



## TECHNICAL ADVISORY COMMITTEE

March 22, 2017  
10:00 – 11:30 a.m.  
McCloskey Room (#135)

- I. Call to Order and Introductions
  - II. Approval of Minutes:
    - a. February 22, 2017\*
  - III. Communications from the Chair and Vice-Chair
    - a. Project Updates
  - IV. Reports from Officers and/or Committees
  - V. Reports from Staff
    - a. I-69 Update
    - b. FY 2018 Planning Emphasis Areas
    - c. MTP Vision and Goals
  - 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. Policy Committee – April 7, 2017 at 1:30 p.m. (Council Chambers)
    - b. Technical Advisory Committee – April 26, 2017 at 10:00 a.m. (McCloskey Room)
    - c. Citizens Advisory Committee – April 26, 2017 at 6:30 p.m. (McCloskey Room)
- Adjournment

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

*Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).*



## TECHNICAL ADVISORY COMMITTEE MINUTES

February 22, 2017 10:00 – 11:30 a.m.

McCloskey Room (#135)\*

Technical Advisory Committee Minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning & Transportation Department for reference.

Technical Advisory Committee: Perry Maull, Lew May, Dave Williams, Jane Fleig, Paul Satterly, Frank Sabatine, Andrew Cibor, Sara Ryterband, Laura Haley, Jim Ude, Chris Myers, Gary Hunt, Kevin Whited

Guests: None.

Staff: Josh Desmond, Pat Martin

- I. Call to Order and Introductions
- II. Approval of Minutes: **\*\* Perry Maull moved for approval of the January 25, 2017, minutes. Sarah Ryterband seconded. Motion passed with a single abstention.**
- III. Communications from the Chair and Vice-Chair
  - a. There were no communications.
- IV. Reports from Officers and/or Committees
  - a. Andrew Cibor: Reported on a bridge north of 10<sup>th</sup> Street along Jordan Avenue. The structure is apparently owned by Indiana University and needs repair. An upcoming INDOT inspection may warrant a closure, something that would have a significant impact on vehicular, bicycle, and pedestrian traffic along this route. Indiana University granted the Indiana Rail Road a right-of-way easement because the University was there first. The bridge is not a structural responsibility of Monroe County.
  - b. Paul Satterly: Fullerton Pike Phase I has a preconstruction meeting scheduled next week. Construction will begin April 1, 2017.
  - c. Lew May: Bloomington Transit had a successful rollout of the new *BT Access* software on January 1<sup>st</sup>. The feedback data shows an efficiency (passengers per hour) improvement of 15%. The 2<sup>nd</sup> phase of the project, allowing customers to make reservations, will begin soon. A third element, a customer notification system using text/email/phone call is also ready for use next quarter.
- V. Reports from Staff
  - a. I-69 Update – MPO staff shared an Update report sent to the Policy Committee mere hours before their last meeting a few weeks ago. The SR45/2<sup>nd</sup> Street bridge will undergo reconstruction lane restrictions (a single lane each direction) beginning in March and continue to the first week of July. Bloomington Transit stops outside the immediate area will experience traffic delays as will MCCSC routes traveling through the area. Construction on the Tapp Road intersection cannot begin until the Fullerton Pike interchange is completed.
  - b. Quarterly Project Tracking – Key changes include the upcoming construction letting on the Downtown Curb Ramps (03-01-17), the 2<sup>nd</sup> & College Signal Upgrade (04-05-17), and the 2<sup>ND</sup> & Woodcrest Signal Upgrade (04-05-17). Key changes/milestones include Fullerton Pike Phase I Notice to Proceed, Tapp & Rockport moving into the right-of-way acquisition phase, and 17<sup>th</sup>

Street reconstruction awaiting a final State funding contract approval. The next quarterly meeting will be in April 2017.

