



CITIZENS ADVISORY COMMITTEE

March 22, 2017

6:30 – 8:00 pm

McCloskey Room (#135)

*Suggested
Time:*

~6:30pm

I. Call to Order and Introductions

II. Approval of Minutes*
a. February 22, 2017

III. Communications from the Chair and Vice-Chair

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

~6:45pm

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)

~8:00pm

Adjournment

**Action Requested / Public comment prior to vote (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.



CITIZENS ADVISORY COMMITTEE MEETING MINUTES

February 22, 2017 6:30 – 8:00 pm

McCloskey Room (#135)

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

Citizens Advisory Committee: Sarah Ryterband, Nick Carder, David Walter, Paul Ash, Jim Schroeder, Lillian Henegar, Chris Pelton, Ron Brown, Ted Najam, Mary Kennedy, John Kennedy

MPO Staff: Josh Desmond, Pat Martin

- I. Call to Order and Introductions
- II. Approval of Minutes: Paul Ash noted a correction for replacing a reference of “10th Street” with “17th Street.” **** David Walter moved for approval of the January 25, 2017, minutes. Paul Ash seconded. Motion passed.**
- III. Communications from the Chair and Vice-Chair
 - a. Sarah Ryterband reported on the February 10th Policy Committee meeting
 - b. David Walter reported that Indiana University is about to issue bids on the Woodlawn Avenue project south of the railroad line. Also reported upon was a bridge located on Jordan Avenue next to the Health Center north of 10th Street owned by IU. An upcoming inspection may bring about a conditional closure.
- IV. Reports from Officers and/or Committees – None.
- V. Reports from Staff
 - a. I-69 Update – Josh Desmond presented the Update provided to the Policy Committee on February 10th moments before that meeting began. The major update is reconstruction of the Sr45/2nd Street bridge over SR37 where travel lanes will reduce from four lanes to two lanes in a series of three phases until the first week of July 2017. A previous option, full closure, would have led to unacceptable capacity delays on other major SR37 interchanges. The full I-69 project schedule still calls for a May 2018 completion date.
 - b. FY 2017 Quarterly Tracking - Upcoming Project Lettings for Fiscal Year 2017 include the *Downtown Curb Ramp Upgrades* (March 1, 2017); *2nd Street & College Avenue Signal Upgrade* (April 5, 2017), and; *3rd Street & Woodcrest Drive Signal Upgrade* (April 5, 2017). Key Changes/Milestones include *Fullerton Pike Phase I* – Construction Notice to Proceed; *Tapp Road & Rockport Road Intersection Improvement* – The environmental document was approved and is moving into the right-of-way acquisition phase; and, *17th Street Reconstruction* – Awaiting final disposition of State funding contract with INDOT. Once the contract is finalized, the project will be removed from TIP and funding reassigned. A general public information meeting for the project is scheduled next week. The next Quarterly Project Tracking meeting is scheduled for April 2017.
- VI. Old Business
- VII. New Business

- a. FY2018-2021 TIP Applications – The meeting packet included applications from all LPAs except for the Town Ellettsville which had no applications this fiscal year. No new TAP projects were submitted. The BCMPO will conduct a public information meeting for FY2018-2021 TIP at the end of March 2017. A representative for the Bloomington Bicycle Club expressed the importance of supporting a direct bicycle-pedestrian route crossing over SR37 via an extension of the B-Line Trail. Also recommended was an examination of a stop sign on 11th Street at Fountain Drive and a proposed location of the B-Line extension. The city engineering staff is open to suggestions for this proposal. The MPO staff has received multiple emails/letters from the public supporting an extension for connectivity to the west side of SR37. Residents of the Buttonwood/Spicewood Neighborhoods expressed support for a multi-use path along and across Sare Road north of Rogers Road. Four subdivisions in the area are “landlocked” in terms of bicycle-pedestrian use and cannot move about unless they cross Sare Road. Crosswalk and roundabout use are risky for bicycle-pedestrian use. Sarah noted that if developers wish to develop land, then they must provide adequate bicycle and pedestrian multi-path movement facilities. Considerable discussion ensued supporting additional bicycle-pedestrian facility construction within the urbanized area. Sara Ryderband questioned the annual TIP “set aside” of federal funds for changed orders. Josh explained that past practices are under evaluation since unspent funds no longer carryover into future fiscal years. Every effort is made to allocate all available fiscal year funds.
- b. BMCMPPO 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. The staff is updating the policy to reflect community growth and new practices implemented nationwide since 2009. The staff will meet with all LPAs and interested citizens to ensure their thoughts are incorporated throughout the update process. Lillian Henegar asked if anyone was measuring pedestrian traffic increases. Josh noted the city’s recent installation of bicycle-pedestrian counters along and near the B-Line Trail for measuring use. Those measurements are on gong. Sarah mentioned the use of muti-modal levels of service under the new Highway Capacity Manual. Sarah encouraged everyone to examine the Complete Streets Policy and see how to make it better for the community.

