTA 5339	PMTF	Farebox	Local Match	Total
Total Revenue	\$5,347,393	\$119,800	\$698,949	\$106,260	\$4,200,000	\$2,811,286	\$1,907,773	\$3,599,050	\$18,790,511
Total Expenditure	\$5,347,393	\$119,800	\$698,949	\$106,260	\$4,200,000	\$2,811,286	\$1,907,773	\$3,599,050	\$18,790,511
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
STATE FY 2019									
	FTA 5307/5309	FTA 5310	FTA 5311	FTA 5317	FTA 5339	PMTF	Farebox	Local Match	Total
Total Revenue	\$7,148,495	\$124,402	\$698,949	\$-	\$873,600	\$2,861,459	\$2,054,314	\$3,662,652	\$17,423,871
Total Expenditure	\$7,148,495	\$124,402	\$698,949	\$-	\$873,600	\$2,861,459	\$2,054,314	\$3,662,652	\$17,423,871
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
STATE FY 2020									
	FTA 5307/5309	FTA 5310	FTA 5311	FTA 5317	FTA 5339	PMTF	Farebox	Local Match	Total
Total Revenue	\$4,788,308	\$129,182	\$698,949	\$-	\$908,544	\$2,912,636	\$2,205,952	\$3,131,792	\$14,775,363
Total Expenditure	\$4,788,308	\$129,182	\$-	\$-	\$908,544	\$2,912,636	\$2,205,952	\$3,131,792	\$14,076,414
Remaining	\$-	\$-	\$698,949	\$-	\$-	\$-	\$-	\$-	\$698,949
STATE FY 2021									
	FTA 5307/5309	FTA 5310	FTA 5311	FTA 5317	FTA 5339	PMTF	Farebox	Local Match	Total
Total Revenue	\$5,531,382	\$134,771	\$698,949	\$-	\$944,886	\$2,964,836	\$2,362,834	\$3,327,990	\$15,965,648
Total Expenditure	\$5,531,382	\$134,771	\$698,949	\$-	\$944,886	\$2,964,836	\$2,362,834	\$3,327,990	\$15,965,648
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-

PROJECTED REVENUES AND EXPENDITURES FOR STATE PROJECTS

STATE FY 2016				
	NHPP 2018	HSIP 2018	State Match	Total
Total Revenue	\$1,509,200	\$9,900	\$188,400	\$1,707,500
Total Expenditure	\$1,509,200	\$9,900	\$188,400	\$1,707,500
Remaining	\$-	\$-	\$-	\$-
STATE FY 2017				
	NHPP 2019	HSIP 2019	State Match	Total
Total Revenue	\$4,521,055	\$594,000	\$872,451	\$5,987,506
Total Expenditure	\$4,521,055	\$594,000	\$872,451	\$5,987,506
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	\$-	\$-	\$-	\$-

PERFORMANCE MEASURES

The current transportation policy, Fixing America's Surface Transportation Act (FAST) Act, was signed into law on December 4, 2015. The FAST Act, along with its predecessor, Moving Ahead for Progress in the 21st Century Act (MAP-21), established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. States will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

National performance goals for Federal Highway programs:

1. **Safety** – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System reliability** – To improve the efficiency of the surface transportation system.
5. **Freight movement and economic vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h).

FTA has performance measures for Transit Asset Management, and final regulations are published and in effect. FHWA has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability, but only the Safety Performance Measure regulation is in effect at this time. INDOT along with the MPOs and FHWA will continue to collaborate to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) will be modified to reflect this information.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, the INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, to the maximum extent practicable, achieve the Federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets.

SAFETY

The INDOT, the MPOs, FHWA, and Indiana Criminal Justice Institute (ICJI) are actively discussing and collaborating on the Safety Performance Measures and Safety Performance Targets. INDOT will submit their Safety Performance Measures by August 31, 2017, and the MPOs will have until February 27, 2018 to follow INDOT's submission to either support the INDOT Safety Targets or set independent targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five specific safety performance measures are:

1. Number of fatalities;
2. Rate of fatalities;
3. Number of serious injuries;
4. Rate of serious injuries; and
5. Number of non-motorized fatalities and non-motorized serious injuries

If FHWA makes effective the rules they have published for assessing pavement and bridge condition for the National Highway Performance Program and performance of the National Highway System (NHS), freight movement on the Interstate System and Congestion Mitigation and Air Quality (CMAQ) improvement program, INDOT and the MPOs will have to establish performance targets for these measures, too.

PAVEMENT AND BRIDGE

The pavement and bridge condition performance measures are applicable to the Interstate and non-Interstate Highways that comprise the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system. There are four measures to assess pavement condition and two measures for assessing bridge condition.

Pavement Performance Measures:

1. Percentage of pavements of the Interstate System in Good condition
2. Percentage of pavements of the Interstate System in Poor condition
3. Percentage of pavements of the non-Interstate NHS in Good condition
4. Percentage of pavements of the non-interstate NHS in Poor condition

Bridge Performance Measures:

1. Percentage of NHS bridges classified as in Good condition
2. Percentage of NHS bridges classified as in Poor condition

The INDOT, the MPO and FHWA will collectively develop targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid highway program that provides financial support to improve the condition and performance of the NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS.

SYSTEM PERFORMANCE

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess system reliability and freight movement, and establish several measures for on-road mobile source emissions consistent with the Congestion Mitigation and Air Quality (CMAQ) Program. There are two measures for assessing reliability, one measure to assess freight movement, and three measures for the CMAQ program.

Reliability Performance Measures:

1. Percent of the Person-Miles Traveled on the Interstate System That Are Reliable
2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable

Freight Movement Performance Measure:

1. Truck Travel Time Reliability (TTTR) Index

CMAQ Measures:

1. Annual Hours of Peak-Hour Excessive Delay Per Capita Percent of Non-SOV Travel
2. Percent Change in Tailpipe CO2 Emissions on the NHS Compared to the Calendar Year 2017 Level
3. Total Emissions Reductions

PROJECT LIST FY 2018-2021

MONROE COUNTY



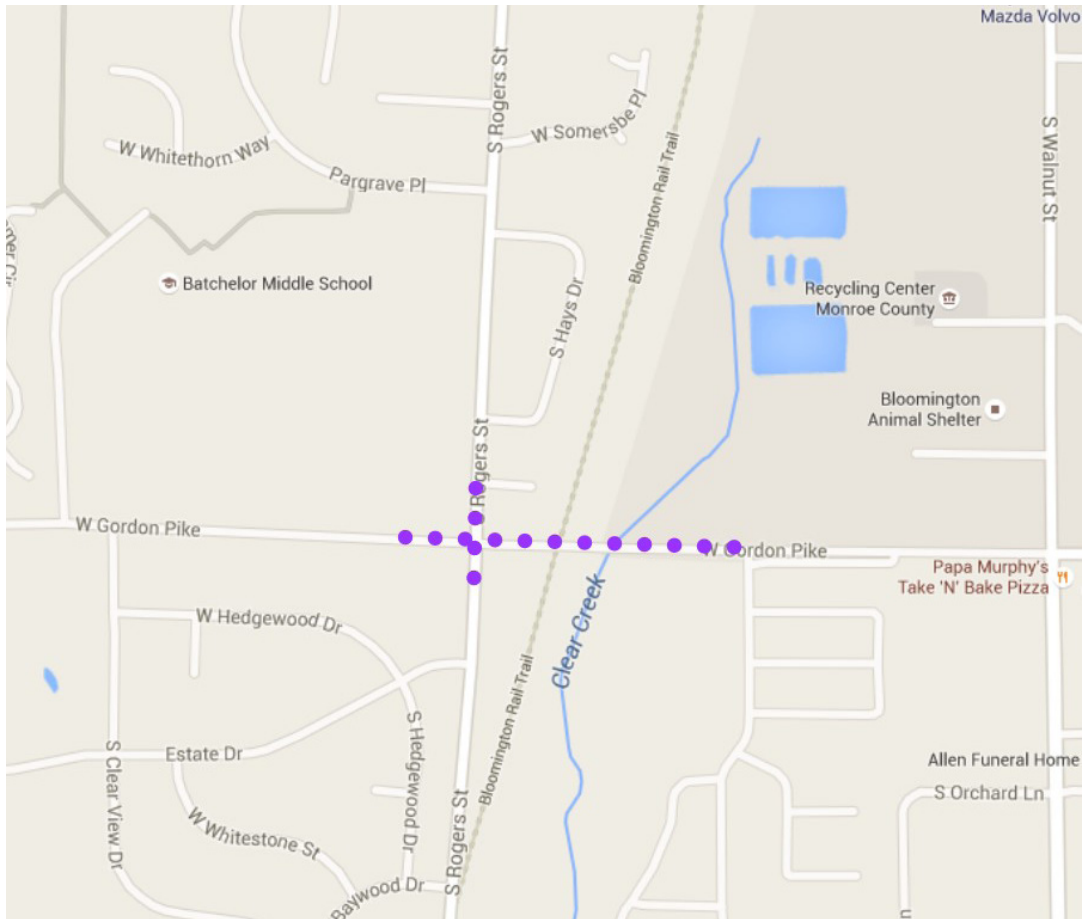
FULLERTON PIKE PHASE 2 ROADWAY

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
Totals			\$2,324,347	\$1,011,087	\$3,335,434



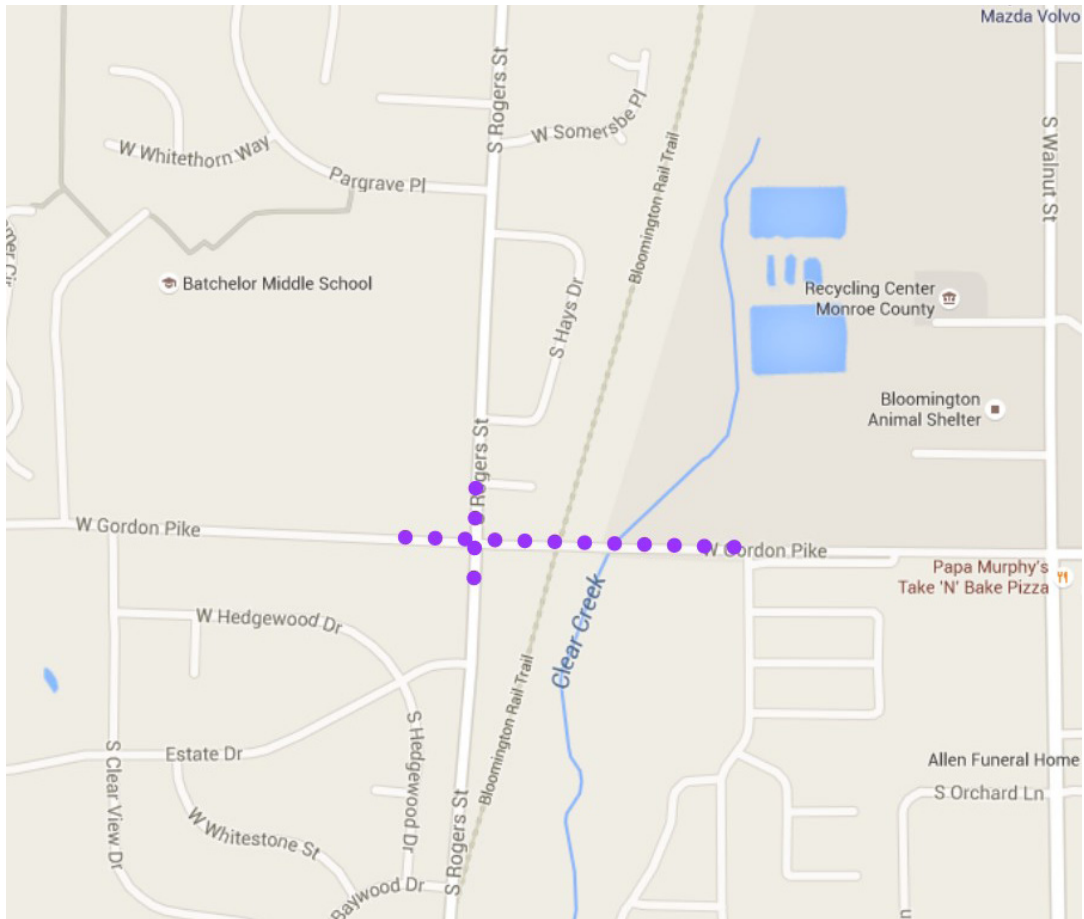
FULLERTON PIKE PHASE 2 BRIDGE

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
Totals			\$2,193,131	\$1,083,902	\$3,277,033