VI. Old Business – None.

VII. New Business

- a. FY2018-2021 TIP Applications – The BMCMPPO must submit an adopted final FY 2018 – 2021 TIP to INDOT by May 12, 2017. Applications were received from the Bloomington Transit, the City of Bloomington, IU Transit, Monroe County, and Rural Transit. Copies of all applications were included in the Technical Committee meeting packet. The MPO staff will hold a public information meeting on March 29, 2017, at the Bloomington Transit Center Conference Room from 5:00 p.m. to 7:00 p.m. to solicit public comment on the draft document. Submitted project funding requests exceed available funding resources. The staff also received a Road Safety Audit from Monroe County to supplement their HSIP application. The staff received public support emails for a northern extension of the B-Line Trail using the new Vernal Pike corridor alignment over the SR47/I69 corridor. The staff is open to any questions, concerns or priorities. Sara Ryderband asked Paul Satterly questions about the proposed Curry Pike/Woodyard Road double roundabouts project. Andrew Cibor said the Bloomington Sidewalks Committee would submit a letter of support for proposed Sare Road multi-use pathway project.
- b. Complete Streets Policy – Josh Desmond presented a detailed review of the BMCMPPO Complete Streets Policy (adopted in 2009) with a draft update for the new MTP. Sara Ryderband asked that the staff examine a possible inclusion of multi-modal levels of service (LOS) measurements. Josh Desmond said he would examine this possibility. Andrew Cibor questioned the applicability of the Complete Streets Policy. Josh said the policy is directed to the reconstruction and new construction of local roadways. Andrew suggested additional information on public input to the Complete Streets policy. Josh agreed.

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

- a. Sara Ryderband inquired about the status of the MTP model. Josh reported on a meeting with FHWA/INDOT last week. The base year model is running and calibrated. The consultant will now move on to running thirteen (13) scenarios prescribed by the MPO. The staff is proceeding with writing various chapters. Past federal legislation will lead to a more conservative projected funding approach. The December 2017 deadline is a hard deadline. Andrew Cibor recommended a revisit of the MPO change order policy and the 5% set-aside of available funds. Josh agreed and will poll other Indiana MPOs regarding their policies. The key question is how to reserve money for change orders and yet not wait too long within a fiscal year and risk losing unspent funds.

IX. Upcoming Meetings

- a. Policy Committee – March 10, 2017 at 1:30 p.m. (Council Chambers)
- b. Technical Advisory Committee – March 22, 2017 at 10:00 a.m. (McCloskey Room)
- c. Citizens Advisory Committee – March 22, 2017 at 6:30 p.m. (McCloskey Room)

Adjournment

*\*Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).*

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



The Indiana Finance Authority, the Indiana Department of Transportation and I-69 Development Partners provide the following update for the March 10, 2017 meeting of the Bloomington/Monroe County MPO. This report defines I-69 Section 5 work in progress.

- Rockport/Fullerton Intersection
  - Driveway improvements; fill work
- 2<sup>nd</sup> Street/SR 45
  - Concrete median removal
  - Lane restrictions begin this weekend; motorists should plan for traffic delays or alternate routes
- Vernal Pike and SR 37
  - Median and water line construction
  - CSX Mainline - 50% complete, work is ongoing
- Griffy Creek, Beanblossom Creek, Beanblossom Creek Overflow
  - Bridge construction
  - Lane shifts ongoing
- Walnut St./College
  - Storm sewer upgrades
- Sample Rd.
  - Center Pier equipment mobilization
- Bryant's Creek
  - Southbound bridge construction
- Liberty Church Road
  - Pavement patching on SR 37 mainline

Upcoming construction: interchange work at 3<sup>rd</sup> Street/SR48 and Tapp Road, continued utility relocation/accommodation.

As the spring construction season approaches, the project team anticipates completion of the 17<sup>th</sup> Street bridge access within the next 60 days. In April 2017, the project team will host a public open house; details will be forthcoming.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Indiana Division**

575 N. Pennsylvania St, Room 254  
Indianapolis, IN 46204  
317-226-7475  
317-226-7341

January 30, 2017

In Reply Refer To:  
HDA-IN

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) are issuing its annual planning emphasis areas (PEAs) for FY 2018. The PEAs will need to be addressed in the metropolitan planning organizations' (MPOs') and the Indiana Department of Transportation's (INDOT's) future work programs. The purpose of the PEAs is to focus our efforts on implementing the final rulemakings for Moving Ahead for Progress in 21<sup>st</sup> Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act).

The FY 2018 PEAs are:

- Implementing the National Transportation Performance Management final rulemakings and final planning regulation
- Continuing compliance efforts for Title VI Program Management

As you know, FHWA and FTA published the final rule for *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Regulation* on May 27, 2016 which updates the regulations to reflect the passage of MAP-21 and the FAST Act. Accordingly, the final rule establishes that the statewide and metropolitan transportation planning processes must provide for the use of a performance based approach to decision-making in support of the national goals described in 23 USC 150(b) and the general purposes described in 49 USC 5301. INDOT, the MPOs, and the operators of public transportation must together establish targets in key national performance areas, coordinate the targets that they set for key areas, including data collection, and describe the anticipated effect of their respective transportation improvement plans and programs toward achieving their targets.