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

- a. Topic suggestions for future agendas – Sarah encouraged everyone to register for the online webinar found at the following link:
<https://www.eventbrite.com/e/the-8-80-city-creating-vibrant-and-healthy-communities-for-all-tickets-30337538394> and to attend a related event at the Monroe County Library.

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



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
- 2nd 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 3rd Street/SR48 and Tapp Road, continued utility relocation/accommodation.

As the spring construction season approaches, the project team anticipates completion of the 17th 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 21st 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.

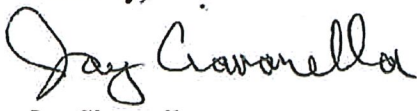
Title VI Program Management – We continue our emphasis on the Title VI Program Management. When considering federal-aid highway funding for a local transportation project, the MPOs need to be able to ensure the Local Public Agencies (LPAs) complies with their Title VI nondiscrimination requirements. 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

To: MPO Technical and Citizens Advisory Committees

From: Joshua Desmond, AICP
MPO Director

Date: March 3, 2017

Re: 2040 MTP Vision & Goals

Please 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 Citizens 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.

SR45 Bridge Over Old SR 46 Bridge Painting [1602142]					
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			\$ 4,500	\$ 500	\$ 5,000

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.

SR45 Pavement Overlay SR445 to I69 [1700055]					
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

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.

SR45 & Pete Ellis and SR45/46 & Kinser Pike Signal Upgrades [1700142]					
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

Requested Action

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

PPM/pm



Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 01/03/2017)

Transportation Improvement Program Project Request Form

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

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

-OR-

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

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

- ☐ Monroe County ☐ City of Bloomington ☐ Town of Ellettsville ☒ INDOT
☐ Rural Transit ☐ Indiana University ☐ Bloomington Transit ☐ _____

Contact Name Travis Mankin Phone: 812-524-3957 Fax: _____

Address: 185 Agrico Lane, Seymour, IN 47274

Email: 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 ☒ 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
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:	\$		\$ 10000	5000	\$ 345000

Construction Engineering/Inspection:

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

Year of Implementation Cost:

- Has a four percent (4%) inflation factor been applied to all future costs? x ☐ 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
fax: (812) 349-3535

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

- | | | | |
|--|--|---|---|
| <input type="checkbox"/> Monroe County | <input type="checkbox"/> City of Bloomington | <input type="checkbox"/> Town of Ellettsville | <input checked="" type="checkbox"/> INDOT |
| <input type="checkbox"/> Rural Transit | <input type="checkbox"/> Indiana University | <input type="checkbox"/> Bloomington Transit | <input type="checkbox"/> _____ |

Contact Name Nicole Curry Phone: 812-524-3970 Fax: _____

Address: 185 Agrico Lane, Seymour, IN 47274

Email: 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 ☒ 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
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:	\$		\$ 10000		585506

Construction Engineering/Inspection:

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

Year of Implementation Cost:

- Has a four percent (4%) inflation factor been applied to all future costs? x ☐ 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
fax: (812) 349-3535

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

☐ Monroe County ☐ City of Bloomington ☐ Town of Ellettsville ☒ INDOT
☐ Rural Transit ☐ Indiana University ☐ Bloomington Transit ☐ _____

Contact Name Nicole Curry Phone: 812-524-3970 Fax: _____

Address: 185 Agrico Lane, Seymour, IN 47274

Email: 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 ☒ 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
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:	\$		\$ 60000		2,5000.00

Construction Engineering/Inspection:

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

Year of Implementation Cost:

- Has a four percent (4%) inflation factor been applied to all future costs? x ☐ 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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Robin Bolte
Signature

Date 02/03/17



Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 01/03/2017)