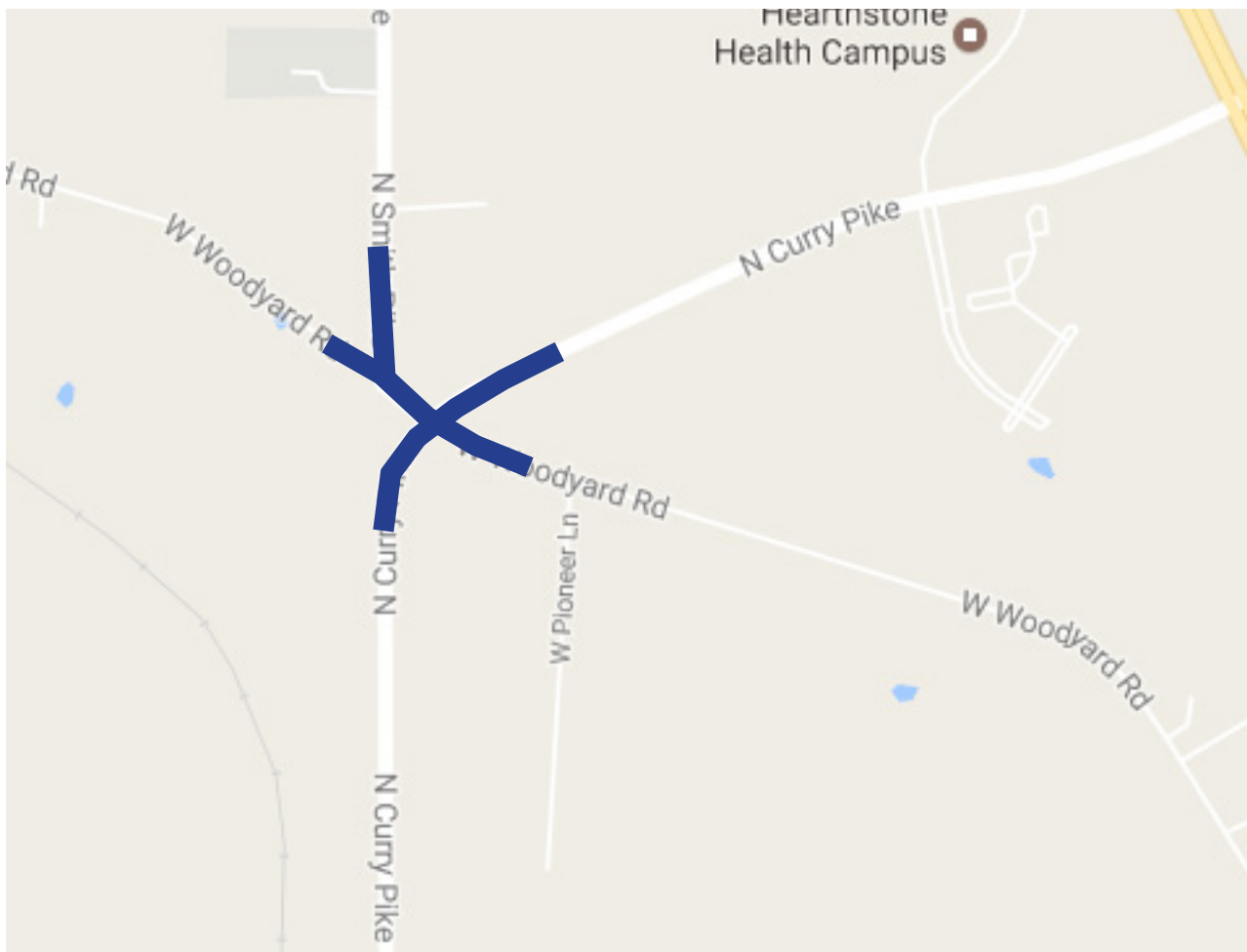
CURRY PIKE/WOODYARD ROAD/SMITH PIKE ROUNDABOUTS

DES# TBD

LETTING DATE: DECEMBER 9, 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
Totals			\$1,000,133	\$1,499,867	\$2,500,000



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
Totals			\$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
TOTAL	\$776,500	\$6,388,867	\$344,800	\$2,106,600	\$9,616,767

PROJECT LIST FY 2018-2021

CITY OF BLOOMINGTON



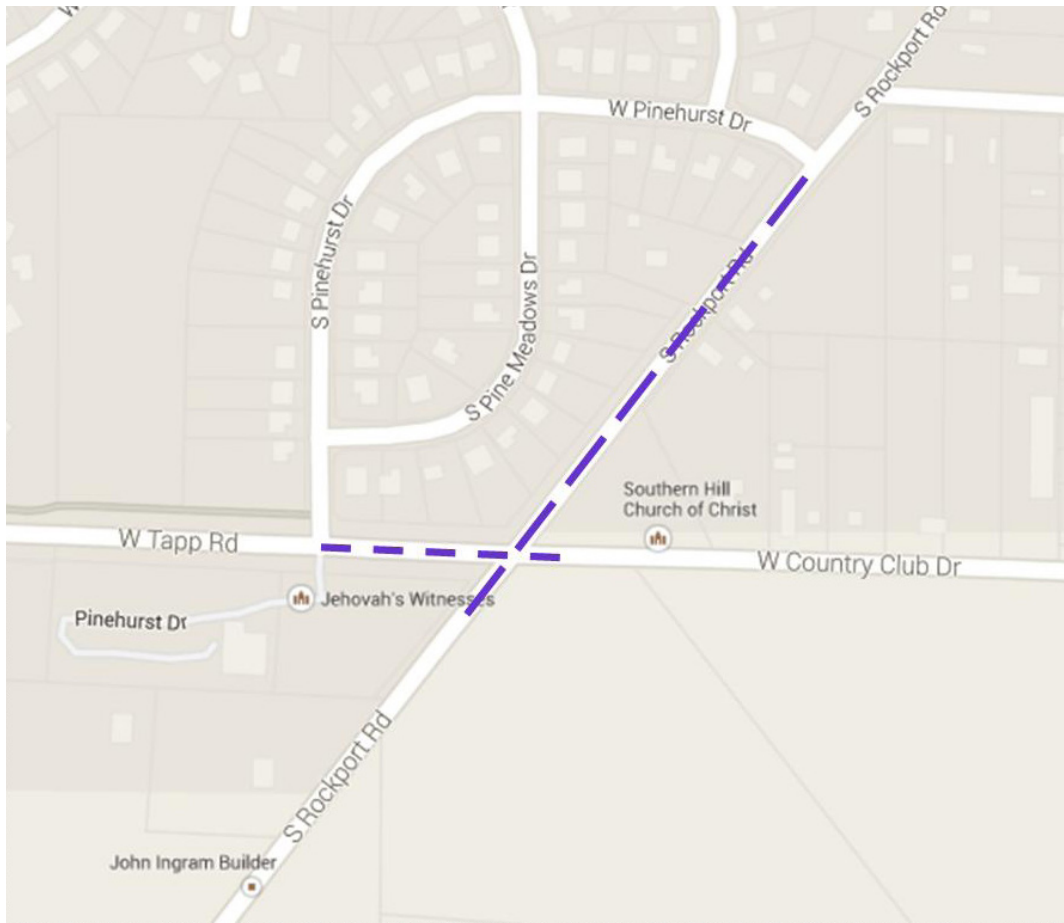
TAPP ROAD & ROCKPORT ROAD

DES# 0901730

LETTING DATE: MARCH 7, 2018

Intersection improvements to improve sight distance & geometry, add bicycle and pedestrian facilities, and install a traffic signal.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	STP	\$352,315	\$88,078	\$472,500
		-	\$-	\$32,107	
CN	2018	STP	\$2,231,327	\$557,832	\$3,150,000
		-	\$-	\$360,841	
Totals			\$2,583,642	\$1,038,858	\$3,622,500



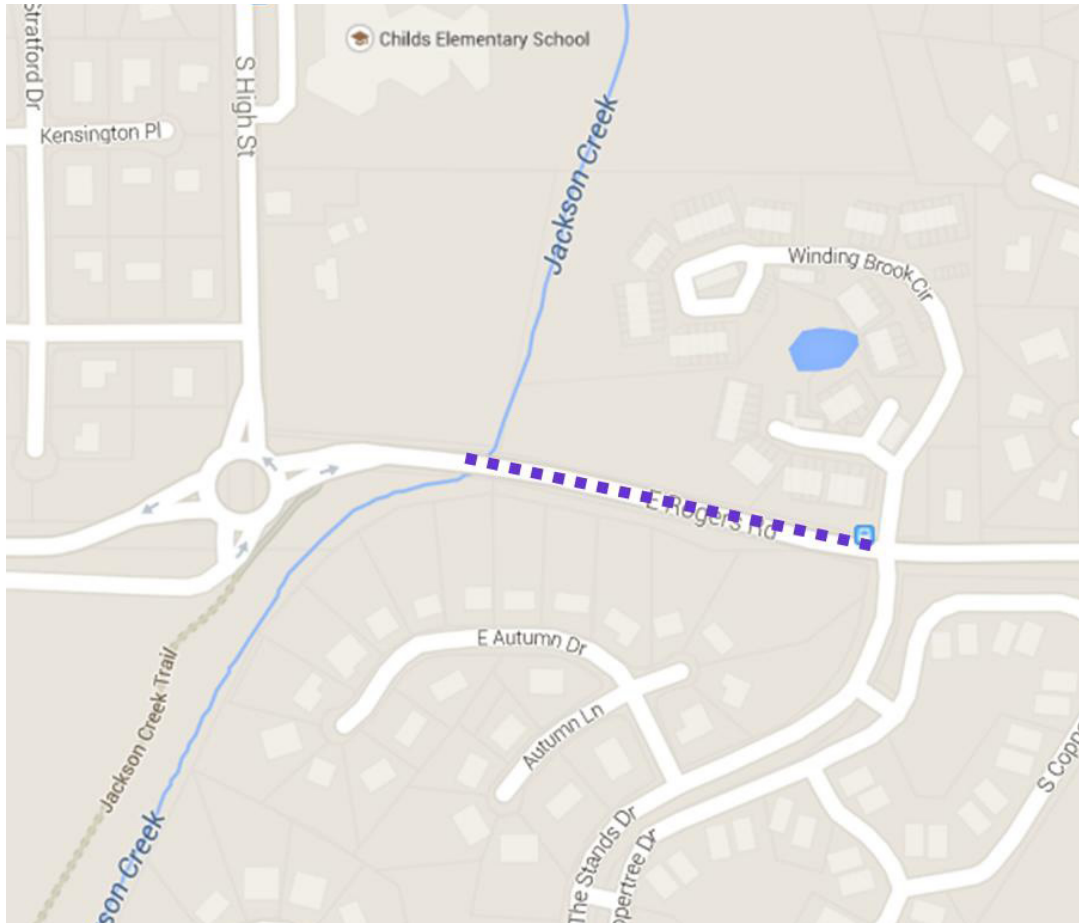
ROGERS ROAD MULTIUSE PATH

DES# 1500382

LETTING DATE: NOVEMBER 14, 2019

Multiuse path construction on East Rogers Road from approximately the Jackson Creek Bridge to The Stands Drive, potentially including associated intersection improvements.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2020	STP PYB	\$48,000	\$12,000	\$60,000
CN	2020	STP PYB	\$325,000	\$85,000	\$466,250
		-	\$-	\$56,250	
Totals			\$373,000	\$153,250	\$526,250



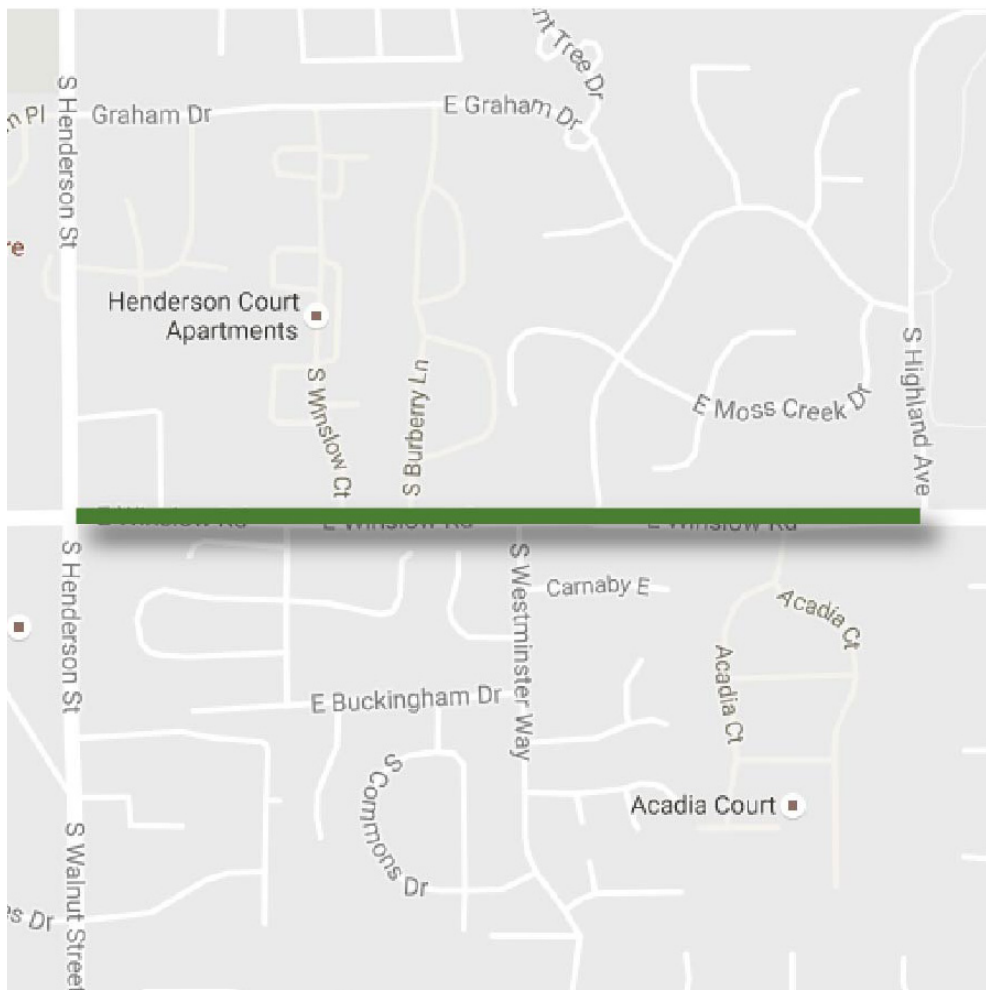
WINSLOW ROAD MULTIUSE PATH

DES# 1500383

LETTING DATE: NOVEMBER 14, 2019

Multiuse path construction on Winslow Road from approximately Henderson Street to Highland Avenue, potentially including associated intersection improvements.

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	\$125,000	\$750,000
		-	\$-	\$125,000	
Totals			\$590,000	\$422,500	\$1,012,500



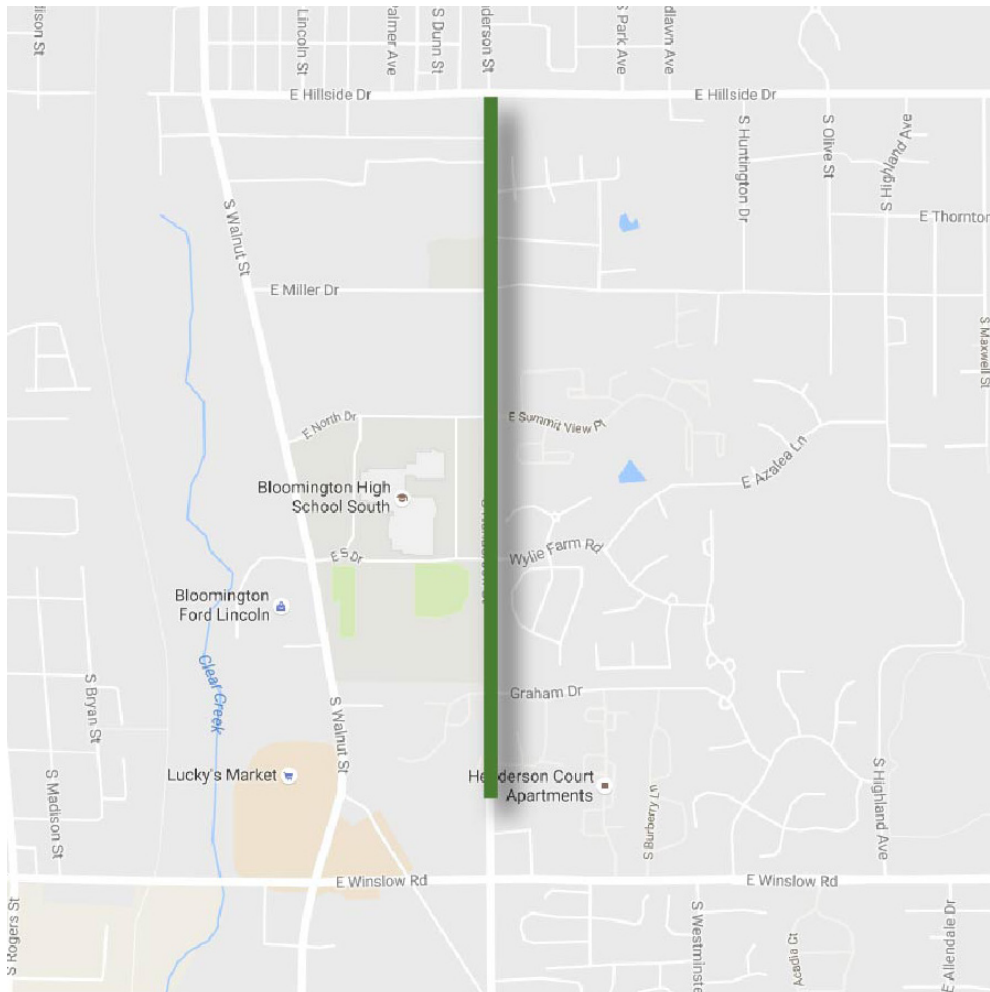
HENDERSON STREET MULTIUSE PATH

DES# 1500384

LETTING DATE: NOVEMBER 14, 2019

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	\$29,833	\$149,400
		-	\$-	\$234	
CN	2020	STP	\$706,800	\$176,700	\$996,000
		-	\$-	\$112,500	
Totals			\$826,133	\$434,267	\$1,260,400



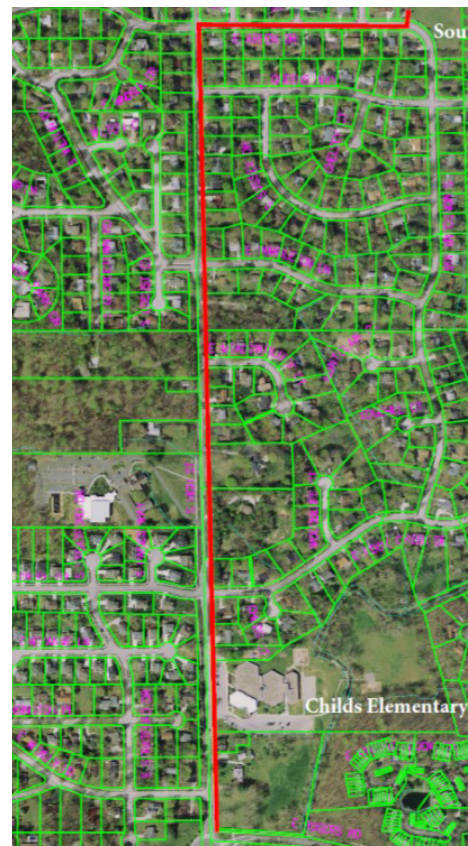
JACKSON CREEK TRAIL

DES# 1500398

LETTING DATE: NOVEMBER 11, 2020

Multiuse trail/path construction, potentially including associated intersection improvements. The northern section is approximately located on Arden Drive between the Southeast Park entrance and High Street, on High Street between Arden Drive and Rogers Road connecting to the Sherwood Oaks Park/Goat Farm at the High Street and Winslow Road roundabout. The southern section is approximately located between the existing southern terminus of Jackson Creek Trail and Rhorer Road, and on Rhorer Road between Jackson Creek and Sare Road. A short additional connection may also link to the Jackson Creek Middle School.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	TAP	\$155,801	\$44,199	\$400,000
	2019	TAP	\$155,801	\$44,199	
RW	2020	TAP	\$155,801	\$44,199	\$250,000
		-	\$-	\$50,000	
CE	2021	TAP	\$155,801	\$38,950	\$270,000
		STP PYB	\$60,199	\$15,050	
CN	2021	STP	\$600,000	\$150,000	\$1,800,000
		STP PYB	\$840,000	\$210,000	
Totals			\$2,123,403	\$596,597	\$2,720,000



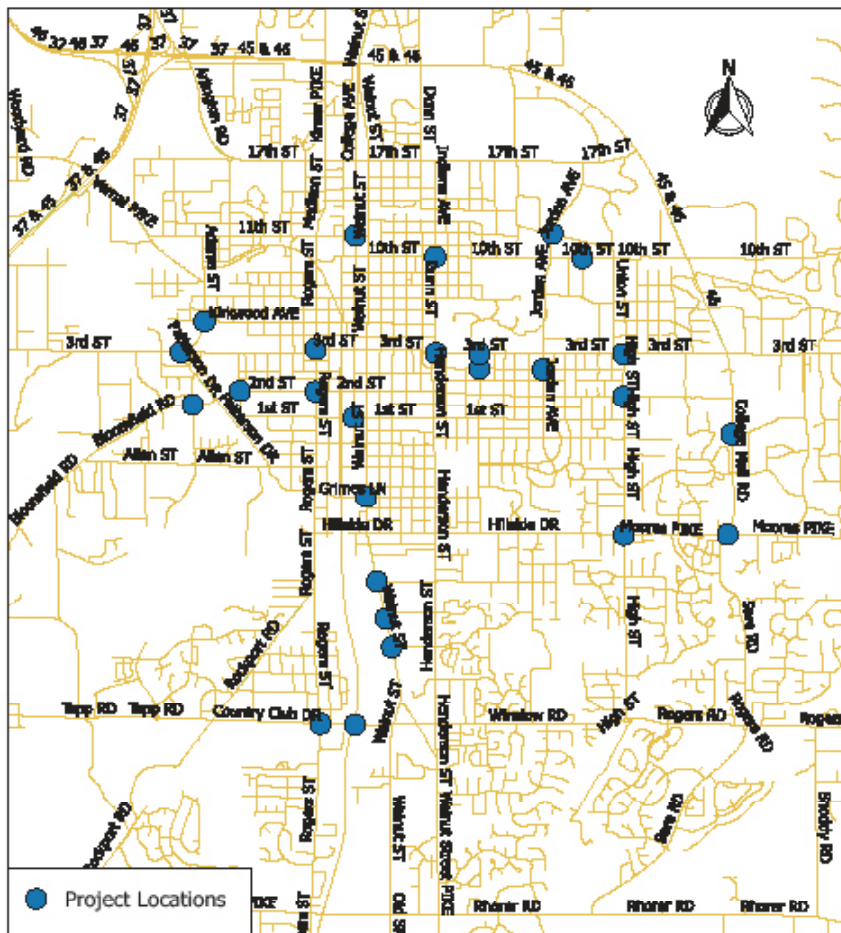
PEDESTRIAN SAFETY AND ACCESSIBILITY AT SIGNALIZED INTERSECTIONS

DES# 1600426

LETTING DATE: DECEMBER 13, 2017

Installation of pedestrian signal heads with countdown timers, accessible pedestrian push buttons, ADA ramps, and crosswalks 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	\$7,777	\$83,500
		-	\$-	\$5,723	
CN	2018	HSIP	\$400,684	\$44,520	\$484,914
		STP PYB	\$31,768	\$7,942	
Totals			\$502,452	\$65,962	\$568,414



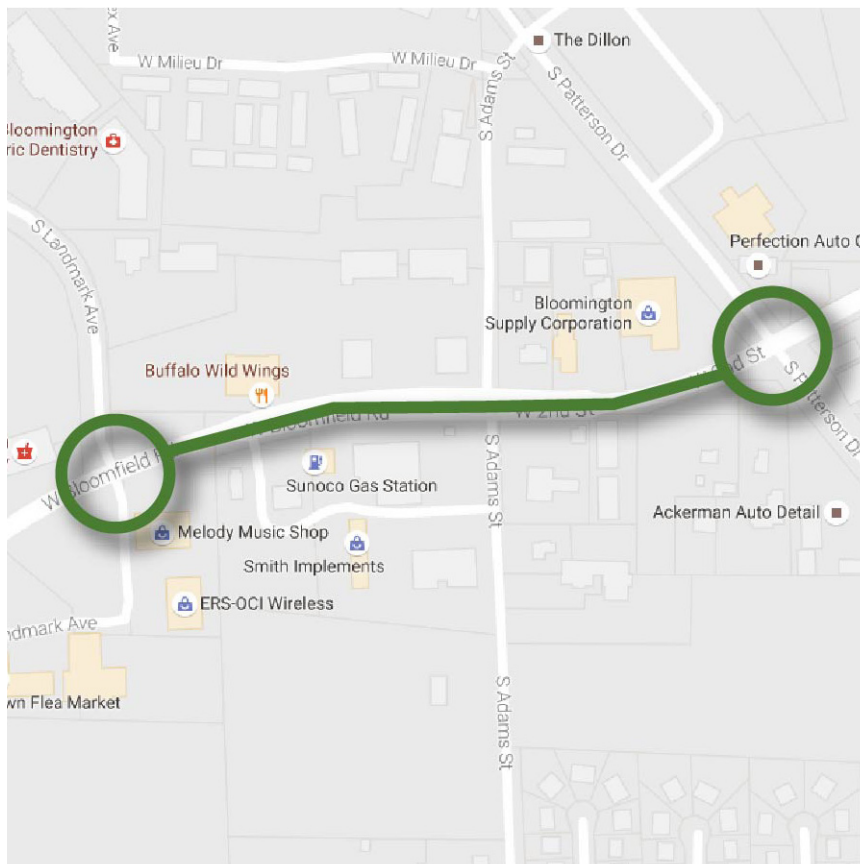
2ND STREET/BLOOMFIELD ROAD PEDESTRIAN SAFETY IMPROVEMENTS

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	\$5,123	\$143,000
		TAP PYB	\$30,000	\$7,500	
		-	\$-	\$79,886	
CN	2019	STP	\$26,000	\$6,500	\$840,000
		HSIP	\$470,684	\$52,298	
		TAP PYB	\$214,924	\$53,731	
		-	\$-	\$15,863	
Totals			\$762,099	\$300,901	\$1,063,000



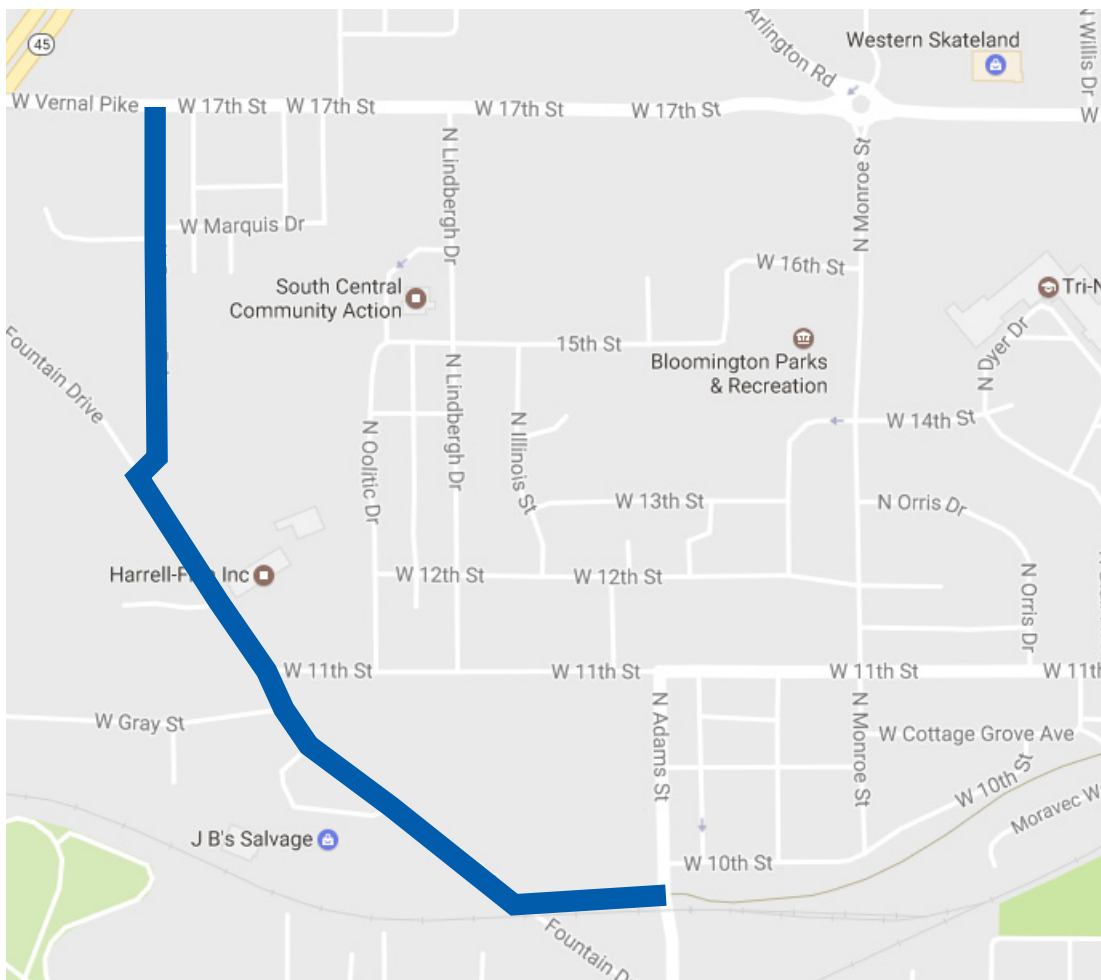
B-LINE TRAIL EXTENSION

DES# TBD

LETTING DATE: NOVEMBER 11, 2020

Project will connect the existing B-Line Trail terminus at Adams Street with the multiuse path on the 17th Street I-69 overpass. The project is expected to follow the railroad corridor from Adams Street to Fountain Drive, Fountain Drive from the railroad corridor to Crescent Road, and Crescent Road from Fountain Drive to 17th Street. Alternate routes may be pursued.

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
Totals			\$1,150,000	\$1,167,500	\$2,317,500



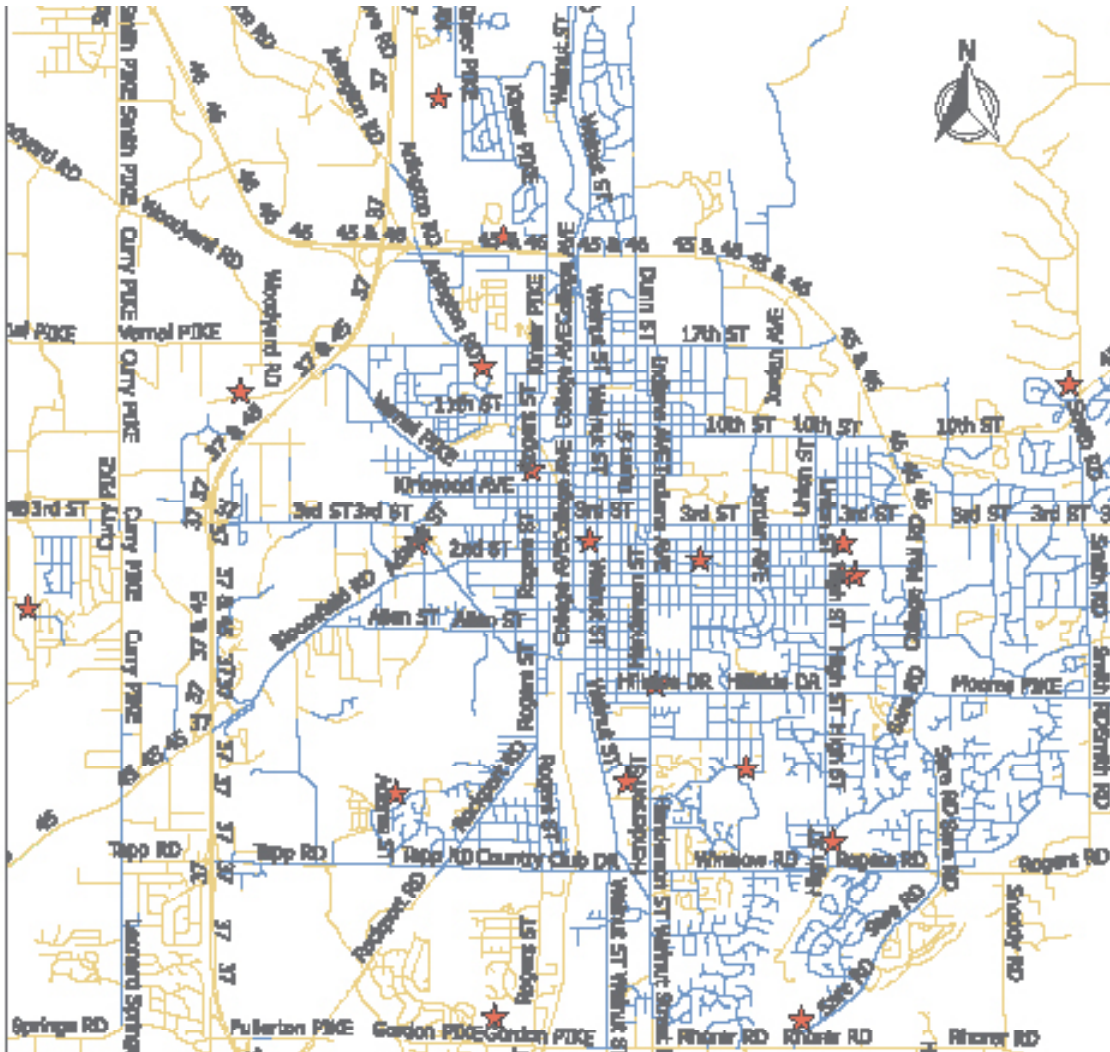
SCHOOL ZONE ENHANCEMENTS

DES# TBD

LETTING DATE: DECEMBER 11, 2019

Installation or improvement of school zones and school-related pedestrian crossings throughout the City, potentially including pedestrian crosswalks, pedestrian curb ramps, pedestrian refuge areas, and associated traffic control devices. (locations to be identified during the preliminary engineering phase).

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	-	\$-	\$100,000	\$100,000
CE	2020	HSIP	\$60,684	\$6,742	\$70,000
		-	\$-	\$2,574	
CN	2020	HSIP	\$410,000	\$90,000	\$500,000
Totals			\$470,684	\$199,316	\$670,000



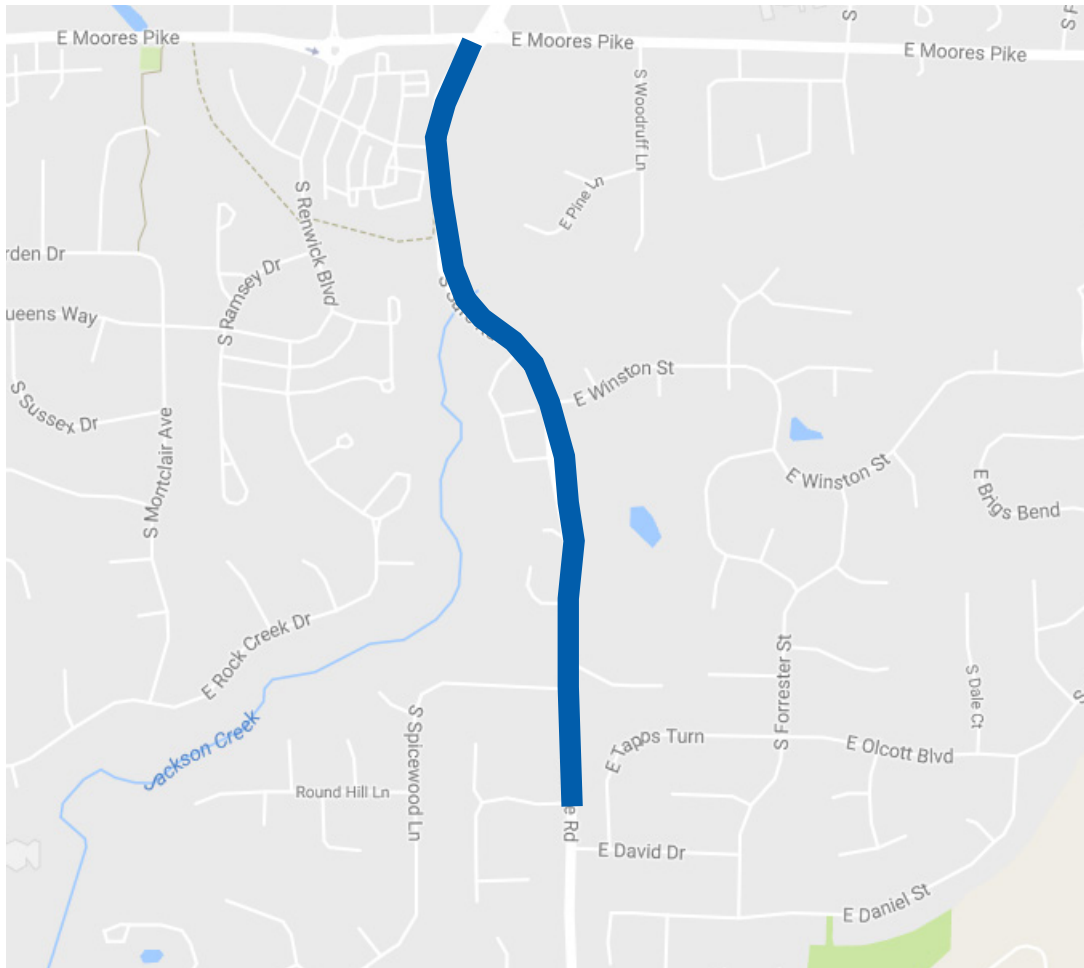
SARE ROAD MULTIUSE PATH

DES# TBD

LETTING DATE: JANUARY 15, 2020

Multiuse path construction on Sare Road from approximately Moores Pike to Buttonwood Lane with intersection enhancements along the route as needed to facilitate street crossings. The project also includes intersection improvements at the Sare Road and Moores Pike intersection.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	STP	\$166,491	\$41,622	\$250,000
		-	\$-	\$41,887	
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
Totals			\$1,500,491	\$561,009	\$2,061,500



CROSSWALK IMPROVEMENTS DES# TBD

LETTING DATE: DECEMBER 9, 2020

Installation of crosswalk improvements throughout the City, potentially including items such as pedestrian curb ramps, pedestrian refuge areas, and associated traffic control devices. (locations to be identified during the preliminary engineering phase)

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2019	-	\$-	\$100,000	\$100,000
CE	2021	HSIP	\$60,684	\$6,742	\$70,000
		-	\$-	\$2,574	
CN	2021	HSIP	\$410,000	\$45,555	\$500,000
		-	\$-	\$44,445	
Totals			\$470,684	\$199,316	\$670,000

SUMMARY OF PROGRAMMED EXPENDITURES FOR CITY OF BLOOMINGTON

	2018	2019	2020	2021	Total
STP	\$2,750,133	\$46,491	\$2,750,133	\$1,750,000	\$7,296,757
STP PYB	\$31,768	\$-	\$373,000	\$900,199	\$1,304,967
TAP	\$155,801	\$155,801	\$155,801	\$155,801	\$623,204
TAP PYB	\$-	\$244,924	\$-	\$-	\$244,924
HSIP	\$470,684	\$470,684	\$470,684	\$470,684	\$1,882,736
HSIP PYB	\$-	\$-	\$-	\$-	\$-
Total Federal	\$3,408,386	\$917,900	\$3,749,618	\$3,276,684	\$11,352,588
Total Local	\$1,412,528	\$1,024,100	\$1,902,032	\$800,816	\$5,139,476
TOTAL	\$4,820,914	\$1,942,000	\$5,651,650	\$4,077,500	\$16,492,064

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

PURCHASE PASSENGER SHELTERS

DES# 1500491, 1500492

Purchase passenger shelters in 2019 and 2021.

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

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
5307	\$151,424	\$157,481	\$163,780	\$170,331	\$643,016
Local Match	\$37,856	\$39,370	\$40,945	\$42,583	\$160,754
Totals	\$189,280	\$196,851	\$204,725	\$212,914	\$803,770

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
5310	\$100,800	\$104,832	\$109,025	\$113,386	\$428,043
Local Match	\$25,200	\$26,208	\$27,256	\$28,347	\$107,011
Totals	\$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
5307	\$28,000	\$-	\$57,600	\$60,000	\$145,600
Local Match	\$7,000	\$-	\$14,400	\$15,000	\$36,400
Totals	\$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
5307	\$200,000	\$-	\$-	\$-	\$200,000
Local Match	\$50,000	\$-	\$-	\$-	\$50,000
Totals	\$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
5309	\$1,680,000	\$2,880,000	\$2,352,000	\$3,000,000	\$5,352,000
Local Match	\$420,000	\$720,000	\$588,000	\$750,000	\$1,338,000
Totals	\$2,100,000	\$3,600,000	\$2,940,000	\$3,750,000	\$6,690,000

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
5309	\$-	\$1,200,000	\$-	\$-	\$1,200,000
Local Match	\$-	\$300,000	\$-	\$-	\$300,000
Totals	\$-	\$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
5310	\$19,000	\$19,570	\$20,157	\$21,385	\$80,112
Local Match	\$11,000	\$11,330	\$11,670	\$12,381	\$46,381
Totals	\$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
5307	\$-	\$61,760	\$-	\$-	\$61,760
Local Match	\$-	\$15,440	\$-	\$-	\$15,440
Totals	\$-	\$77,200	\$-	\$-	\$77,200

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
5307	\$24,000	\$24,960	\$25,958	\$26,997	\$101,915
Local Match	\$6,000	\$6,240	\$6,490	\$6,749	\$25,479
Totals	\$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
5307	\$40,000	\$-	\$-	\$-	\$40,000
Local Match	\$10,000	\$-	\$-	\$-	\$10,000
Totals	\$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
5307	\$-	\$640,000	\$-	\$-	\$640,000
Local Match	\$-	\$160,000	\$-	\$-	\$160,000
Totals	\$-	\$800,000	\$-	\$-	\$800,000

40 FOOT DIESEL BUS REPLACEMENT DES# 1500400, 1500401

Replacement of three 40 foot diesel buses in 2018.

Funding Source	2018	2019	2020	2021	Total
5309	\$1,120,000	\$-	\$-	\$-	\$1,120,000
Local Match	\$280,000	\$-	\$-	\$-	\$280,000
Totals	\$1,400,000	\$-	\$-	\$-	\$1,400,000

SUMMARY OF PROGRAMMED EXPENDITURES FOR BLOOMINGTON TRANSIT

	2018	2019	2020	2021	Total
5307	\$2,547,393	\$3,068,495	\$2,436,308	\$2,531,382	\$9,641,818
5309	\$2,800,000	\$4,080,000	\$2,352,000	\$3,000,000	\$5,352,000
5310	\$119,800	\$124,402	\$129,182	\$134,771	\$508,155
5316	\$106,260	\$-	\$-	\$-	\$106,260
PMTF	\$2,508,656	\$2,558,829	\$2,610,006	\$2,662,206	\$10,339,697
Fares	\$1,907,773	\$2,054,314	\$2,205,952	\$2,362,834	\$8,530,873
Local	\$2,132,513	\$3,027,715	\$2,463,119	\$2,675,231	\$10,298,578
Total	\$12,122,395	\$14,913,755	\$12,196,567	\$13,366,424	\$44,777,381

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
5311	\$698,949	\$698,949	\$698,949	\$698,949	\$2,795,796
PMTF	\$302,630	\$302,630	\$302,630	\$302,630	\$1,210,520
Local Match	\$416,537	\$416,537	\$416,537	\$416,537	\$1,666,148
Totals	\$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
5311	\$698,949	\$698,949	\$698,949	\$698,949	\$2,795,796
PMTF	\$302,630	\$302,630	\$302,630	\$302,630	\$1,210,520
Local	\$416,537	\$416,537	\$416,537	\$416,537	\$1,666,148
Total	\$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
Totals			\$6,927,030	\$1,756,758	\$8,683,788

SUMMARY OF PROGRAMMED EXPENDITURES FOR INDIANA UNIVERSITY CAMPUS BUS

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

PROJECT LIST FY 2018-2021

INDIANA DEPARTMENT OF TRANSPORTATION



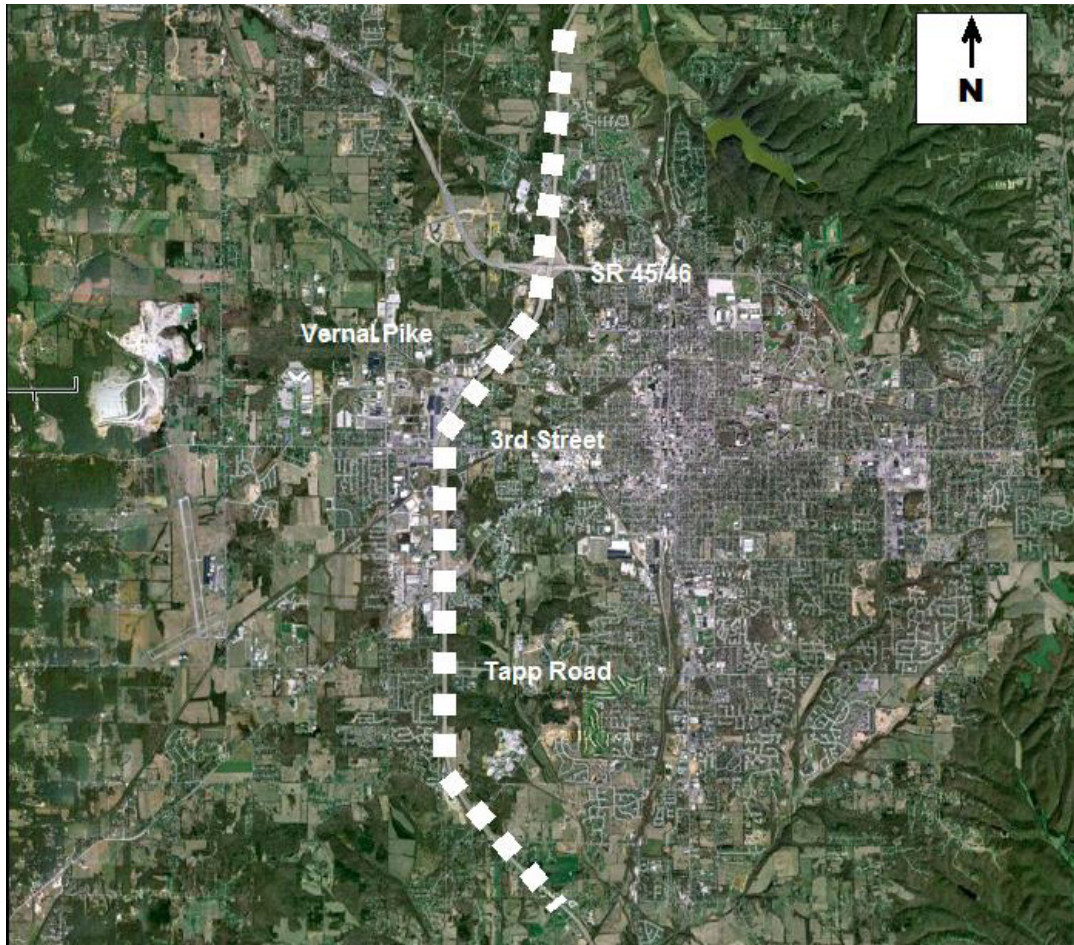
I-69 SECTION 5 ROADWAY RECONSTRUCTION

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



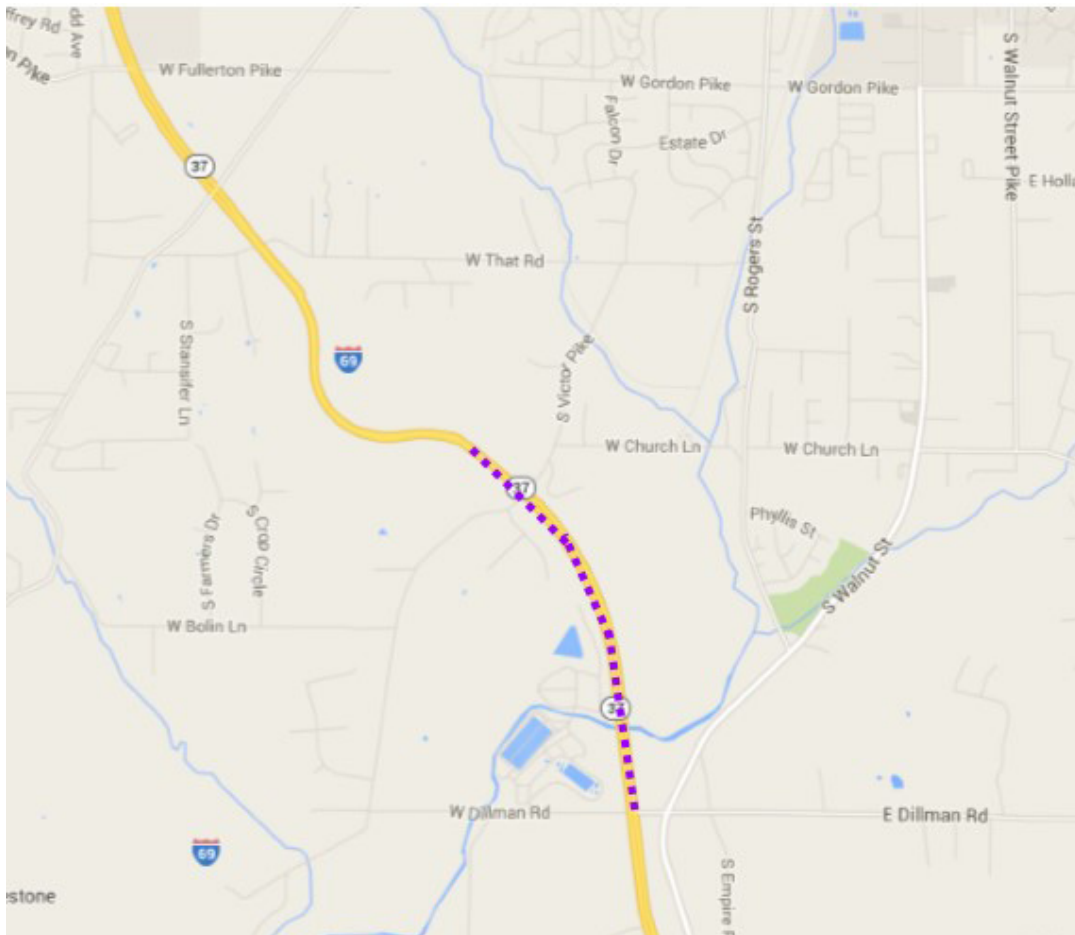
SR 37 PAVEMENT PROJECT

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
Totals			\$2,189,600	\$547,400	\$2,737,000



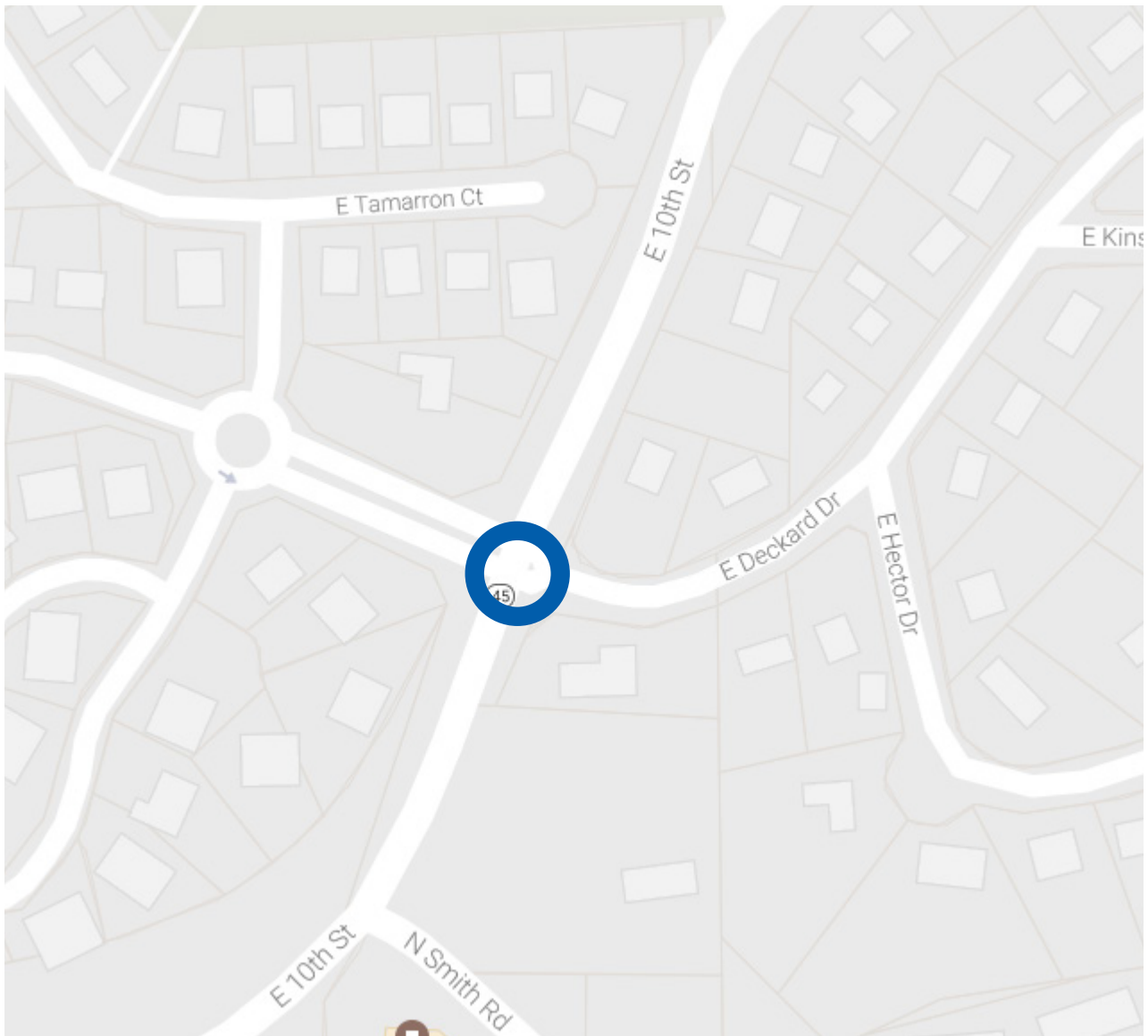
HAWK SIGNAL AT SR 45 & TAMARRON DRIVE

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



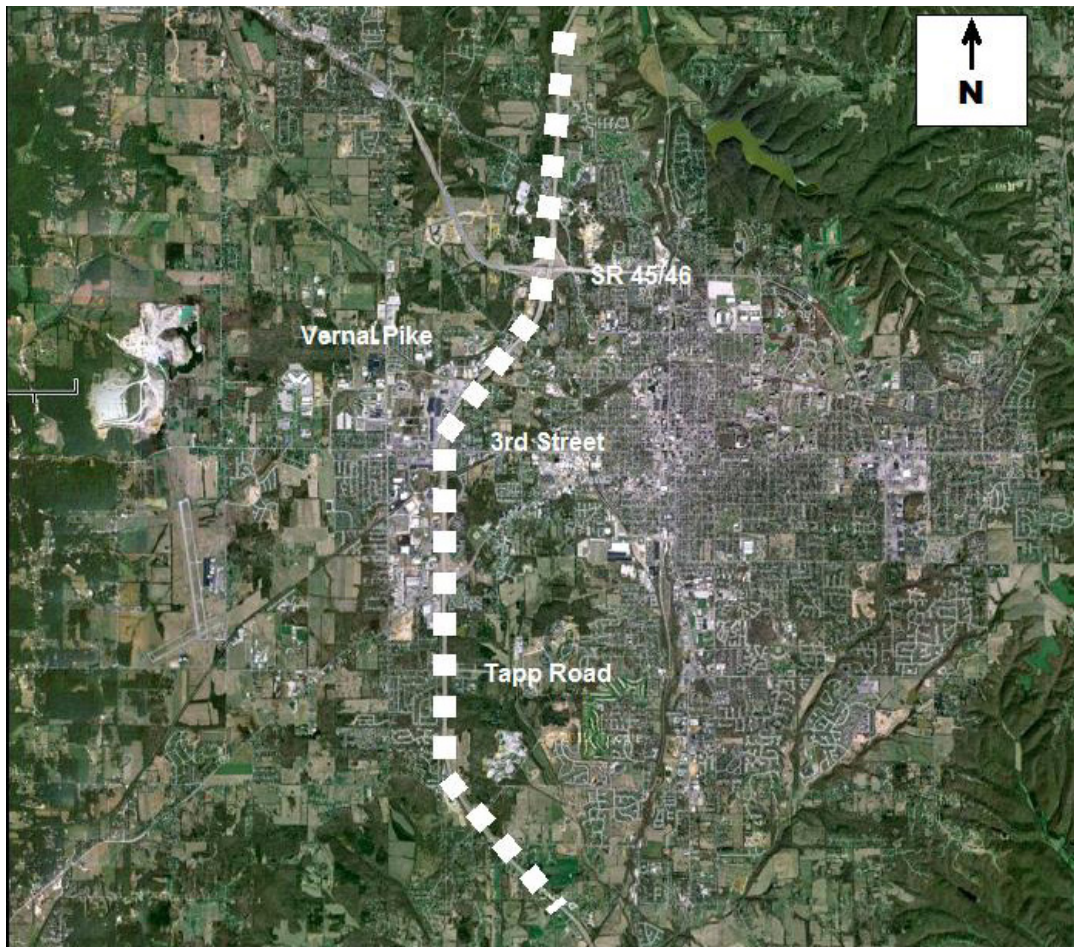
I-69 SECTION ENVIRONMENTAL MITIGATION

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
Totals			\$1,800,000	\$200,000	\$2,000,000



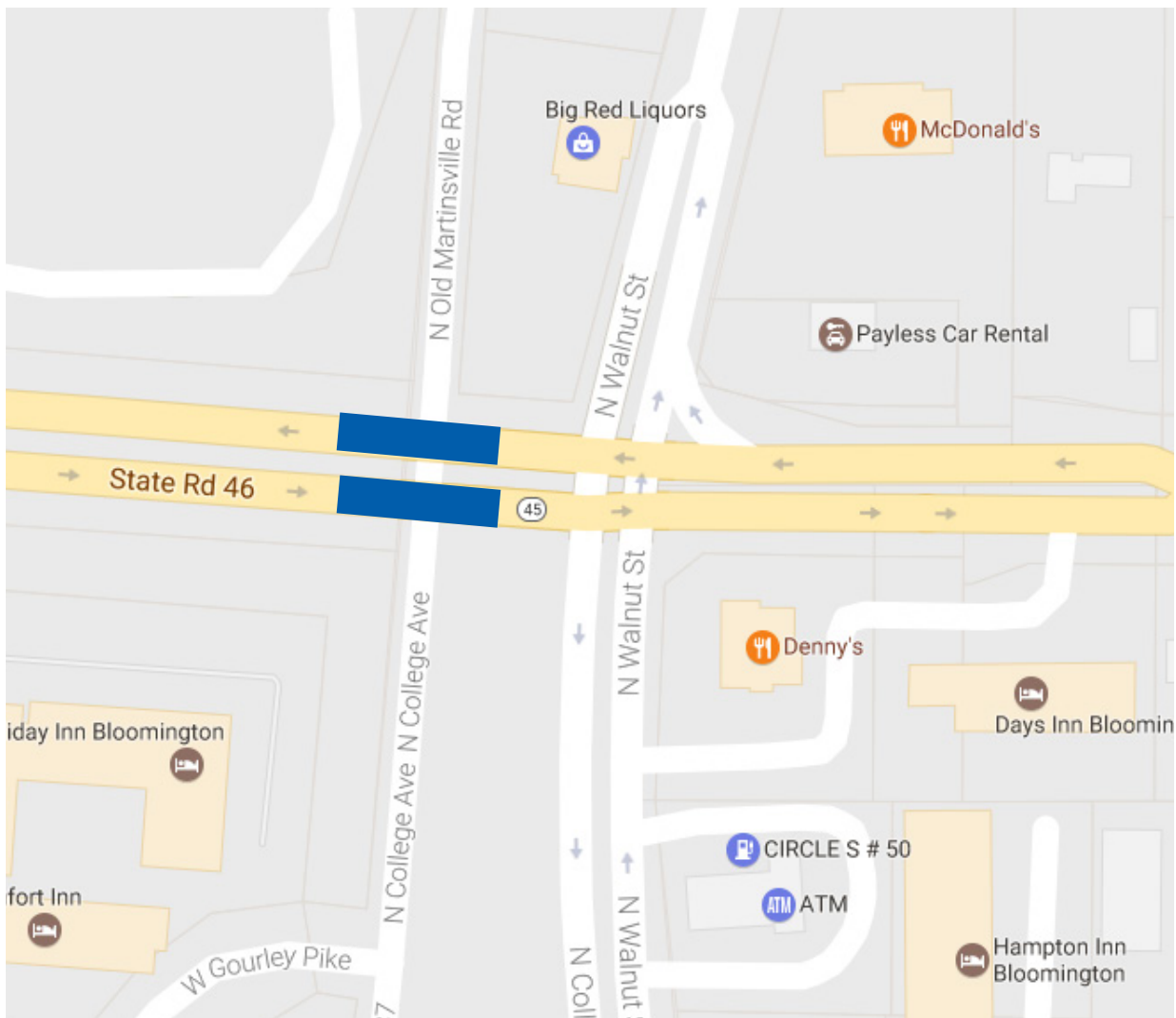
STATE ROAD 45 BRIDGE OVER CASCADE ROAD BRIDGE DECK OVERLAY

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



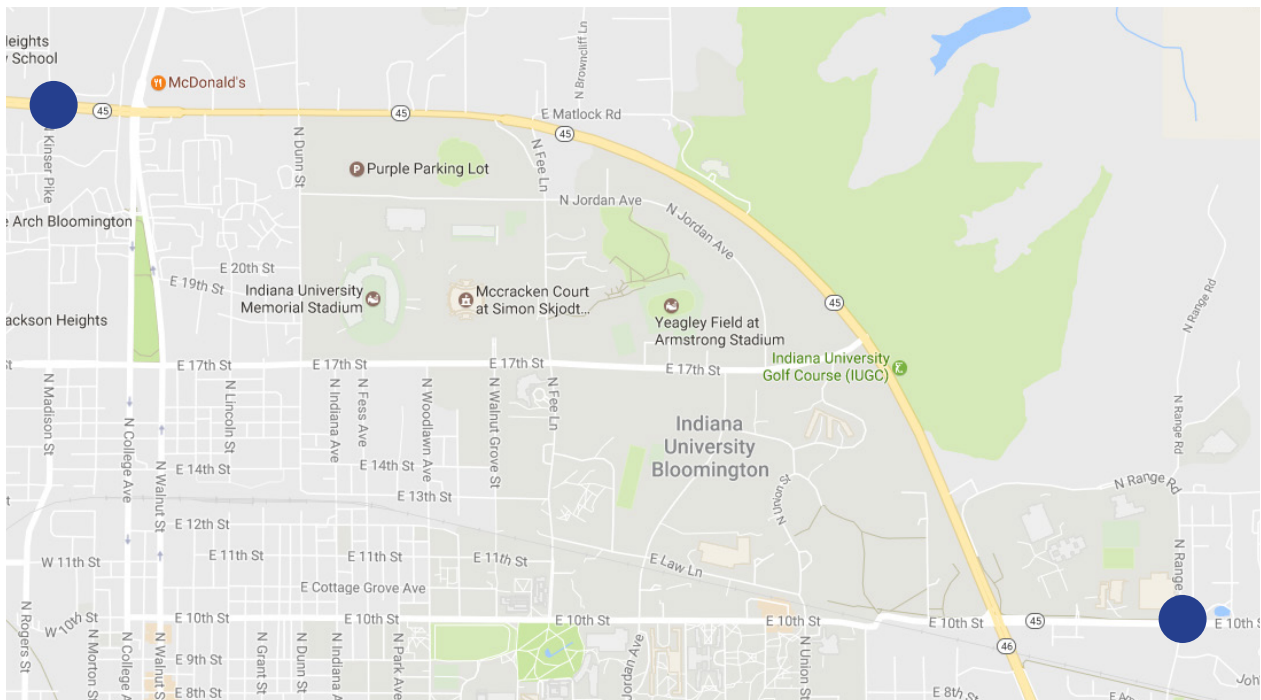
STATE ROAD 45/PETE ELLIS DRIVE AND STATE ROAD 45/46/KINSER PIKE SIGNAL UPGRADES

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
Totals			\$216,000	\$24,000	\$240,000



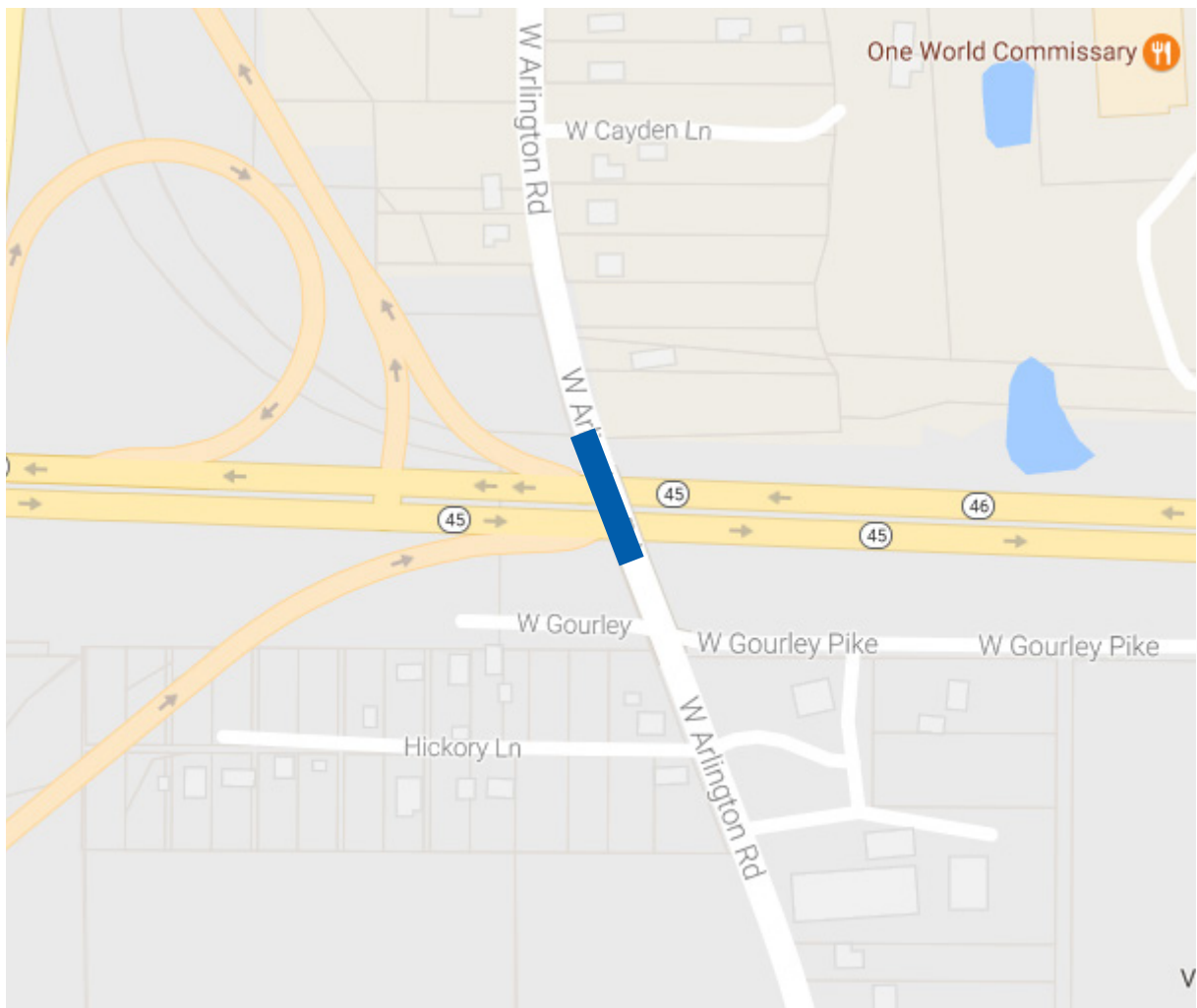
OLD STATE ROAD 46 BRIDGE BRIDGE PAINTING

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
Totals			\$13,500	\$1,500	\$15,000



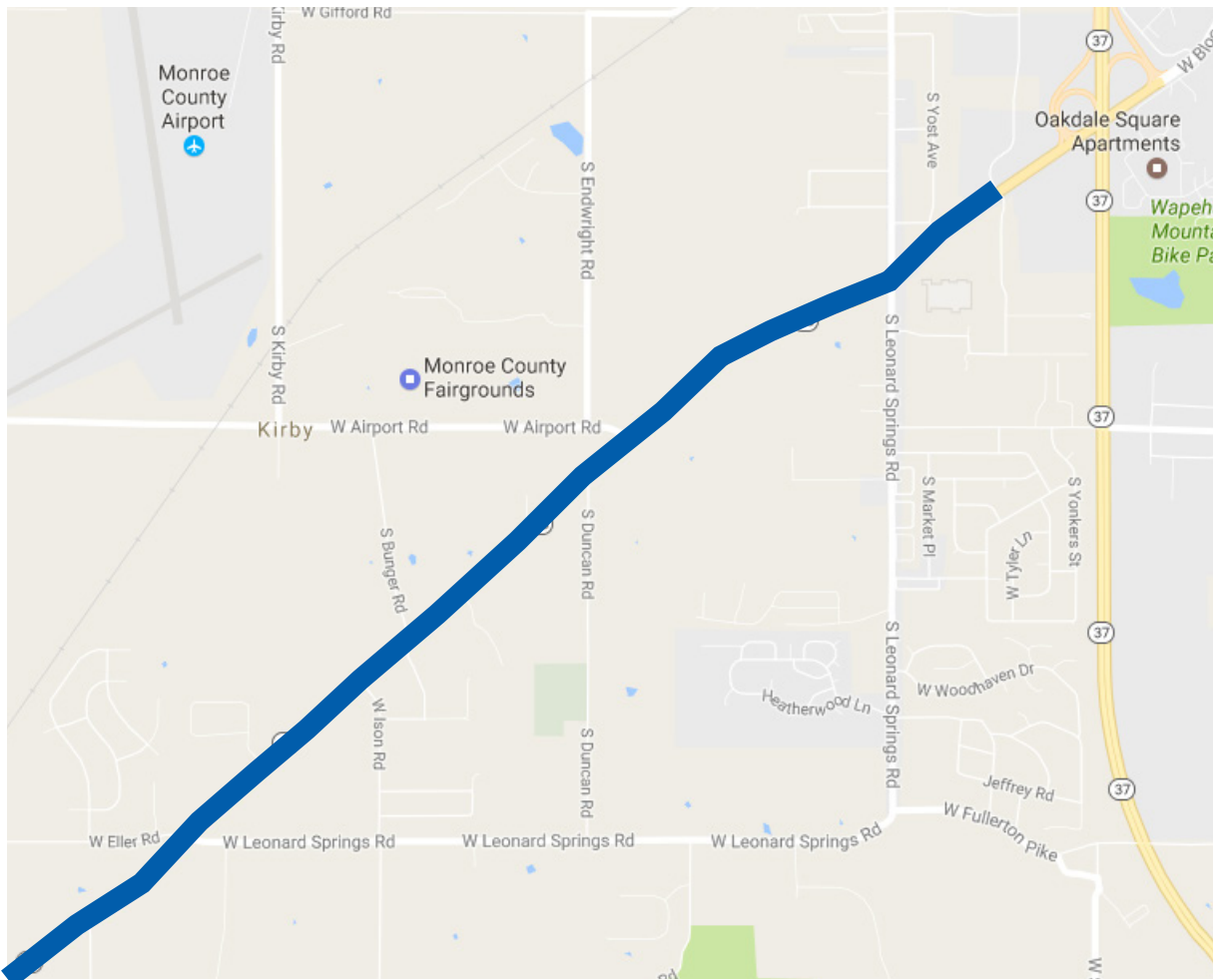
STATE ROAD 45 PAVEMENT OVERLAY

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



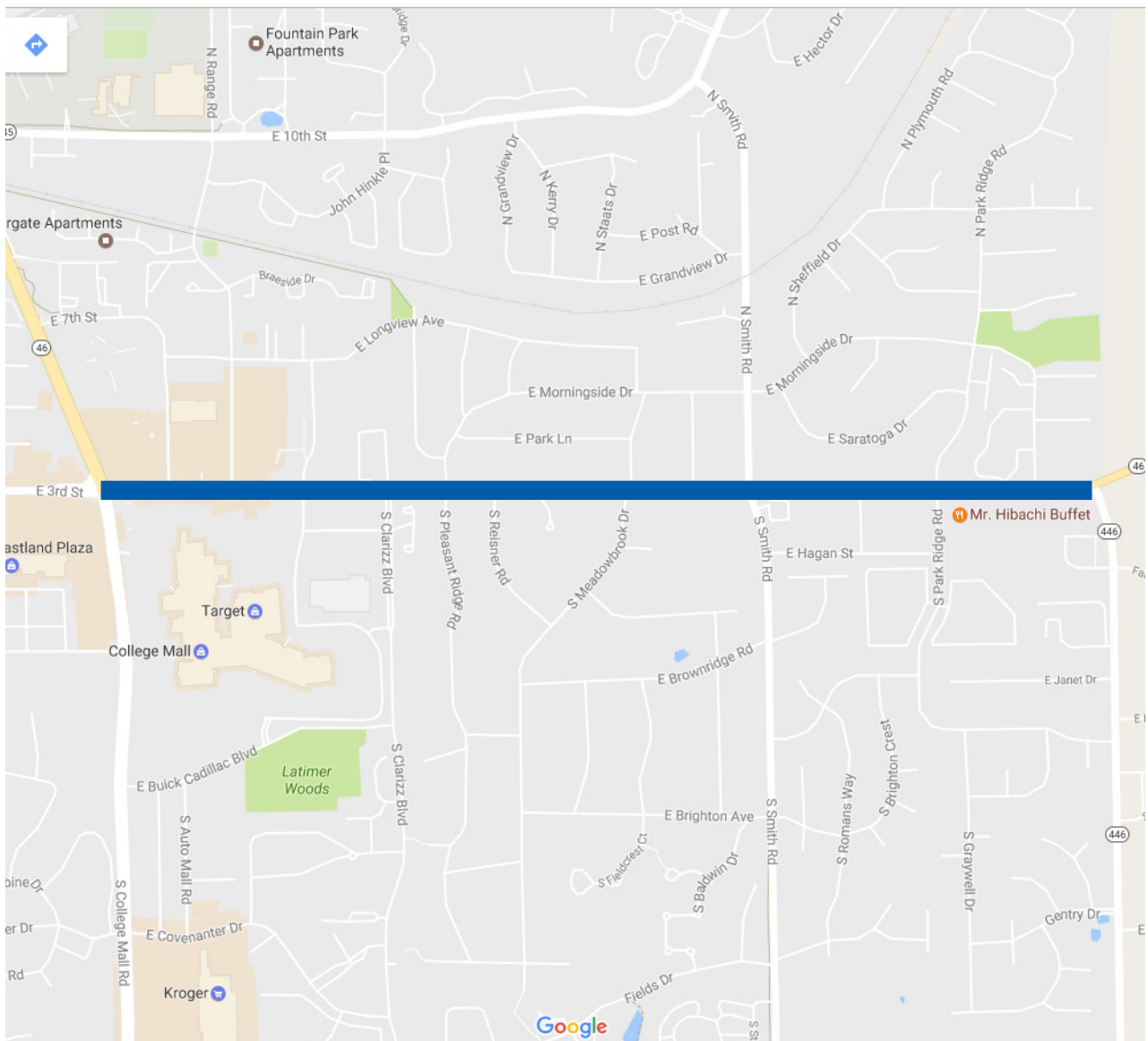
STATE ROAD 46 PAVEMENT OVERLAY

DES# 1602147

LETTING DATE: TBD

Pavement overlay of State Road 46 from College Mall Road to State Road 446.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	NHPP	\$9,000	\$1,000	\$10,000
CN	2021	NHPP	\$526,955	\$58,551	\$585,506
Totals			\$535,955	\$59,551	\$595,506



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
Totals			\$270,000	\$30,000	\$300,000

SUMMARY OF PROGRAMMED EXPENDITURES FOR STATE PROJECTS

	2018	2019	2020	2021	Total
NHPP	\$1,509,200	\$4,521,055	\$450,000	\$-	\$6,480,255
HSIP	\$9,900	\$594,000	\$-	\$-	\$603,900
State	\$188,400	\$872,451	\$50,000	\$-	\$1,110,851
Total	\$1,707,500	\$5,987,506	\$500,000	\$-	\$8,195,006

APPENDIX



GLOSSARY

ADA	Americans with Disabilities Act
BL	City of Bloomington
BMCMPO	Metropolitan Planning Organization
CAC	Citizens Advisory Committee
BR	Bridge Replacement and Rehabilitation
BT	Bloomington Transit
CN	Construction
EJ	Environmental Justice
EV	Town of Ellettsville
Farebox	Farebox is all fare revenue from cash fares, passes, tickets, etc
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (for the TIP: July 1 through June 30)
HSIP	Highway Safety Improvement Program
IN	State of Indiana
INDOT	Indiana Department of Transportation
INSTIP	Indiana Statewide Transportation Improvement Program
ISP	Indiana State Police
IU	Indiana University
LPA	Local Public Agency
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MC	Monroe County
MPA	Metropolitan Planning Area
NHS	National Highway System
PC	Policy Committee
PE	Preliminary Engineering
PMTF	Public Mass Transportation Fund
PYB	Prior Year Balance
RW	Right of Way
RT	Rural Transit
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TIF	Tax Increment Financing District
TIP	Transportation Improvement Program

PUBLIC PARTICIPATION

The Public Participation Plan is has an established set of goals for the public participation process to guide MPO staff in developing opportunities for the involvement of public officials and citizens. These goals also assist in ensuring the public participation process meets the needs of the communities involved in the transportation planning activities for the region. For further information on the public participation practices of the BMCMPO, please consult the Public Participation Plan online at:

<http://bloomington.in.gov/media/media/application/pdf/67.pdf>

TRANSPORTATION IMPROVEMENT PROGRAMMING PROCESS

The TIP must be financially constrained by year and include only those projects for which funding has been identified - using current or reasonably available revenue sources. The financial plan in the TIP is developed by the BMCMPO in cooperation with the State of Indiana and area transit operators. In order to enable the BMCMPO to conduct adequate financial planning, both the state and transit operators provide the BMCMPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of Federal and State funding available to the BMCMPO.

The BMCMPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must all determine that new, or amended, TIP documents conform with the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (EPA) conformity regulation. The Bloomington/Monroe County MPO is exempt from the air quality requirements because it has not been designated as a non-attainment area.

Projects listed in the TIP typically originate in the Long Range Transportation Plan (LRTP) developed by the BMCMPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan's specific elements in the TIP. As a result, the TIP serves as a strategic management tool that accomplishes the objectives of the BMCMPO transportation plan.

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

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

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

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

AMENDMENT PROCESS

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

COMPLETE STREETS COMPLIANCE

On January 9, 2009 the Policy Committee adopted a Complete Streets Policy. The purpose of the policy is to ensure that all federally funded local road projects are designed and built to adequately accommodate all users of a corridor including: pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Project submittals by LPAs demonstrate compliance with the policy where applicable. This information is reviewed by the Citizens Advisory Committee and Technical Advisory Committee. The Policy Committee certifies through resolution that applicable projects are either compliant or exempt from the Complete Streets Policy. Figure 2 on page 50 illustrates local project compliance with the Complete Streets Policy. The BMCMPPO Complete Streets Policy can be accessed online at: <http://bloomington.in.gov/media/media/application/pdf/4425.pdf>

FIGURE 1: TRANSPORTATION IMPROVEMENT PROGRAMMING PROCESS

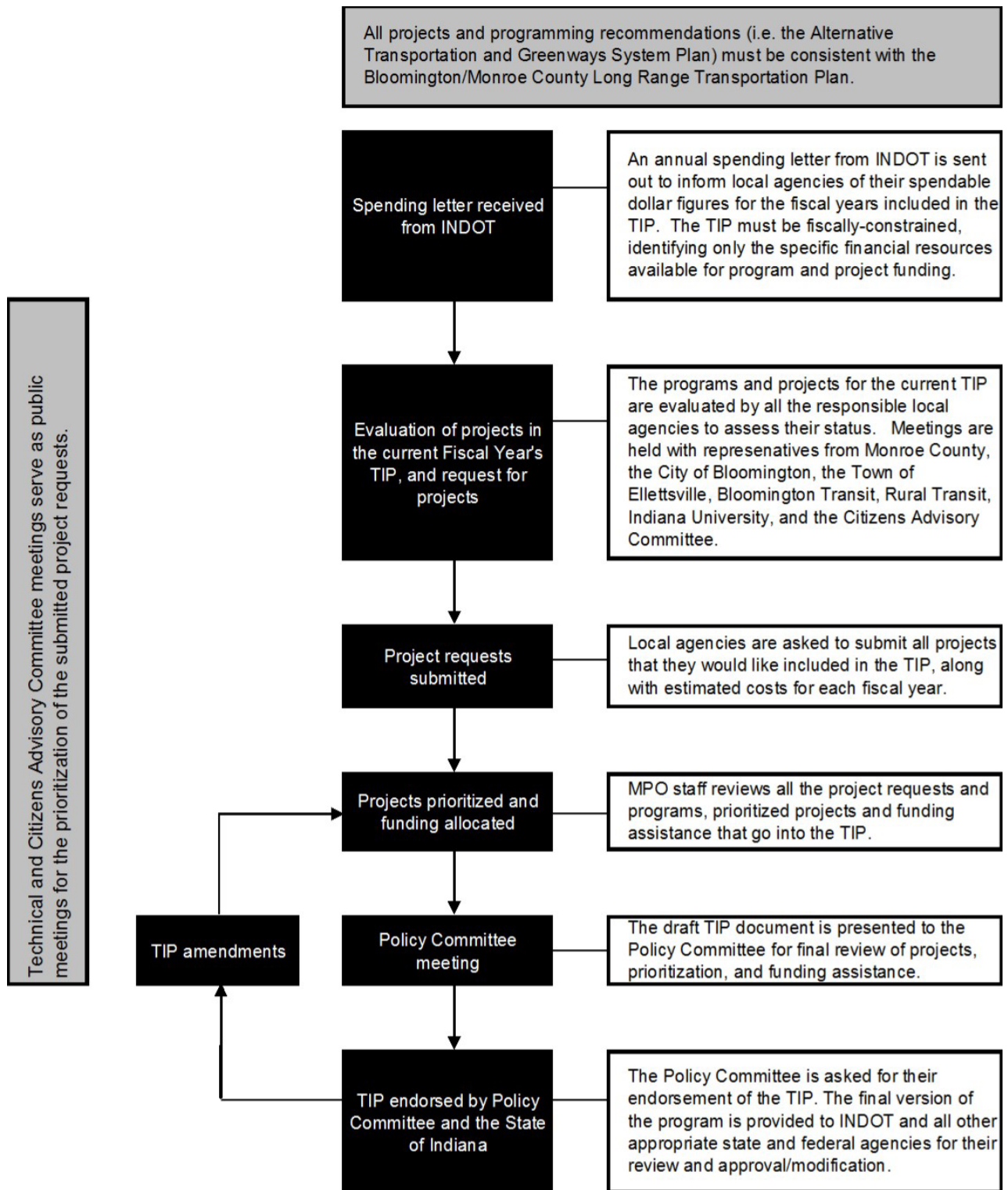


FIGURE 2: COMPLETE STREETS POLICY COMPLIANCE OF LOCAL PROJECTS

Complete Streets Policy Compliance of Local Projects					
LPA	Project	Brief Description	Compliant	Exempt	Not Applicable
Please note: The BMCMPPO Complete Streets Policy does not apply to INDOT, Bloomington Transit or Rural Transit projects.					
MC	Fullerton Pike/Gordon Pike/Rhorer Rd. Ph 2 Roadway	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. Roadway portion.	●		
MC	Fullerton Pike/Gordon Pike/Rhorer Rd. Ph 2 Bridge	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. Bridge portion.	●		
MC	Curry/Woodyard/Smith Roundabouts	Replacement of the Curry Pike/Woodyard Road/Smith Pike intersections with a “dogbone” roundabout configuration for safety improvement.	●		
MC	Bridge Inspections	Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.			●
BL	Tapp Rd & Rockport Rd Intersection	Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities.	●		
BL	Henderson Street Multiuse Path	Multiuse path construction on the east side of Henderson Street from Hillside Drive to approximately 650 feet north of Winslow Road.			●
BL	Jackson Creek Trail	Multiuse path construction from Southeast Park/Arden Drive to High Street and then to Sherwood Oaks park/Goat Farm heading south the Rhorer Road and then east to Sare Road.			●
BL	Rogers Road Multiuse Path	Multiuse path construction on the north side of East Rogers Road at the Jackson Creek bridge to TheStands Drive.			●
BL	Pedestrian Accessibility at Signalized Intersections	Installation of pedestrian signal heads with countdown timers and accessible pedestrian push buttons at City-maintained traffic signals and pedestrian hybrid beacons.			●
BL	Winslow Road Multiuse Path	Multiuse path construction on the north side of Winslow Road from Henderson Street to Highland Avenue.			●
BL	2nd/Bloomfield Pedestrian Safety Improvements	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.	●		
BL	B-Line Trail Extension	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.			●
BL	School Zone Enhancements	Installation or improvement of school zones and school-related pedestrian crossings throughout the City, including pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge areas.			●
BL	Sare Road Multiuse Path	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.			●
BL	Crosswalk Improvements	Improvements at 25 pedestrian crosswalks located on streets owned and operated by the City (specific locations to be identified during the design phase).			●

RED FLAG INVESTIGATIONS

The National Environmental Policy Act of 1969 (NEPA) established policy intended to protect the nation's social and environmental resources from the impacts of federal actions or programs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are responsible for implementing the NEPA process for federally-funded transportation projects at the state and local levels. All transportation projects have the potential to impact environmental, cultural, or historical resources. To promote early and efficient consideration of these issues, the FHWA encourages MPO's to conduct Red Flag Investigations (RFI) for all local projects that may use federal funds. Each RFI identifies a project's potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources.