The final planning rule has a phase-in requirement of two years from the date of the published rule (see 23 CFR 450.226 and 23 CFR 450.340). Prior to May 27, 2018, INDOT and the MPOs may respectively adopt a long-range statewide transportation plan, Metropolitan Transportation Plans (MTPs), Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIPs) using the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements. On or after May 27, 2018, FHWA and FTA may only approve a STIP update or amendment that has been developed

according to the provisions and requirements of this regulation, regardless of when the INDOT developed the STIP.


The new planning rule add new section, 23 CFR 450.314(h), that requires the MPOs, INDOT, and the operators of public transportation to jointly agree and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking the progress toward attainment of critical outcomes for the regions of the MPOs, (see 23 CFR 450.306(d)) and the collection of data for the state asset management plan for the National Highway System. INDOT and the MPOs can decide to either update their planning Memorandums of Agreements (MOAs) or some other means outside of the MOAs to adhere to this new rule.

**National Performance Management Measures** – All of the National Performance Measures for key areas such as safety, infrastructure conditions, congestion, system reliability, emissions, freight movement, as well as public transit safety and state-of-good repair have been issued. As referenced above, the INDOT and the MPOs must work cooperatively together to set performance measures and targets. We commend INDOT and the MPOs for establishing a committee to set safety targets and recommend this format be continued for the other performance areas.

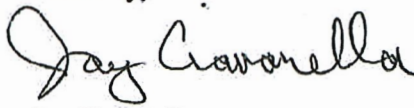
**Title VI Program Management** – We continue our emphasis on the Title VI Program Management. When considering federal-aid highway funding for a local transportation project, the MPOs need to be able to ensure the Local Public Agencies (LPAs) complies with their Title VI nondiscrimination requirements. MPOs should survey local governments and determine if they have a current Title VI Plan that identifies a person responsible for Title VI, Notification of Nondiscrimination, a complaint process and steps used to collect and evaluate data on impacts from the LPA's programs and projects. If a plan is not in place with the project sponsor (a city, town, or county) steps should be taken to provide technical assistance for the development and implementation of such a plan. Please contact FHWA or INDOT for any training needs. This will have the effect of better ensuring that programs and projects adhere to the principles of nondiscrimination, as well as making the MPO's nondiscrimination self-certifications accurate. The FHWA expects INDOT and the MPOs to monitor Title VI plan implementation and begin moving toward limiting funding to those entities that are not meeting their requirements as federal-aid recipients.

If you have any questions, please contact either me, your FHWA Planning and Environmental Specialist, or Susan Weber, FTA Community Planner, at (312) 353-3888.

Sincerely,

  
Joyce E. Newland  
Planning Program Manager  
FHWA Indiana Division

Sincerely,

  
Jay Ciavarella  
Director, Office of Planning & Program Development  
FTA Region V

**ecc:**  
**Indiana MPO Council**  
**Roy Nunnally, INDOT**  
**Larry Buckel, INDOT**  
**Susan Weber, FTA**

**MEMORANDUM**

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**To:** MPO Technical and Citizen Advisory Committees

**From:** Joshua Desmond, AICP  
MPO Director

**Date:** March 15, 2017

**Re:** 2040 MTP Vision & Goals

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Please find attached to this memo the proposed Vision & Goals for the draft 2040 Metropolitan Transportation Plan. This material was developed by staff in conjunction with the MTP Task Force and with input from the MPO committees. It has been some time since the Policy Committee reviewed this material and there has been some turnover in committee membership since that time. Staff wants to make sure that the Policy Committee is still comfortable with the direction that the proposed Vision & Goals set for the MTP. Staff welcomes any comments or concerns from the Policy Committee on this material.

**Requested Action**

No action is required on this item.



## **VISION**

We will build a transportation system that ensures the safe, efficient movement of motor vehicles, transit, freight, bicyclists and pedestrians, that is directed by all relevant adopted land use and transportation plans, that is compatible with citizen desires and that ultimately links our communities to each other, our region, our state, and our nation.