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-OR-

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

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

- | | | | |
|--|--|---|---|
| <input type="checkbox"/> Monroe County | <input type="checkbox"/> City of Bloomington | <input type="checkbox"/> Town of Ellettsville | <input checked="" type="checkbox"/> INDOT |
| <input type="checkbox"/> Rural Transit | <input type="checkbox"/> Indiana University | <input type="checkbox"/> Bloomington Transit | <input type="checkbox"/> _____ |

Contact Name ([ERC](#)): Brandi Fischvogt _____ Phone: 812-524-3961 _____ Fax: _____

Address: 185 Agrico Lane, Seymour, IN 47274

Email: bfischvogt@indot.in.gov

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

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

3. Financial Plan:

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

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

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

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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

February 10, 2017_____
Date

MEMORANDUM

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

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

Tapp Road & Rockport Road Intersection [0901730]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	STP	\$ 352,315	\$ 120,185	\$ 472,500
CN	2018	STP	\$ 2,231,327	\$ 918,673	\$ 3,150,000
Totals			\$ 2,583,642	\$ 1,038,858	\$ 3,622,500
Rogers Road Multiuse Path [1500382]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2020	-	\$ -	\$ 60,000	\$ 60,000
CN	2020	STP PYB	\$ 373,000	\$ 93,250	\$ 466,250
Totals			\$ 373,000	\$ 153,250	\$ 526,250
Winslow Road Multiuse Path [1500383]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2019	-	\$ -	\$ 150,000	\$ 150,000
CE	2020	STP	\$ 90,000	\$ 22,500	\$ 112,500
CN	2020	STP	\$ 500,000	\$ 250,000	\$ 750,000
Totals			\$ 590,000	\$ 422,500	\$ 1,012,500
Henderson Street Multiuse Path [1500384]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2019	-	\$ -	\$ 115,000	\$ 115,000
CE	2020	STP	\$ 119,333	\$ 30,067	\$ 149,400
CN	2020	STP	\$ 706,800	\$ 289,200	\$ 996,000
Totals			\$ 826,133	\$ 434,267	\$ 1,260,400
Jackson Creek Trail [1500398]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	TAP	\$ 155,801	\$ 44,199	\$ 200,000
	2019	TAP	\$ 155,801	\$ 44,199	\$ 200,000
RW	2020	TAP	\$ 155,801	\$ 44,199	\$ 200,000
CE	2021	TAP	\$ 155,801	\$ 44,199	\$ 200,000
CN	2021	STP	\$ 600,000	\$ 150,000	\$ 750,000
		STP PYB	\$ 900,199	\$ 225,050	\$ 1,125,249
Totals			\$ 2,123,403	\$ 551,846	\$ 2,675,249
Pedestrian Safety and Accessibility at Signalized Intersections [1600426]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	HSIP	\$ 70,000	\$ 13,500	\$ 83,500
CN	2018	HSIP	\$ 400,684	\$ 44,520	\$ 445,204
		STP PYB	\$ 31,768	\$ 7,942	\$ 39,710
Totals			\$ 502,452	\$ 65,962	\$ 568,414

City of Bloomington Projects

2nd Street/Bloomfield Road Multimodal Safety Improvements [1601851]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2018	-	\$ -	\$ 80,000	\$ 80,000
CE	2019	STP	\$ 20,491	\$ 122,509	\$ 143,000
CN	2019	STP	\$ 26,000	\$ 6,500	\$ 32,500
		HSIP	\$ 470,684	\$ 52,298	\$ 522,982
		TAP PYB	\$ 244,924	\$ 61,231	\$ 306,155
Totals			\$ 762,099	\$ 322,538	\$ 1,084,637
B-Line Trail Extension [DES TBD]					
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
Crosswalk Improvements [DES TBD]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2019	-	\$ -	\$ 100,000	\$ 100,000
CE	2021	HSIP	\$ 60,684	\$ 9,316	\$ 70,000
CN	2021	HSIP	\$ 410,000	\$ 90,000	\$ 500,000
Totals			\$ 470,684	\$ 199,316	\$ 670,000
Sare Road Multiuse Path [DES TBD]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	STP	\$ 166,491	\$ 83,509	\$ 250,000
RW	2019	-	\$ -	\$ 144,000	\$ 144,000
CE	2020	STP	\$ 174,000	\$ 43,500	\$ 217,500
CN	2020	STP	\$ 1,160,000	\$ 290,000	\$ 1,450,000
Totals			\$ 1,500,491	\$ 561,009	\$ 2,061,500
School Zone Enhancements [DES TBD]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	-	\$ -	\$ 100,000	\$ 100,000
CE	2020	HSIP	\$ 60,684	\$ 9,316	\$ 70,000
CN	2020	HSIP	\$ 410,000	\$ 90,000	\$ 500,000
Totals			\$ 470,684	\$ 199,316	\$ 670,000

City of Bloomington Projects

Bloomington Summary Table					
	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	\$ 1,045,737	\$ 1,852,032	\$ 806,065	\$ 5,116,362
TOTAL	\$ 4,820,914	\$ 1,963,637	\$ 5,601,650	\$ 4,082,749	\$ 16,468,950

Monroe County Projects

Bridge Safety Inspection and Inventory [1500210]					
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
Fullerton Pike Phase 2 Roadway [1500523]					
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 [1600419]					
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/Woodyard/Smith Roundabouts [DES TBD]					
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

Monroe County Summary Table					
	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

INDOT Projects

I69 Section 5 Roadway Reconstruction [1382776]					
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
SR37 Pavement Project [1400095, 1592897]					
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 1601926					
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
SR37 Surface Treatment [1592897]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	NHPP	\$ 3,120,000	\$ 780,000	\$ 3,900,000
Totals			\$ 3,120,000	\$ 780,000	\$ 3,900,000
I69 Section 5 Environmental Mitigation [1600654, 1297885]					
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
SR45 Cascade Road Bridge Deck Overlay [1600100,1600081]					
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
SR45 & Pete Ellis and SR45/46 & Kinser Pike Signal Upgrades [1700142]					
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

INDOT Projects

SR45 Bridge Over Old SR 46 Bridge Painting [1602142]					
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			\$ 4,500	\$ 500	\$ 5,000
SR45 Pavement Overlay SR445 to I69 [1700055]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	NHPP	\$ 48,000	\$ 12,000	\$ 60,000
Totals			\$ 48,000	\$ 12,000	\$ 60,000
Seymour District Raised Pavement Markings [1700213]					
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

INDOT Summary Table						
	2018	2019	2020	2021	Total	
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	
Total	\$ 1,697,500	\$ 9,302,000	\$ 500,000	\$ -	\$ 11,499,500	

Bloomington Transit Projects

Operations for Fixed Route and BT Access [1500497, 1500498, 1500499, 1500500]					
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
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 [1500491, 1500492]					
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 of 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 [1382503, 1500495, 1500496]					
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 [1500501, 1500502, 1500503]					
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
Replace Two-Way Radio Communications Equipment [1500504]					
Funding Source	2018	2019	2020	2021	Total
5307	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
Local Match	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000
Totals	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000

Bloomington Transit Projects

Purchase 35-foot Replacement Hybrid Buses					
Funding Source	2018	2019	2020	2021	Total
5309	\$ 1,120,000	\$ 2,304,000	\$ 1,764,000	\$ 2,400,000	\$ 4,164,000
Local Match	\$ 280,000	\$ 576,000	\$ 441,000	\$ 600,000	\$ 1,041,000
Totals	\$ 1,400,000	\$ 2,880,000	\$ 2,205,000	\$ 3,000,000	\$ 5,205,000
Replace Fare Collection Equipment [1500507]					
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 and Voucher Program Des# 1500408, 1500409, 1500266, 1500268					
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
Purchase 25-foot Replacement Hybrid Buses [DES TBD]					
Funding Source	2018	2019	2020	2021	Total
5307	\$ -	\$ 61,760	\$ -	\$ -	\$ -
Local Match	\$ -	\$ 15,440	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ -	\$ -	\$ -
Repair/Maintenance of Operations Facility [DES TBD]					
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]					
Funding Source	2018	2019	2020	2021	Total
5307	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
Local Match	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
Totals	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000

Bloomington Transit Projects

Replace Bus Tracking/Passenger Counting/Voice Annunciator Technology [DES TBD]

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

Bloomington Transit Summary Table

	2018	2019	2020	2021	Total
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
Total	\$ 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
Totals	\$ 1,418,116	\$ 1,418,116	\$ 1,418,116	\$ 1,418,116	\$ 5,672,464

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
Total	\$ 1,418,116	\$ 1,418,116	\$ 1,418,116	\$ 1,418,116	\$ 5,672,464

IU Bus Projects

***Illustrative Only

Bus Replacement					
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

IU Bus Summary Table					
	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

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