In the development of this TIP, MPO staff conducted a draft RFI for each new project that was not expected to obtain a Programmatic Categorical Exclusion (PCE). Each draft RFI was transmitted to the associated local public agency for their use in project development. For each project, local public agencies may be required to conduct additional studies and or permitting to comply with NEPA and other federal, state, and local regulations. The table below shows the potential impacts for each of the nine (9) projects for which an RFI was conducted in the development of this TIP. Data was obtained from statewide sources recommended by the Indiana Department of Transportation.

Number of Potential Impacts							
Project	Agency	Infrastructure	Mining/ Mineral Exploration	Hazardous Materials	Water Resources	Ecological Resources	Cultural Resources
Rogers Road Multiuse Path	COB	17	0	0	85	39	0
Henderson Street Multiuse Path	COB	37	0	35	158	39	0
Winslow Road Multiuse Path	COB	34	0	21	142	39	0
Jackson Creek Trail Extension	COB	13	0	0	145	39	0
B-Line Trail Extension	COB	TBD	TBD	TBD	TBD	TBD	TBD
2nd/Bloomfield Pedestrian Safety Improvements	COB	TBD	TBD	TBD	TBD	TBD	TBD
Sare Road Multiuse Path	COB	TBD	TBD	TBD	TBD	TBD	TBD
Curry/Woodyard/ Smith Round- abouts	MC	TBD	TBD	TBD	TBD	TBD	TBD

AIR QUALITY

The BMCMPPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must all determine that new, or amended, TIP documents conform with the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (EPA) conformity regulation. The Bloomington/Monroe County BMCMPPO is exempt from the air quality requirements because it has not been designated as a non-attainment area.

SELF CERTIFICATION

To be inserted upon approval.

LETTER OF APPROVAL

To be inserted upon approval.

RESOLUTIONS

To be inserted upon approval.

RESOLUTIONS CONT.



MEMORANDUM

To: MPO Policy Committee
From: Joshua Desmond, AICP
BMCMPPO Director
Date: May 4, 2017
Re: Change Order Policy Revisions

Overview

The MPO Change Order Policy has been in effect since September 2007. It directs the MPO to set aside 5% of its annual Surface Transportation Program (STP) allocation to fund change orders on active projects. With the recent changes to funding rules at the State level, it has become risky to set aside unprogrammed funds in the TIP.

The Policy Committee discussed this issue at their meeting on April 7. The Committee directed staff to revise the Change Order Policy by removing the 5% set-aside requirement. Amending this Policy as directed will ensure that the adopted FY 2018-2021 TIP is in compliance with the Policy. A draft revision to the Policy is attached after this memo. Staff will highlight the changes to the Policy at the meeting on May 12.

TAC Recommendation

The TAC recommended approval (with three “no” votes) of the revised Change Order Policy with the following amendment to be inserted after the first bullet point:

- Any excess funds remaining halfway through a fiscal year (December 31) must be assigned to a project in order to ensure they do not revert to INDOT. Transit needs should be given first priority in assigning these funds.

CAC Recommendation

The CAC recommended approval of the revised Change Order Policy with the following amendment to be inserted after the first bullet point:

- Transit needs should be given first priority in assigning any excess MPO funds.

Requested Action

Staff requests approval of the proposed revisions to the Change Order Policy.



Bloomington/Monroe County Metropolitan Planning Organization

CHANGE ORDER POLICY FOR LPA PROJECTS IN THE TIP

The following procedures will be followed by the Bloomington/Monroe County Metropolitan Planning Organization (MPO) and the Local Public Agencies (LPAs) when a Change Order is needed for a local project within the Urbanized Area for which the LPA desires additional Federal aid:

- The MPO will authorize Federal funds for LPA project construction contracts via a Purchase Order (P.O.) issued by INDOT as programmed in the TIP. If the INDOT P.O. amount is lower than the amount programmed in the TIP, the excess programmed funds shall become available for the MPO to assign to Change Orders for any LPA project in the TIP.
- A Change Order occurs when additional funding is required beyond the amount provided in the INDOT P.O. for the construction contract. In such instances, the LPA may contact the MPO Director or his/her designee to request Federal funding for the Change Order.
- When additional Federal funds in excess of a project's P.O. amount are sought by the LPA:
 - The LPA must provide a completed and signed copy of the Change Order Request Form to the MPO Director or his/her designee.
 - The MPO Director or his/her designee will confirm if Federal funding balances are available to the MPO for Change Orders.
 - The MPO Director or his/her designee will approve or deny the Change Order request and return it to the LPA within two (2) businesses days of receipt of the required information;
 - The LPA will forward the signed Change Order Request Form to the appropriate INDOT officials.
- If this Change Order Policy is not followed, the LPA requesting Federal funds will be required to use 100% local funds for the Change Order.
- It is the responsibility of the LPA to secure local matching funds from the appropriate local governing body as necessitated by Federal funding parameters.
- It is the responsibility of the MPO Director or his/her designee to maintain proper documentation for any Change Orders that affect Federal funding identified in the TIP.



Bloomington/Monroe County Metropolitan Planning Organization

CHANGE ORDER POLICY FOR LPA PROJECTS IN THE TIP RECEIVING FEDERAL AID

The following procedures will be followed by the Bloomington/Monroe County Metropolitan Planning Organization (MPO) and the Local Public Agencies (LPAs) when a Change Order is needed for a local project within the Urbanized Area for which the LPA requires desires additional federal-Federal aid:

- ~~The MPO will not program 5% of federal aid allocated to it in the form of Surface Transportation (STP) or Minimum Guarantee (MG) funds thus establishing a Transportation Improvement Program (TIP) Change Order Reserve (Reserve). The Reserve shall be used to assist LPAs if cost overruns occur in a given fiscal year. Reserve funds will be allocated to eligible LPA projects on a first come, first served basis.~~
- The MPO will authorize Federal funds for LPA project construction contracts via a Purchase Order (P.O.) issued by INDOT as programmed in the TIP. If the INDOT P.O. amount is lower than the amount programmed in the TIP, the excess programmed funds shall become available for the MPO to assign to Change Orders for any LPA project in the TIP.
- ~~A Change Order is required occurs when additional funding is required beyond the amount provided in the INDOT P.O. for the construction contract, additional federal aid above the amount identified in the project contract between Indiana Department of Transportation (INDOT) and the LPA is needed. In such instances, the LPA may shall contact the MPO Director or his/her designee to determine if request federal-Federal fundings are available in the TIP for the Change Order.~~

- ~~When additional federal funds within the project's programmed amount are needed:~~
 - ~~The LPA is authorized to proceed with a change order before seeking approval from the MPO Director or his/her designee if all of the following conditions are met:~~
 - ~~the cost of the change order does not exceed 10% of the total project cost as identified in the project contract with INDOT;~~
 - ~~the nature of the change order is time sensitive, and~~
 - ~~the total project cost inclusive of the change order does not exceed the amount programmed for the project in the TIP. The LPA will still be required to furnish all appropriate documentation to the MPO Director or his/her designee at a later date as described below.~~
 - ~~The LPA must provide a completed and signed copy of the Change Order Request Form to the MPO Director or his/her designee; AND~~
 - ~~The MPO Director or his/her designee will process and administratively approve the Change Order Request Form and return it to the LPA within one (1) business day upon receipt of the required information; AND~~
 - ~~The LPA will forward the signed Change Order Request Form to the appropriate INDOT officials.~~

- ~~When additional federal-Federal funds in excess of the a project's programmed P.O. amount are needed and there are sufficient funds are sought by the LPA in the Reserve:~~

- The LPA must provide a completed and signed copy of the Change Order Request Form to the MPO Director or his/her designee; AND
- The MPO Director or his/her designee will confirm if Federal funding balances are available to the MPO for Change Orders.

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Bloomington/Monroe County Metropolitan Planning Organization

- o The MPO Director or his/her designee will ~~process and administratively approve or deny~~ ~~approve~~ the Change Order Request Form and return it to the LPA within ~~three-two (23)~~ three (3) business days ~~upon of~~ receipt of the required information; ~~AND~~
- The LPA will forward the signed Change Order Request Form to the appropriate INDOT officials.

o

- o ~~When additional federal funds in excess of the programmed amount are needed and there are insufficient funds in the Reserve:~~

- ~~The LPA must provide a completed and signed copy of the Change Order Request Form to the MPO Director or his/her designee; AND~~
- ~~The LPA must indicate the source of additional federal aid:~~
 - ~~If the LPA decides to proportionally decrease federal funding from one of its own projects in the same fiscal year, then the MPO Director or his/her designee will process and administratively approve the Change Order Request Form and return it to the LPA within three (3) business days upon receipt of the required information; OR~~
 - ~~If the LPA decides to proportionally decrease federal funding from a different LPA's project in the same fiscal year, then the MPO Director or his/her designee will initiate a TIP amendment to be adopted by the Policy Committee. The MPO Director or his/her designee will determine if special voting procedures need to be employed as provided in the MPO Operational Bylaws. Upon adoption of the amendment by the Policy Committee, the MPO Director or his/her designee will approve the Change Order Request Form and return it to the LPA within three (3) business days; AND~~
- ~~The LPA will forward the signed Change Order Request Form to the appropriate INDOT officials.~~

- If this Change Order Policy is not followed, the ~~local government~~ LPA requesting ~~federal~~ Federal aid ~~if~~ funds will be required to use 100% local funds for the ~~change~~ Change order ~~Order~~.
- It is the responsibility of the LPA to secure local matching funds from the appropriate local governing body as necessitated by ~~federal~~ Federal funding parameters.
- It is the responsibility of the MPO Director or his/her designee to maintain proper documentation for any ~~change~~ Change orders ~~Orders~~ that affect ~~both federal~~ Federal and local funding identified in the TIP. ~~The MPO Director or his/her designee will also provide updates at Policy Committee meetings when the amount of funding in the Reserve changes.~~

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MEMORANDUM

To: BMCMPO Policy Committee
From: Pat Martin
BMCMPO Staff
Date: May 4, 2017
Re: BMCMPO Committee Membership

Overview

The BMCMPO Technical Advisory Committee Membership has been in place since the creation of the MPO structure in the 1980s. An FHWA/INDOT review of the BMCMPO noted the large compositional nature of the Technical Advisory Committee and suggested a re-examination discussion relevant to current needs and historical committee participation.

The table attached to this memorandum shows the BMCMPOs TAC representation relative to other Indiana Group II Urbanized Area MPOs.

Requested Action

No action is required. This is a discussion topic.

State of Indiana

Group II Urbanized Areas - MPO Technical Advisory Committee Representative Compositions

Technical Advisory Committee Representation	MPO						
	Anderson	Bloomington	Columbus	Kokomo	Laf/W. Laf	Muncie	Terre Haute
Air Pollution Director							X*
Airport Director		X	X	NV	X	X	X
American Electric Power						X	
Area Agency on Aging		X					
AT&T						X	
CAC		X					
Chamber of Commerce				NV		X	
City Controller		X					
City/County EDC	x			X		X	
City/County Plan Commission				X			
City/County Govt Coord Council				X			
City Engineer	X	X	X	X	X		X
City Engineer/Public Works			X				
City Parks & Recreation		X					
City Planning Dir	x	X					
City Police Dept.			X	X	X		
City Public Transit	X		X			X	X
City/County GIS		XX	X				
City/County Planning Dir			X				
City Public Works						X	
City Senior Services				X			
City/Utility		X	X				
City-County Coord Council							
City-County Plan Commission					X		
County Auditor		X					
County Engineer	X	X	X			X	X
County Highway				X	X		
County Parks		X					
County Planning	X	X				X	X
County Surveyor	X			NV		X	
County Urban League	X						
Freight Carrier			X				
FHWA non-vote	NV	NV	NV	NV	NV	NV	NV
INDOT District Rep	X	X	X	X	X	X	X
INDOT Local Assistance	X						
INDOT Planning/Programming	X	X	X	X		X	X
INDOT Public Transit		X	X	NV		X	X
MPO Director					X		X
MCCOG	X						
DMMPC						X	
School Corporation(s)		XX	X		X		
Sheriff's Department							
Solid Waste District	X						
Telephone Co						X	
Town Manager			X			XXXX	X
Town Planning	X	X					
Town Street Commissioner		X					
Town Utility		X					
Transit System Director		X			X		
University Public Transit		X					
University Research							
University						X	
Vectren Energy Delivery						X	
Compositional Size	15	26	16	14	10	22	11

*Office Eliminated by Vigo County

Source: BMCMPPO Staff Research - 11-22-2016.