## **GOALS**

### **Mobility & Accessibility**

*Improve the movement of people through the transportation system as a means to create modal and social equity within the transportation system community*

- Select transportation projects that do not induce sprawl development and that are sensitive to community character
- Encourage development patterns that are walkable, bikeable, and readily served by public transit
- Encourage infill development to most effectively utilize existing utilities and infrastructure
- Enhance the efficient movement of freight through maintenance, operational and capital investment decisions
- Annually allocate 30% of STP, or its equivalent in future transportation bills, to fund independent non-motorized projects that are not part of a larger roadway project
- Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure promote proper integration of ADA components into the transportation system

### **Transit**

*Provide the community with efficient, affordable, frequent and reliable transit services*

- Pursue all possible funding opportunities to increase public transit capital and operating investment to and expand, enhance, and increase the use of transit services
- Prioritize projects that will create or improve direct access to transit services
- Use the BMCMPPO Coordinated Human Services Transportation Plan to identify and remove gaps in transit services to elderly, disabled and low-income citizens in the region
- Encourage transit projects that increase “choice-riders” who choose to take transit even though they may have other travel options.
- Continue to fund transit projects that maintain or upgrade current facilities
- Encourage the expansion of both geographic coverage and hourly services offered by transit
- Encourage the use of advanced technologies such as hybrid buses in regular transit services and operations

## **Community**

*Ensure that transportation projects maximize the community's quality of life and are compatible with local land use plans and policies*

- Involve the public in transportation project selection and scoping
- Incorporate context sensitive solutions and best practices into all project designs as set forth in alternative transportation plans, comprehensive plans, subdivision control ordinances and site design review processes
- Pursue all possible funding opportunities to increase trail use and investment
- Plan, design, develop, construct and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures and neighborhoods
- Incorporate aesthetic elements such as streetscape features into transportation projects such that they are compatible with the abutting area
- Implement public outreach programs that create awareness of the impact that travel mode choices have on the transportation system, the environment, and the community

## **Safety**

*Improve the safety of the transportation system for all modes and all users*

- Fund non-traditional, non-capacity adding projects that encourage and educate the public about safe driving, biking, walking, and using transit
- Encourage safety and civility among roadway users of all modes
- Analyze the causes of traffic safety hazards and reduce those hazards in a comprehensive, systematic and sustainable way
- Annually evaluate the top 10 crash locations by crash rate and crash severity and implement quick, low-cost improvements while also seeking funding for more comprehensive changes if necessary

## **Rebuild and Renew**

*Directly focus on maintaining existing transportation facilities before building new ones*

- Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities
- Support “soft projects” that maximize the use of existing infrastructure through systematic, systemic and operational best practices
- Evaluate proposed project alternatives that maximize existing transportation facilities for all modes including freight
- Maintain and improve existing infrastructure through projects such as surface treatment, bridge repairs, improved striping paint, sign replacements and drainage improvements
- Create a Transportation Improvement Program that effectively directs spending in compliance with this Metropolitan Transportation Plan



**MEMORANDUM**

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

**From:** Pat Martin  
Senior Transportation Planner

**Date:** March 15, 2017

**Re:** 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 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	\$ 1,500	\$ 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      **-OR-**      email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
 PO Box 100      fax: (812) 349-3535  
 Bloomington, IN 47402

**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 46 \_\_\_\_\_      DES Number: #1602147
- Is this project already in the TIP?       Yes      x No
- Project Location (detailed description of project termini or attach an illustration): SR 46 0.55 mile E of SR 45 (College Mall RD) to SR 446
- 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	NHPP	\$		9000	\$	\$
	STate	\$		\$ 1000	\$	\$
		\$	\$	\$	\$	\$
CN	NHPP	\$	\$			526955
	ST	\$	\$			58551
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	<b>Totals:</b>	\$		\$ 10000		585506

#### 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	\$	\$			2,0000.00
	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.
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## 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

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**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 (ERC): Brandi Fischvogt     \_\_\_\_\_ Phone: 812-524-3961     Fax: \_\_\_\_\_

Address: 185 Agrico Lane, Seymour, IN 47274

Email: [bfischvogt@indot.in.gov](mailto: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     x 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

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- 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 Technical and Citizens Advisory Committees  
From: Joshua Desmond, AICP  
BMCMPPO Director  
Date: March 15, 2017  
Re: FY 2018-2021 TIP Projects Proposal

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The MPO is developing the Fiscal Years 2018 through 2021 Transportation Improvement Program. All local and state partners have submitted project applications and staff has met with those partners to discuss funding availability versus requested projects. The charts attached after this memo represent the current proposal from staff to establish a “fiscally constrained” TIP, meaning that proposed expenditures do not exceed anticipated revenues during the four year period of the TIP. Staff would appreciate any comments or questions that committee members may have regarding this proposal. Please consider the following when reviewing this 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.
- Changes can still be made to the proposed funding scenario. It is important to remember a few constraints as the MPO works to create the TIP:
  - Annual allocations do not carry over from year to year.
  - Each individual Fiscal Year must be fiscally constrained (money in = money out).
  - Once our Prior Year Balances are spent, they are not replenished.

This proposal represents a starting point for MPO committee discussions about the FY 2018-2021 TIP. 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.

### **Requested Action**

Provide comments and questions to staff regarding the proposed TIP projects funding scenario.

**City of Bloomington Projects**

<b>Tapp Road &amp; Rockport Road Intersection [0901730]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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
<b>Rogers Road Multiuse Path [1500382]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
CE	2020	-	\$ -	\$ 60,000	\$ 60,000
CN	2020	STP PYB	\$ 373,000	\$ 93,250	\$ 466,250
<b>Totals</b>			\$ 373,000	\$ 153,250	\$ 526,250
<b>Winslow Road Multiuse Path [1500383]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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
<b>Henderson Street Multiuse Path [1500384]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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
<b>Jackson Creek Trail [1500398]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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>			\$ 2,123,403	\$ 551,846	\$ 2,675,249
<b>Pedestrian Safety and Accessibility at Signalized Intersections [1600426]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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

**City of Bloomington Projects**

<b>2nd Street/Bloomfield Road Multimodal Safety Improvements [1601851]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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>			\$ 762,099	\$ 322,538	\$ 1,084,637
<b>B-Line Trail Extension [DES TBD]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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
<b>Crosswalk Improvements [DES TBD]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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
<b>Sare Road Multiuse Path [DES TBD]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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>			\$ 1,500,491	\$ 561,009	\$ 2,061,500
<b>School Zone Enhancements [DES TBD]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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

**City of Bloomington Projects**

<b>Bloomington Summary Table</b>					
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
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	\$ 1,045,737	\$ 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

**Monroe County Projects**

<b>Bridge Safety Inspection and Inventory [1500210]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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
<b>Fullerton Pike Phase 2 Roadway [1500523]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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>			\$ 2,324,347	\$ 1,011,087	\$ 3,335,434
<b>Fullerton Pike Phase 2 Bridge [1600419]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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>			\$ 2,193,131	\$ 1,083,902	\$ 3,277,033
<b>Curry/Woodyard/Smith Roundabouts [DES TBD]</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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>			\$ 1,000,133	\$ 1,499,867	\$ 2,500,000

<b>Monroe County Summary Table</b>						
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>	
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>	\$ 776,500	\$ 6,388,867	\$ 344,800	\$ 2,106,600	\$ 9,616,767	

**INDOT Projects**

<b>I69 Section 5 Roadway Reconstruction [1382776]</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	\$ 900,000	\$ 100,000	\$ 1,000,000
	2019	NHPP	\$ 900,000	\$ 100,000	\$ 1,000,000
<b>Totals</b>			\$ 1,800,000	\$ 200,000	\$ 2,000,000
<b>SR37 Pavement Project [1400095, 1592897]</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	NHPP	\$ 2,189,600	\$ 547,400	\$ 2,737,000
<b>Totals</b>			\$ 2,189,600	\$ 547,400	\$ 2,737,000
<b>Hawk Signal at SR 45 &amp; Tamarron Drive 1601926</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
RW	2018	HSIP	\$ 9,900	\$ 1,100	\$ 11,000
CN	2019	HSIP	\$ 108,000	\$ 12,000	\$ 120,000
<b>Totals</b>			\$ 117,900	\$ 13,100	\$ 131,000
<b>SR37 Surface Treatment [1592897]</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	NHPP	\$ 3,120,000	\$ 780,000	\$ 3,900,000
<b>Totals</b>			\$ 3,120,000	\$ 780,000	\$ 3,900,000
<b>I69 Section 5 Environmental Mitigation [1600654, 1297885]</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	\$ 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
<b>SR45 Cascade Road Bridge Deck Overlay [1600100,1600081]</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	2018	NHPP	\$ 93,200	\$ 23,300	\$ 116,500
<b>Totals</b>			\$ 93,200	\$ 23,300	\$ 116,500
<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

**INDOT Projects**

<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>			\$ 4,500	\$ 500	\$ 5,000
<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
<b>Seymour District Raised Pavement Markings [1700213]</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	\$ 270,000	\$ 30,000	\$ 300,000
<b>Totals</b>			\$ 270,000	\$ 30,000	\$ 300,000

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

**Bloomington Transit Projects**

<b>Operations for Fixed Route and BT Access [1500497, 1500498, 1500499, 1500500]</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<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>Match</b>	\$ 1,705,457	\$ 1,739,566	\$ 1,774,358	\$ 1,809,845	\$ 7,029,226
<b>Totals</b>	\$ 8,332,115	\$ 8,498,758	\$ 8,779,286	\$ 9,067,634	\$ 34,677,793
<b>Purchase Passenger Shelters [1500491, 1500492]</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<b>5307</b>	\$ -	\$ 38,245	\$ -	\$ 41,305	\$ 79,550
<b>Local Match</b>	\$ -	\$ 9,561	\$ -	\$ 10,326	\$ 19,887
<b>Totals</b>	\$ -	\$ 47,806	\$ -	\$ 51,631	\$ 99,437
<b>Purchase of Major Vehicle Components</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<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>	\$ 189,280	\$ 196,851	\$ 204,725	\$ 212,914	\$ 803,770
<b>Purchase BT Access Vehicles [1382503, 1500495, 1500496]</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<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
<b>Support Vehicle Replacement [1500501, 1500502, 1500503]</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<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
<b>Replace Two-Way Radio Communications Equipment [1500504]</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<b>5307</b>	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
<b>Local Match</b>	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000
<b>Totals</b>	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000



**Bloomington Transit Projects**

<b>Purchase 35-foot Replacement Hybrid Buses</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<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
<b>Replace Fare Collection Equipment [1500507]</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<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
<b>Mobility Management and Voucher Program Des# 1500408, 1500409, 1500266, 1500268</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<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
<b>Purchase 25-foot Replacement Hybrid Buses [DES TBD]</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<b>5307</b>	\$ -	\$ 61,760	\$ -	\$ -	\$ -
<b>Local Match</b>	\$ -	\$ 15,440	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Repair/Maintenance of Operations Facility [DES TBD]</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<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
<b>Paratransit Fleet Security Cameras [DES TBD]</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<b>5307</b>	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
<b>Local Match</b>	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
<b>Totals</b>	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000

**Bloomington Transit Projects**

<b>Replace Bus Tracking/Passenger Counting/Voice Annunciator Technology [DES TBD]</b>					
<b>Funding Source</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
<b>5307</b>	\$ -	\$ 640,000	\$ -	\$ -	\$ 640,000
<b>Local Match</b>	\$ -	\$ 160,000	\$ -	\$ -	\$ 160,000
<b>Totals</b>	\$ -	\$ 800,000	\$ -	\$ -	\$ 800,000

<b>Bloomington Transit Summary Table</b>					
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
5307	\$ 2,547,393	\$ 3,068,495	\$ 2,436,308	\$ 2,531,382	\$ 10,583,578
5309	\$ 1,120,000	\$ 3,504,000	\$ 1,764,000	\$ 2,400,000	
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	\$ 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	\$ 39,646,141

## Rural Transit Projects

Operation of Rural Transit [1500410, 1500411, 1500263,1500264]					
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
Match	\$ 416,537	\$ 416,537	\$ 416,537	\$ 416,537	\$ 1,666,148
<b>Totals</b>	<b>\$ 1,418,116</b>	<b>\$ 1,418,116</b>	<b>\$ 1,418,116</b>	<b>\$ 1,418,116</b>	<b>\$ 5,672,464</b>

Rural Transit Summary Table					
	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
<b>Total</b>	<b>\$ 1,418,116</b>	<b>\$ 1,418,116</b>	<b>\$ 1,418,116</b>	<b>\$ 1,418,116</b>	<b>\$ 5,672,464</b>

## IU Bus Projects

\*\*\*Illustrative Only

<b>Bus Replacement</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>Local Match</b>	<b>Total</b>
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

<b>IU Bus Summary Table</b>					
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>
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
<b>Total</b>	\$ 5,250,000	\$ 1,092,000	\$ 1,160,680	\$ 1,181,108	\$ 8,683,788

## 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>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -