



CITIZENS ADVISORY COMMITTEE

April 26, 2017

6:30 – 8:00 pm

McCloskey Room (#135)

*Suggested
Time:*

~6:30pm

- I. Call to Order and Introductions
- II. Approval of Minutes*
 - a. March 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
- VI. Old Business

~6:45pm

- VII. New Business
 - (1) FY 2016-2018 TIP Amendment*
 - (2) FY 2018-2021 TIP*
 - (3) Project Change Order Policy*
 - (4) MPO Committee Membership
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Policy Committee – May 12, 2017 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee – May 24, 2017 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee – May 24, 2017 at 6:30 p.m. (McCloskey Room)

~8:00pm

Adjournment

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

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CITIZENS ADVISORY COMMITTEE MEETING MINUTES

March 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: Joan Keeler, Sarah Ryterband, Lillian Henegar, Ted Najam, Nick Carder, Paul Ash, Laurel Cornell

MPO Staff: Josh Desmond, Pat Martin

- I. Call to Order and Introductions
- II. Approval of Minutes: ****Joan Keeler moved for approval of the February 22, 2017, minutes. Paul Ash seconded. Motion passed.**
- III. Communications from the Chair and Vice-Chair
 - a. Sarah Ryterband reported on the March 10th Policy Committee meeting.
- IV. Reports from Officers and/or Committees – None.
- V. Reports from Staff
 - a. I-69 Update – The 2nd Street/SR45 concrete medians were removed and lane restrictions are now in place. Traffic is smooth given extensive public notice. Third Street is experiencing a shift of traffic from the 2nd Street/SR45 corridor. MCCSC has rerouted their bus routes. BT is experiencing anticipated delays. Work shall remain underway until July 20, 2017. The 3rd Street bridge reconstruction project will commence upon completion of the 2nd Street bridge. The 3rd Street bridge reconstruction will require eleven to thirteen separate phases. The SR37 and Vernal Pike water line construction activities are nearing completion. INDOT will hold a public information meeting regarding the I-69 project in April-June of 2017. A specific month/date is undetermined. The overall I-69 substantial completion date remains May 2018. Interim completion dates are currently unknown. Josh Desmond noted that ongoing negotiations between the I-69 contractors and subcontractors precludes the release of interim completion dates at the current time. The I-69 Section 6 environmental document was released by INDOT last week. The final Record of Decision (ROD) is, at minimum, one year into the future.
 - b. FY 2018 Planning Emphasis Areas – FHWA has identified two planning emphasis areas for the UPWP. They include implementing national transportation performance management emphasizing performance-based planning with federal-state-MPO coordinated targets, the first of which is safety (reduction of fatal crashes, significant injury crashes, and bicycle-pedestrian crashes), infrastructure condition, congestion, system reliability, emissions, freight movement, public transit and others. The second emphasis area is Title VI program management where MPOs must have their own Title VI plans. The BMCMPPO committees will see an amended UPWP in the next two months incorporating these new emphasis areas for consideration and adoption.
 - c. MTP Visions and Goals – Josh Desmond noted that the MTP Vision and Goals presentation is to ensure a “refresher” understanding of the current plan documentation given an ongoing update to

the MTP by the end of 2017. The staff is open to suggestions and edits. Sarah asked the committee members to review the visions and goals, and send comments/recommendations to the MPO staff.

VI. Old Business – None.

VII. New Business

- a. FY 2016-2019 TIP Amendments - Three amendments were presented involving INDOT projects. They included (1) SR45 bridge painting (Arlington Road) DES#1602142; (2) SR45 pavement overlay from SR445 to I-69 DES#1700055; and (3) SR45 & Pete Ellis and SR45/46 & Kinser Pike Signal Upgrades DES#1700142 where the use of HSIP funding indicates a history of crash data. The Seymour District also indicated this last project involves equipment replacements. Sarah noted the Technical Advisory Committee discussion regarding the SR45 & Pete Ellis intersection earlier today and the planned nearby construction of the new Bloomington Hospital. Josh noted the TAC approval of all three TIP Amendments. ****A motion was made by Lillian Henegar for approval of the amendments for DES#1602142 and DES#1700055, and withhold approval of DES#1700142 given concerns (1) about planned construction of the new Bloomington Hospital within the next two calendar years near the SR45 & Pete Ellis intersection, and (2) the need for planning coordination/conversations between INDOT and appropriate local engineering/hospital representatives. The motion was seconded by Ted Najam. Motion passed.**
- b.
- c. FY2018-2021 TIP Proposal – Josh Desmond recapped the MPO call for projects, the project applications received, and the requirements for a fiscally constrained TIP. The TIP proposal presented represents a “starting point for discussion” and it achieves fiscal constraint through a complex set of funding tradeoffs for Monroe County, the City of Bloomington, Bloomington Transit, Rural Transit, and IU Campus Bus. Project tables were presented for each entity and the overall MPO for FY 2018-2021. Priority considerations included (1) completing projects already in progress to completion in future years, (2) significant reductions in city and county project requests to meet available fiscal resources, (3) an inability to include flex-funding for transit projects (one large transfer remains underway), and a shift of one new project (Curry/Woodyard/Smith intersections) timeline by a single year. Annual allocations no longer carryover from year to year. Each individual year must have fiscal constraint. Any prior year balances used for projects are forever gone once expended. The BMCMPPO will hold a 5:30 p.m., Public Information meeting next Wednesday at the BT Downtown Transit Center with staff and LPA representation to answer public questions. Sarah asked the staff to include in the public information meeting a method by which the public could vote for funding project priorities (e.g., safety, bicycle-pedestrian, transit, maintenance & operations, etc.). Sarah noted the current “set aside” for change orders and that this policy may change to use all available funding in future fiscal years. Josh affirmed the “use it or lose it” nature of change order reserve (i.e., un-programmed) funds in that they do not carry over into future years. Discussion ensued about the pros and cons of reserve funds for design, right-of-way acquisition, or construction change orders under various alternative scenario assumptions. Construction represents the highest priority. Josh encouraged the committee to share their FY2018-2021 TIP Proposal thoughts. The staff and the committee then discussed individual projects and the emphasis on safety projects.

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

- a. Topic suggestions for future agendas – None.

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



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

Construction continues on SR 37 through much of Bloomington and Monroe County. Work is primarily scheduled to occur on outside shoulders with the exception of areas near Vernal Pike and Tapp Road. Paving on mainline SR 37 lanes through intermediate layers is expected to occur in late spring through summer of 2017. Work on bridges carrying mainline SR 37 is also expected to continue through the summer. Inside widening has been completed on all mainline Bridges in Monroe County except for Beanblossom Creek Bridge, which is expected to be complete in April. Once the inside widening is completed a traffic shift is expected to allow work to start on the Beanblossom Creek Bridge outside widening.

Construction work at the SR 45 Bridge is progressing on schedule. Despite deleterious weather, which construction crews have been working through, the bridge demolition for the current phase is nearly complete. The original 20 week schedule is expected to be met and traffic is expected to be restored to a four lane configuration in middle to late July.

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

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

- | | |
|---|---------|
| • Fullerton Pike East of SR 37, Open to Traffic | 6/13/17 |
| • Fullerton Pike West of SR 37, Open to Traffic | 6/20/17 |
| • Tapp Road Closed to Traffic | 8/5/17 |
| • SR 45 End of Lane Closures | 7/27/17 |
| • SR 48 Start of Lane Closures | 8/5/17 |
| • Acuff Road Access Closure | 9/1/17 |
| • Bottom Road Access Closure | 9/1/17 |

Despite reports of financial maneuvering by Isolux Corsan, there has been no change in day-to-day activities on the Section 5 Project. I-69 Development Partners, with the remainder of the Project Team, remain committed to completion of the Section 5 construction works.



MEMORANDUM

To: MPO Technical and Citizens CAC Advisory Committees

From: Pat Martin
Senior Transportation Planner

Date: April 26, 2017

Re: FY 2016-2019 Transportation Improvement Program (TIP) Amendment

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

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

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

[SR 46 0.55 mile E of SR 45 (College Mall Road) to SR 446 DES#1602147]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	NHPP	\$ 9,000	\$ 1,000	\$ 10,000
CN	Outlying	NHPP	\$ 526,955	\$ 58,551	\$ 585,506
Totals			\$ 535,955	\$ 59,551	\$ 595,506

Requested Action

Approve the requested FY 2016-2019 TIP amendment for consideration by the BMCMPPO Policy Committee at their next meeting on May 12, 2017.

PPM/pm

MEMORANDUM

To: MPO Technical and Citizens Advisory Committees
From: Joshua Desmond, AICP
BMCMPPO Director
Date: April 20, 2017
Re: FY 2018-2021 Transportation Improvement Program

Overview

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

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

Key Considerations

Direction was sought from the Policy Committee on April 7 in two key areas in order to resolve the funding scenario so that a final document could be prepared for adoption:

- Transit Funding: As noted previously, this proposal does not include any “flex” transfers of project funding to local transit agencies. Significant funding transit funding requests were made, but were not funded in this proposal in an effort to meet local project needs. The Policy Committee was comfortable with this scenario, but encouraged transit needs to be the first consideration should unspent funds remain in any future years.

- Change Order Funding: The current MPO Change Order Policy directs that 5% of the annual STP allocation be set aside for change orders that may occur. This would require that approximately \$137,506 be left unprogrammed in each fiscal year. Given the “use it or lose it” spending rules, this money stands a risk of being lost if not attached to a project before the fiscal year ends. The Policy Committee directed staff to remove the 5% set-aside from the Change Order Policy and instead rely on whatever unspent/uncommitted funds may be available to fund potential change orders. A subsequent agenda item will address these changes.

Public Input Meeting

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

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

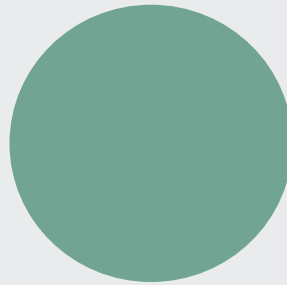
- One can encourage people to contact legislators at State & Federal level to increase funding, particularly to transit---it is crucial that voters know.
- On the State project to signalize SR45 & Pete Ellis, please install crosswalks and pedestrian heads.
- Bike, bikes & more bikes!
- Important to link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

Requested Action

Staff requests approval of the proposed FY 2018-2021 Transportation Improvement Program

DRAFT

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2018-2021



Adopted
TBD

Amended

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

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INTRODUCTION

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

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

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

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

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

FUNDING THE TRANSPORTATION IMPROVEMENT PROGRAM

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

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

PROJECTED REVENUES AND EXPENDITURES FOR LOCAL PROJECTS

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

STATE FY 2018								
	STP 2018	STP PYB	HSIP 2018	HSIP PYB	TAP 2018	TAP PYB	Local Match	Total
Total Revenue	\$2,750,133	\$31,768	\$470,684	\$-	\$155,801	\$-	\$1,911,828	\$5,320,214
Total Expenditure	\$2,750,133	\$31,768	\$470,684	\$-	\$155,801	\$-	\$1,911,828	\$5,320,214
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
STATE FY 2019								
	STP 2019	STP PYB	HSIP 2019	HSIP PYB	TAP 2019	TAP PYB	Local Match	Total
Total Revenue	\$2,750,133	\$1,813,836	\$470,684	\$-	\$155,801	\$244,924	\$2,912,006	\$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	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-

PROJECTED REVENUES AND EXPENDITURES FOR TRANSIT PROJECTS

STATE FY 2018									
	FTA 5307/5309	FTA 5310	FTA 5311	FTA 5316	FTA 5339	PMTF	Farebox	Local Match	Total
Total Revenue	\$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	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-

PROJECTED REVENUES AND EXPENDITURES FOR STATE PROJECTS

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	\$3,994,100	\$594,000	\$813,900	\$5,402,000	
Total Expenditure	\$3,994,100	\$594,000	\$813,900	\$5,402,000	
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	\$-	\$-	\$-	\$-	

PERFORMANCE MEASURES

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

National performance goals for Federal Highway programs:

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

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

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

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

SAFETY

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

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

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

PAVEMENT AND BRIDGE

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

Pavement Performance Measures:

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

Bridge Performance Measures:

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

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

SYSTEM PERFORMANCE

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

Reliability Performance Measures:

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

Freight Movement Performance Measure:

1. Truck Travel Time Reliability (TTTR) Index

CMAQ Measures:

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

PROJECT LIST FY 2018-2021

MONROE COUNTY



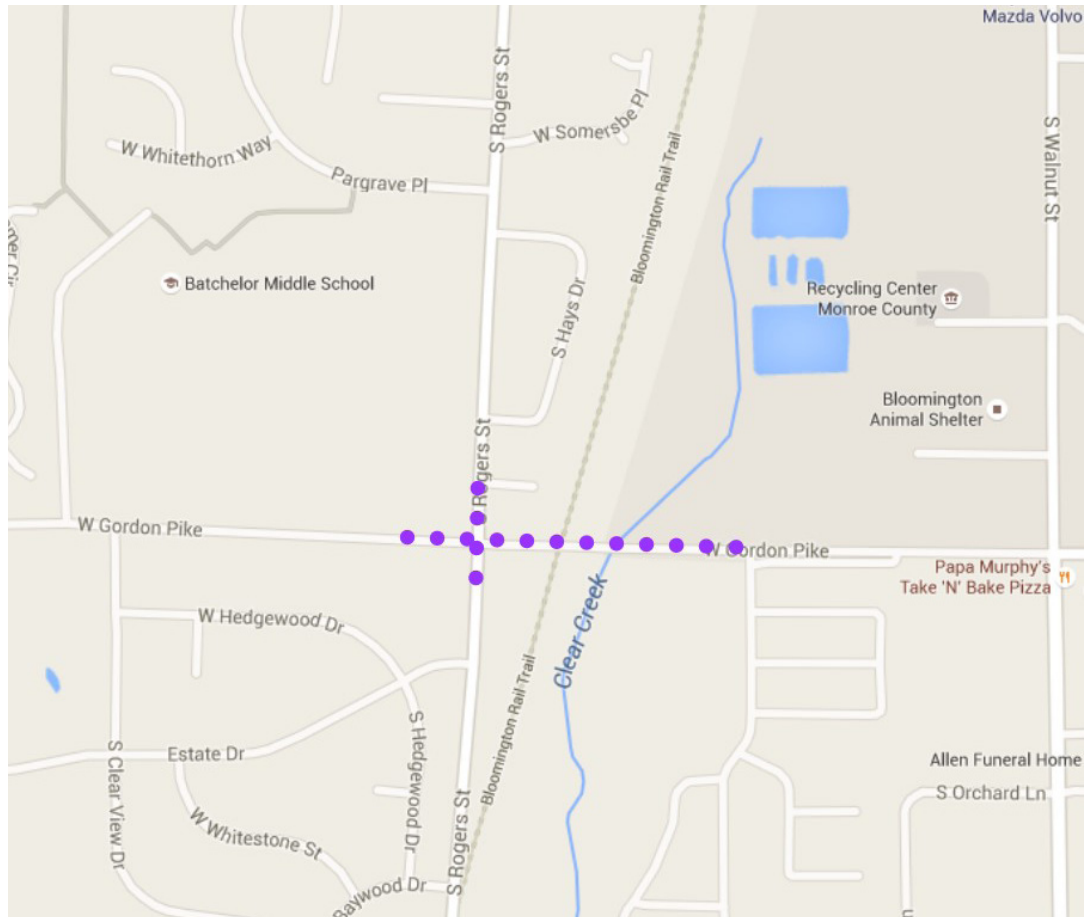
FULLERTON PIKE PHASE 2 ROADWAY

DES# 1500523

LETTING DATE: MARCH 6, 2019

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

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



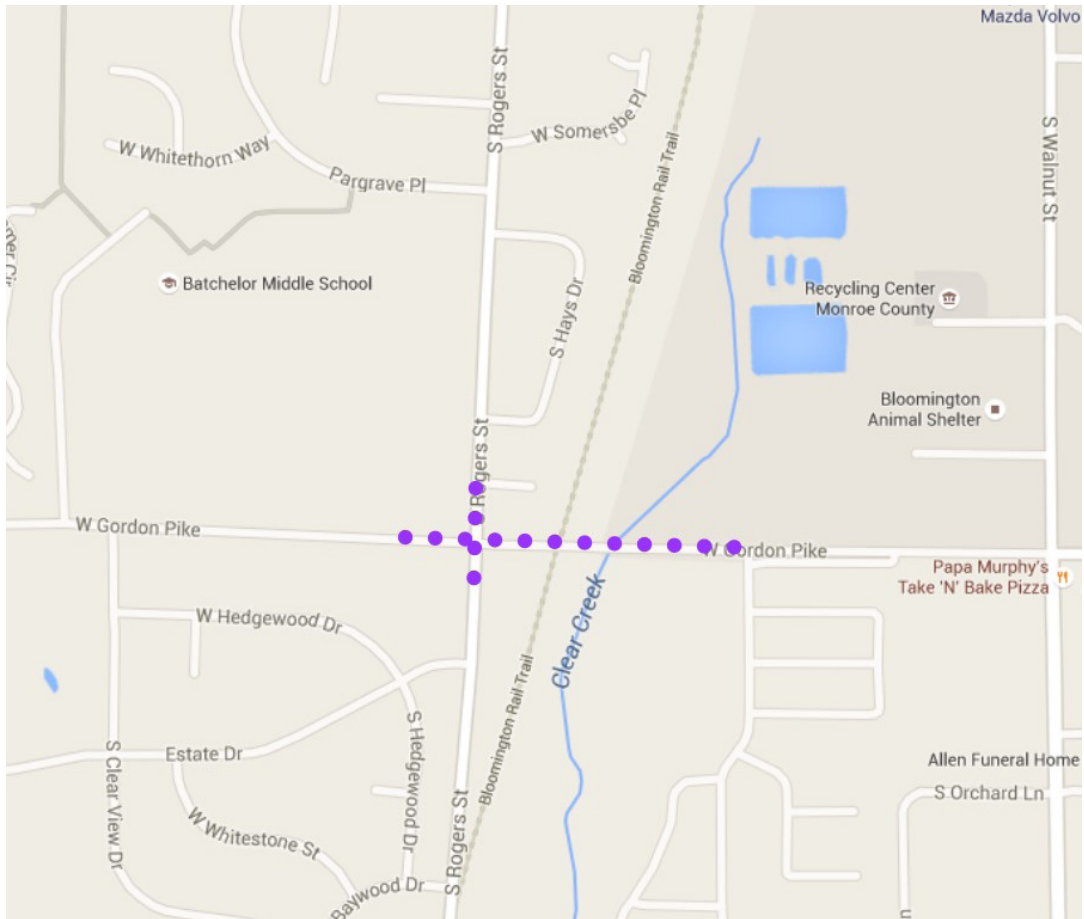
FULLERTON PIKE PHASE 2 BRIDGE

DES# 1600419

LETTING DATE: MARCH 6, 2019

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

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



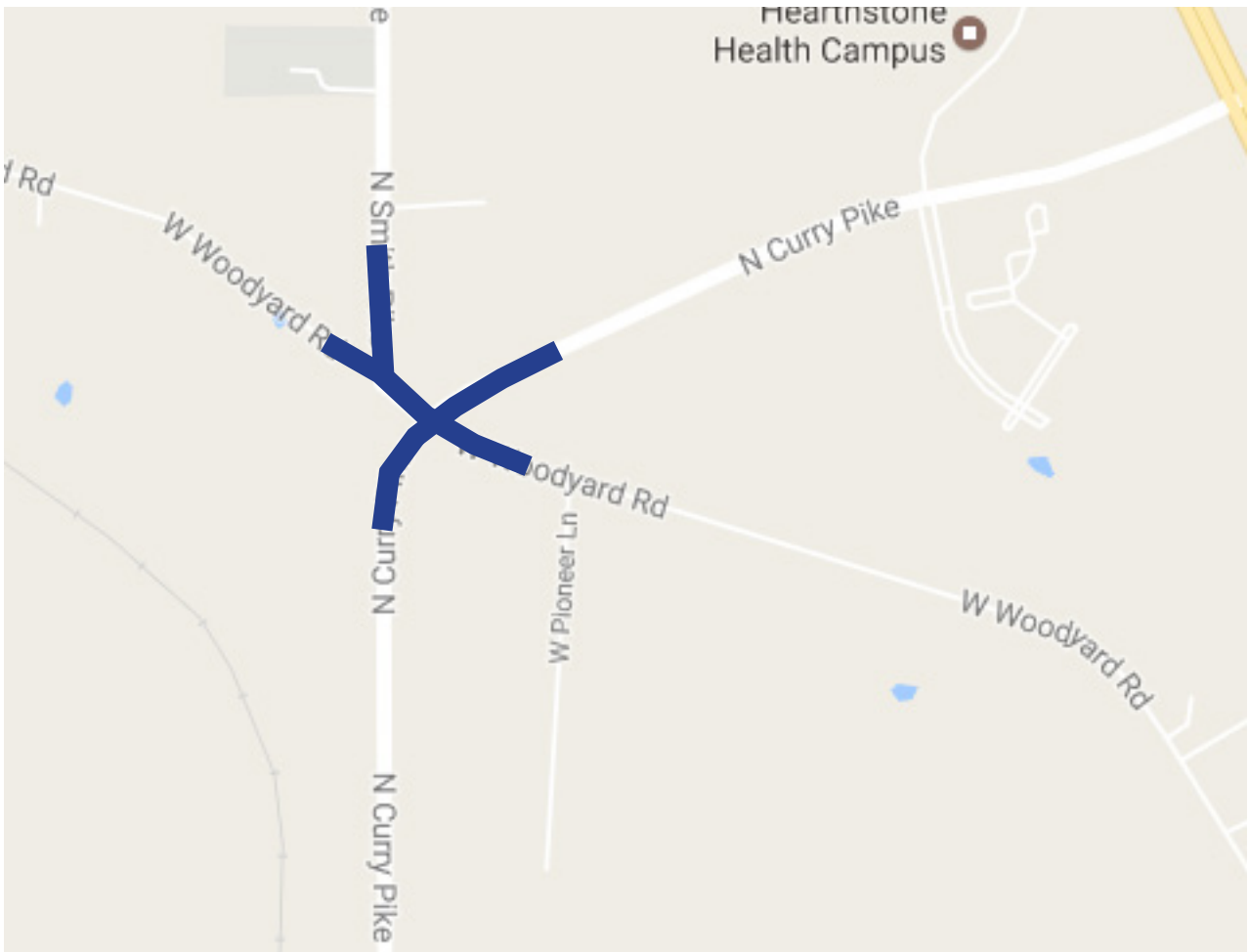
CURRY PIKE/WOODYARD ROAD/SMITH PIKE ROUNDABOUTS

DES# TBD

LETTING DATE: DECEMBER 2020

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

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



BRIDGE SAFETY INSPECTION & INVENTORY

DES# 1500210

LETTING DATE: N/A

Bridge safety inspections and ratings.

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

SUMMARY OF PROGRAMMED EXPENDITURES FOR MONROE COUNTY

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

PROJECT LIST FY 2018-2021

CITY OF BLOOMINGTON



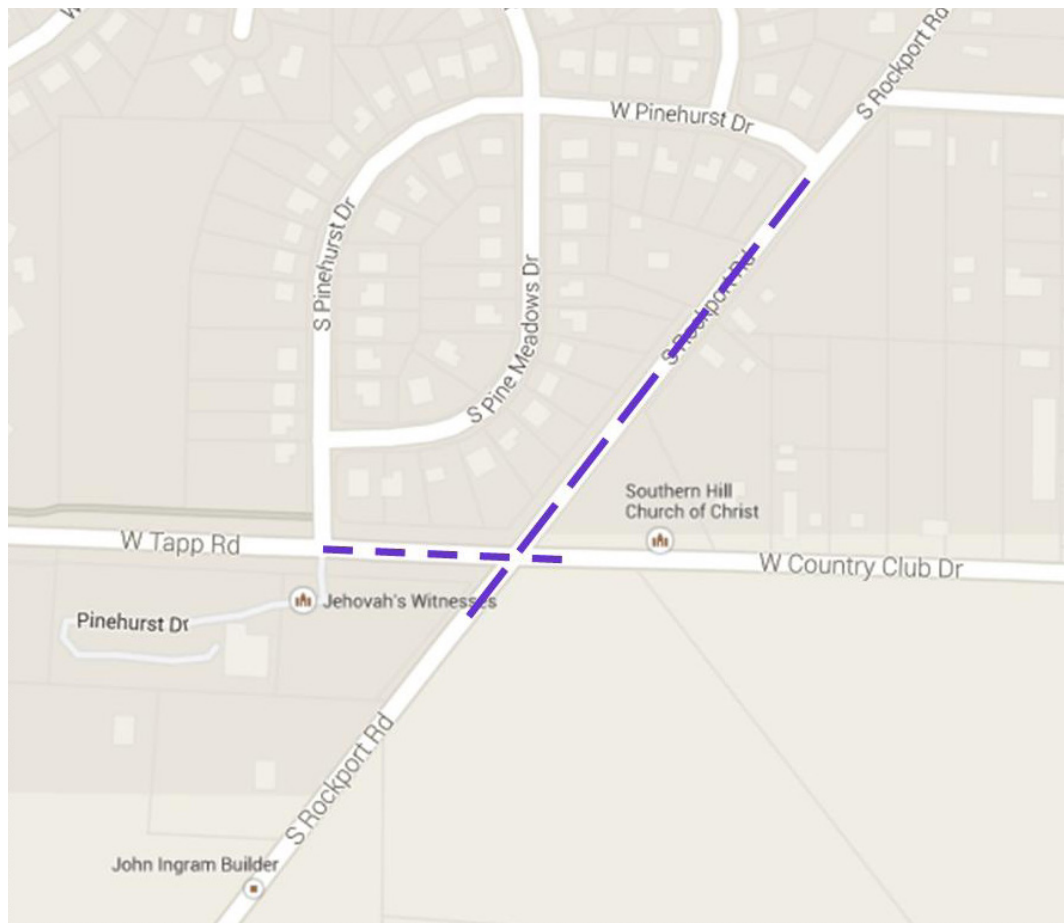
TAPP ROAD & ROCKPORT ROAD

DES# 0901730

LETTING DATE: AUGUST 9, 2017

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

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



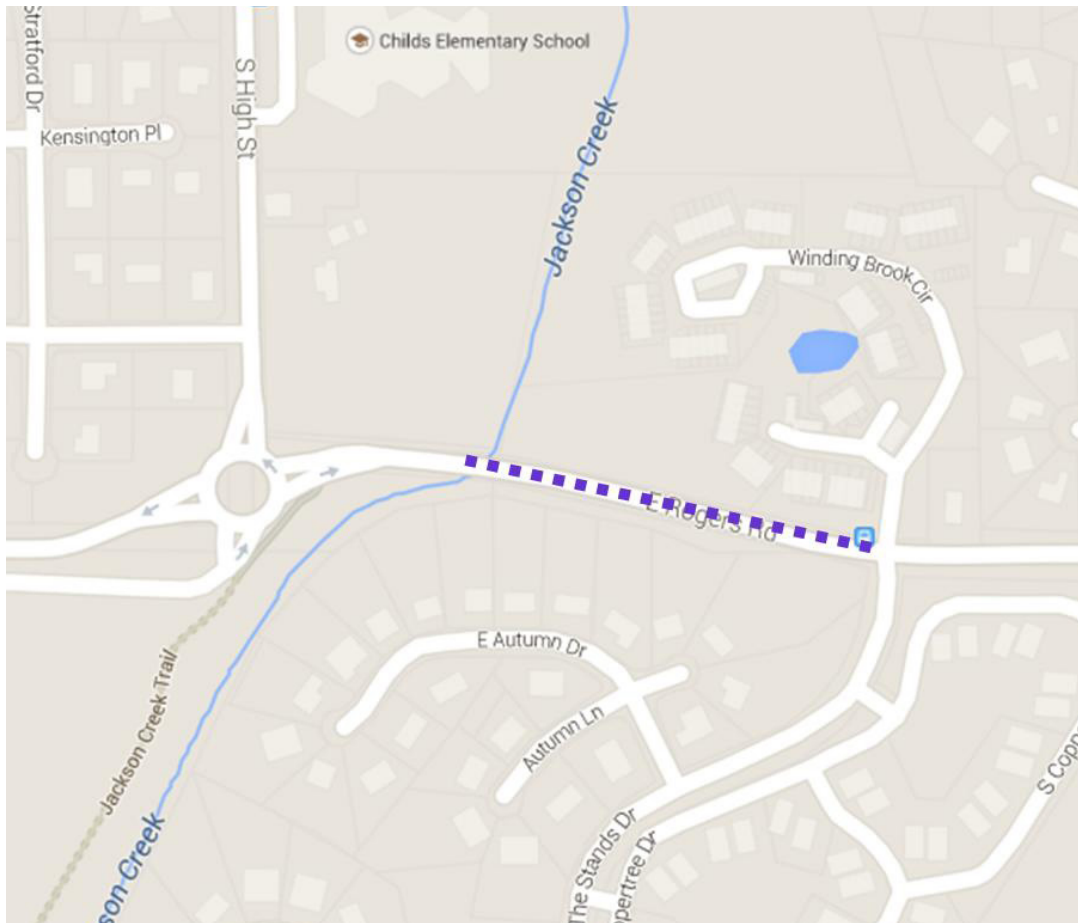
ROGERS ROAD MULTIUSE PATH

DES# 1500382

LETTING DATE: TBD

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

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



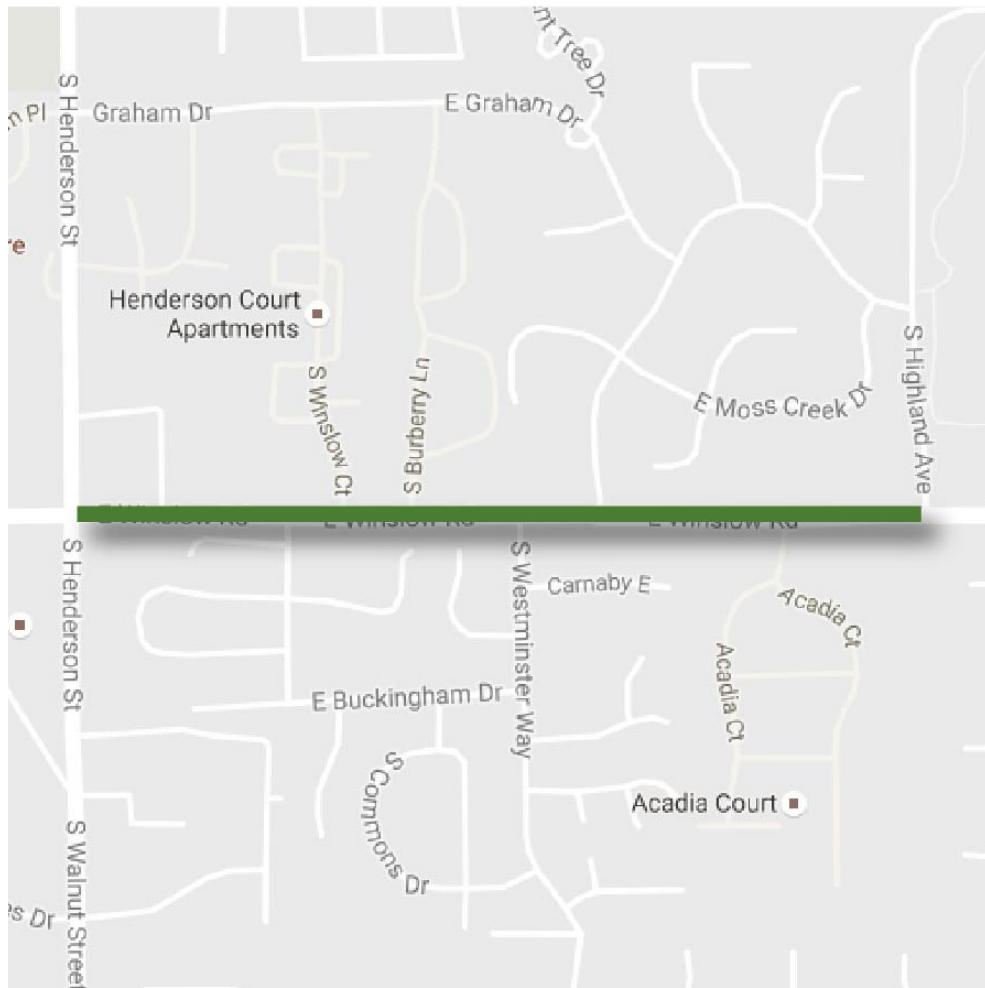
WINSLOW ROAD MULTIUSE PATH

DES# 1500383

LETTING DATE: MARCH 3, 2022

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

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



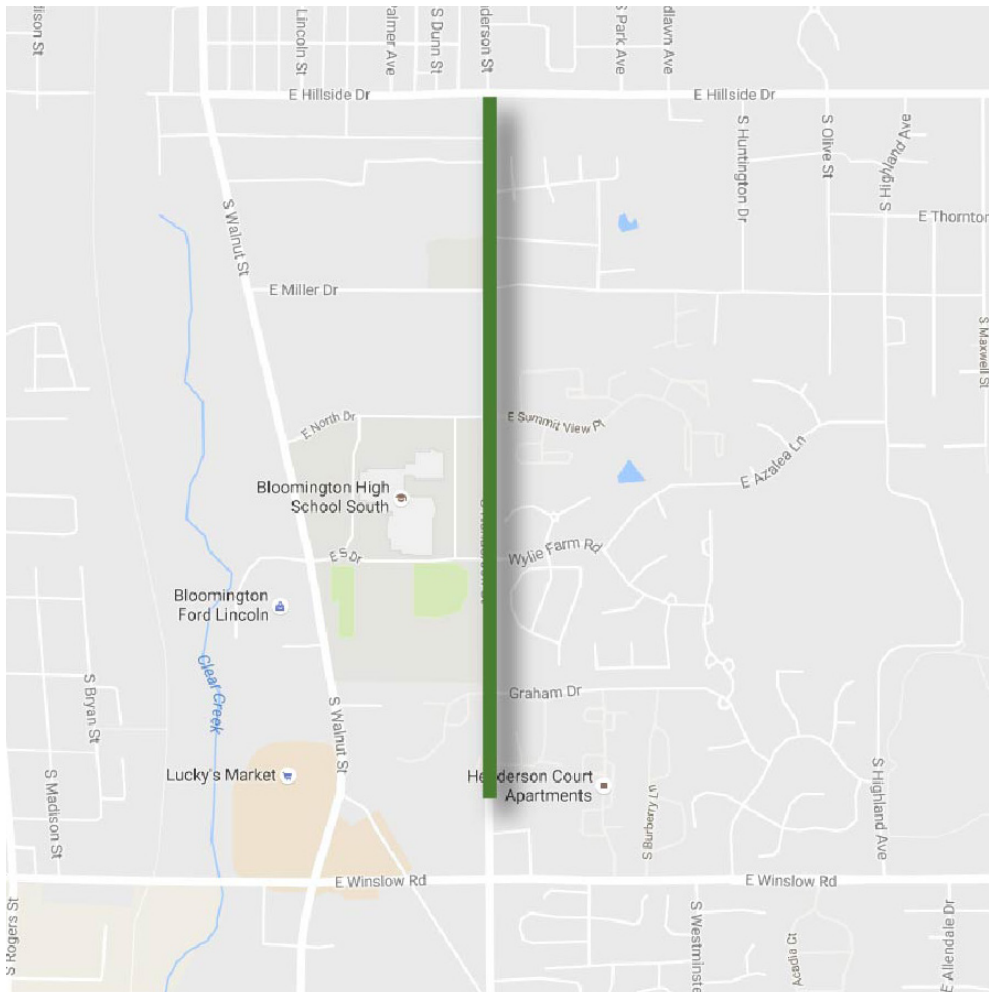
HENDERSON STREET MULTIUSE PATH

DES# 1500384

LETTING DATE: MARCH 4, 2021

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

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



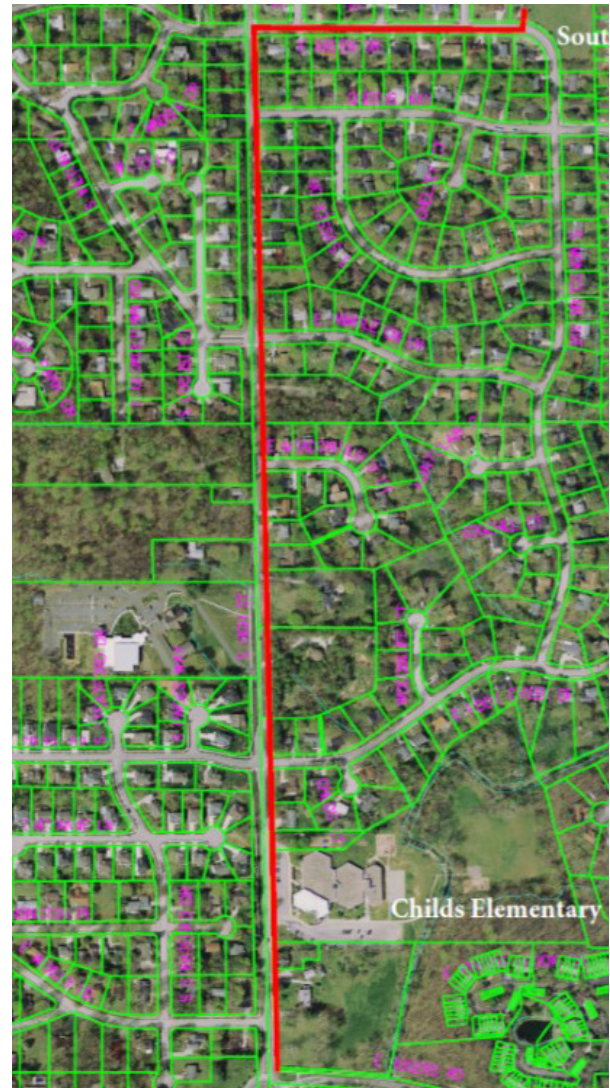
JACKSON CREEK TRAIL

DES# 1500398

LETTING DATE: NOVEMBER 11, 2020

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

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



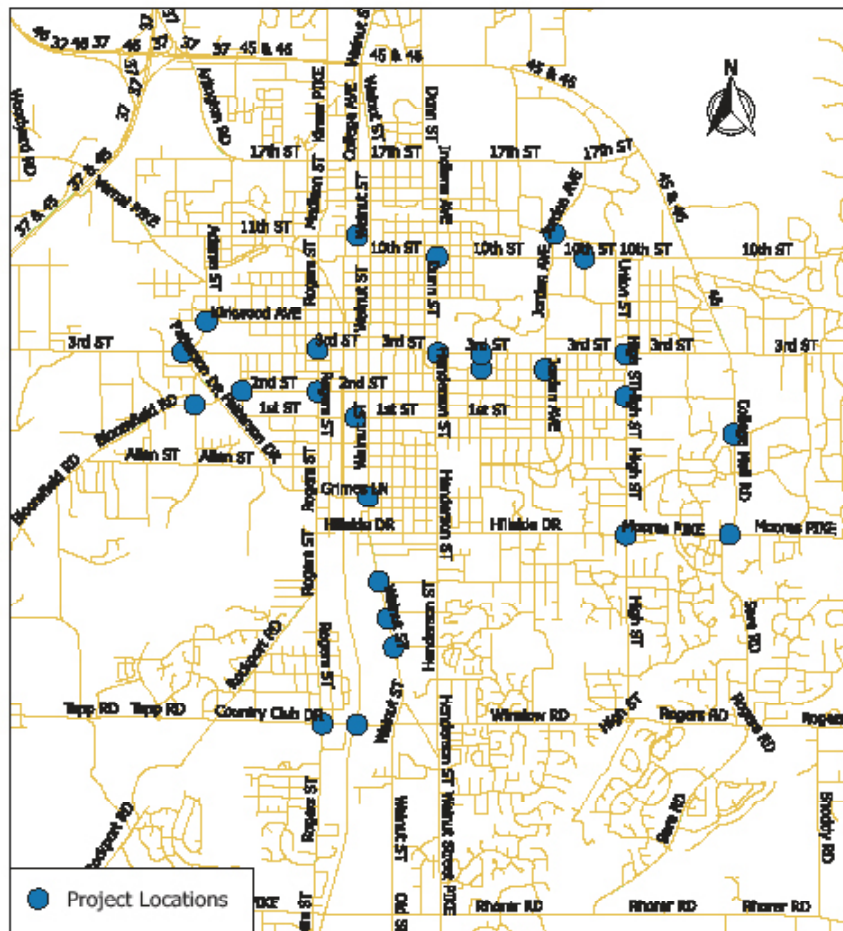
PEDESTRIAN SAFETY AND ACCESSIBILITY AT SIGNALIZED INTERSECTIONS

DES# 1600426

LETTING DATE: MARCH 7, 2018

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

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

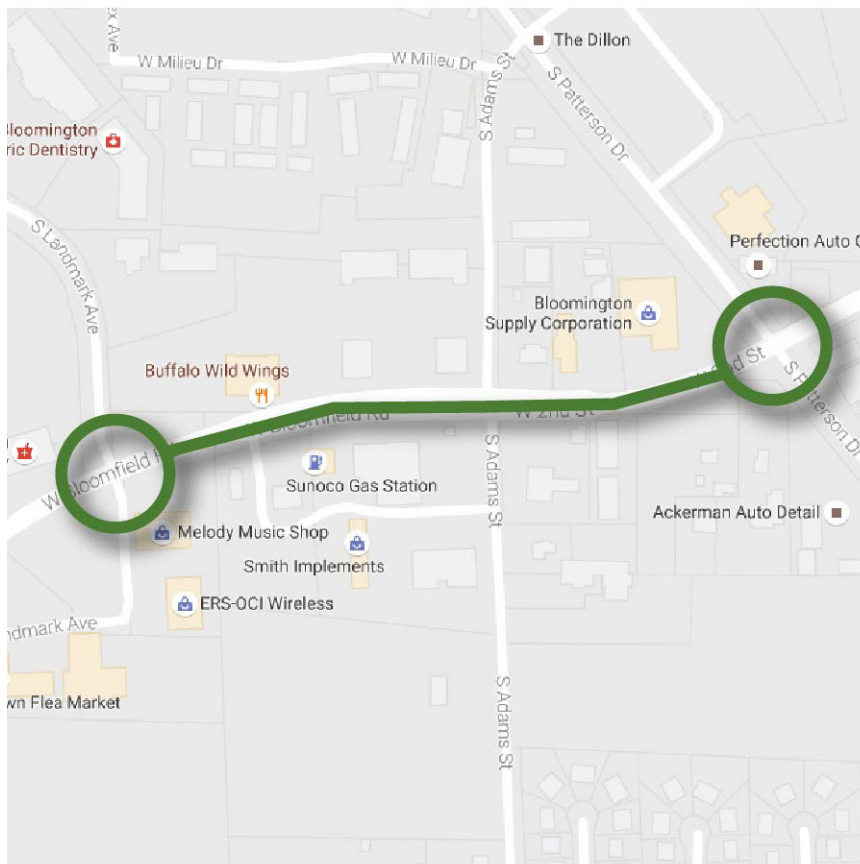


2ND STREET/BLOOMFIELD ROAD PEDESTRIAN SAFETY IMPROVEMENTS DES# 1601851

LETTING DATE: JANUARY 16, 2019

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2018	-	\$-	\$80,000	\$80,000
CE	2019	STP	\$20,491	\$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



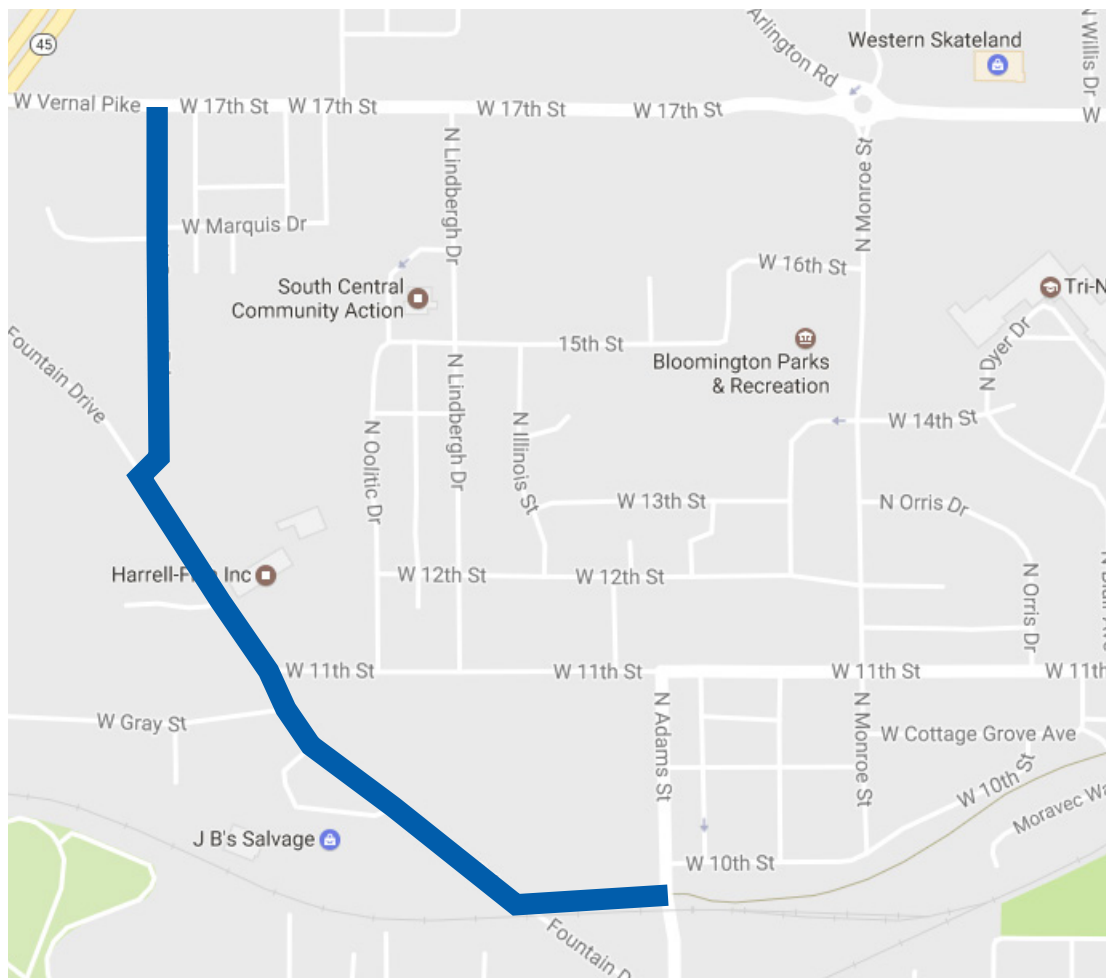
B-LINE TRAIL EXTENSION

DES# TBD

LETTING DATE: NOVEMBER 2020

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

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



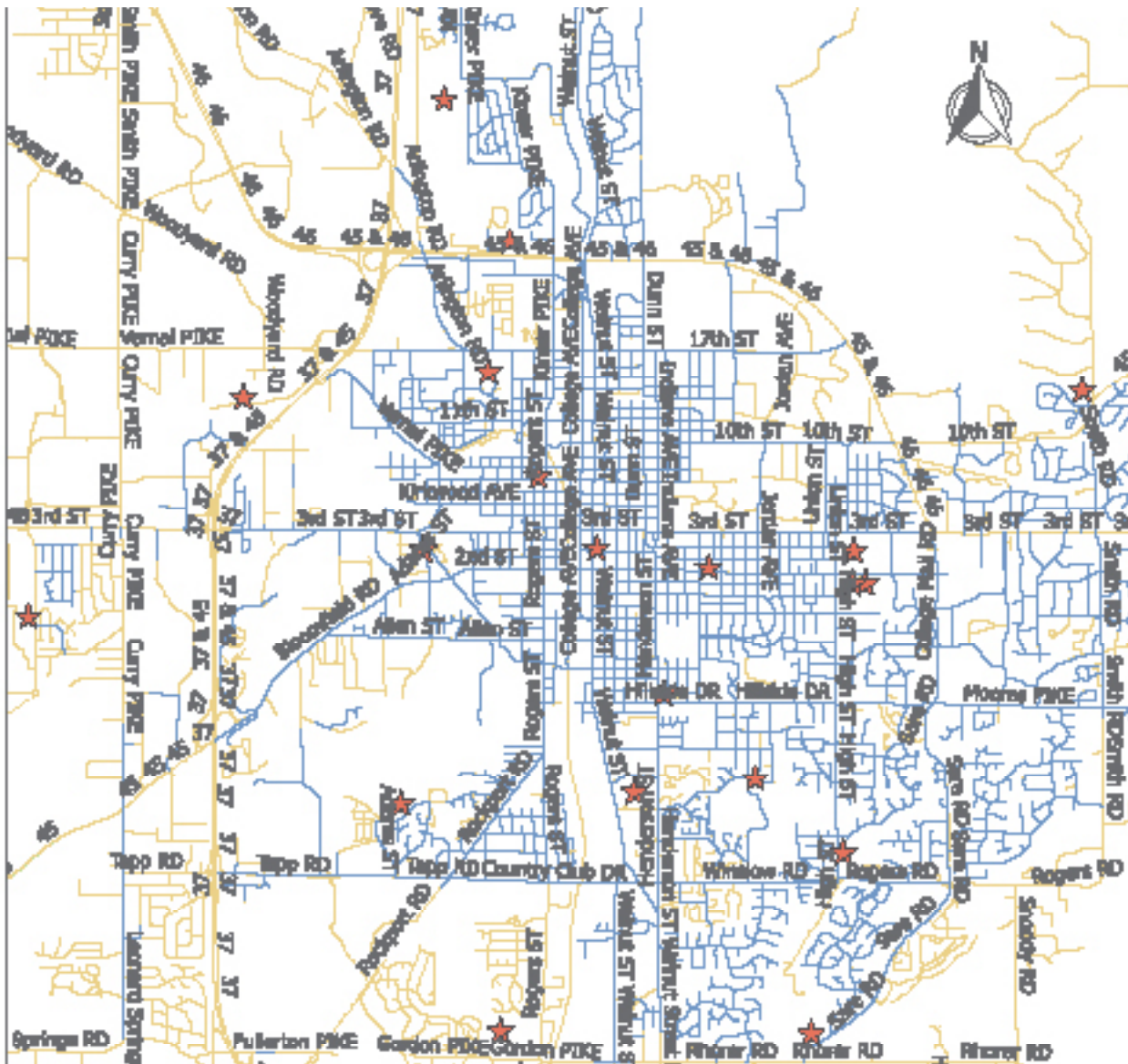
SCHOOL ZONE ENHANCEMENTS

DES# TBD

LETTING DATE: DECEMBER 2019

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

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



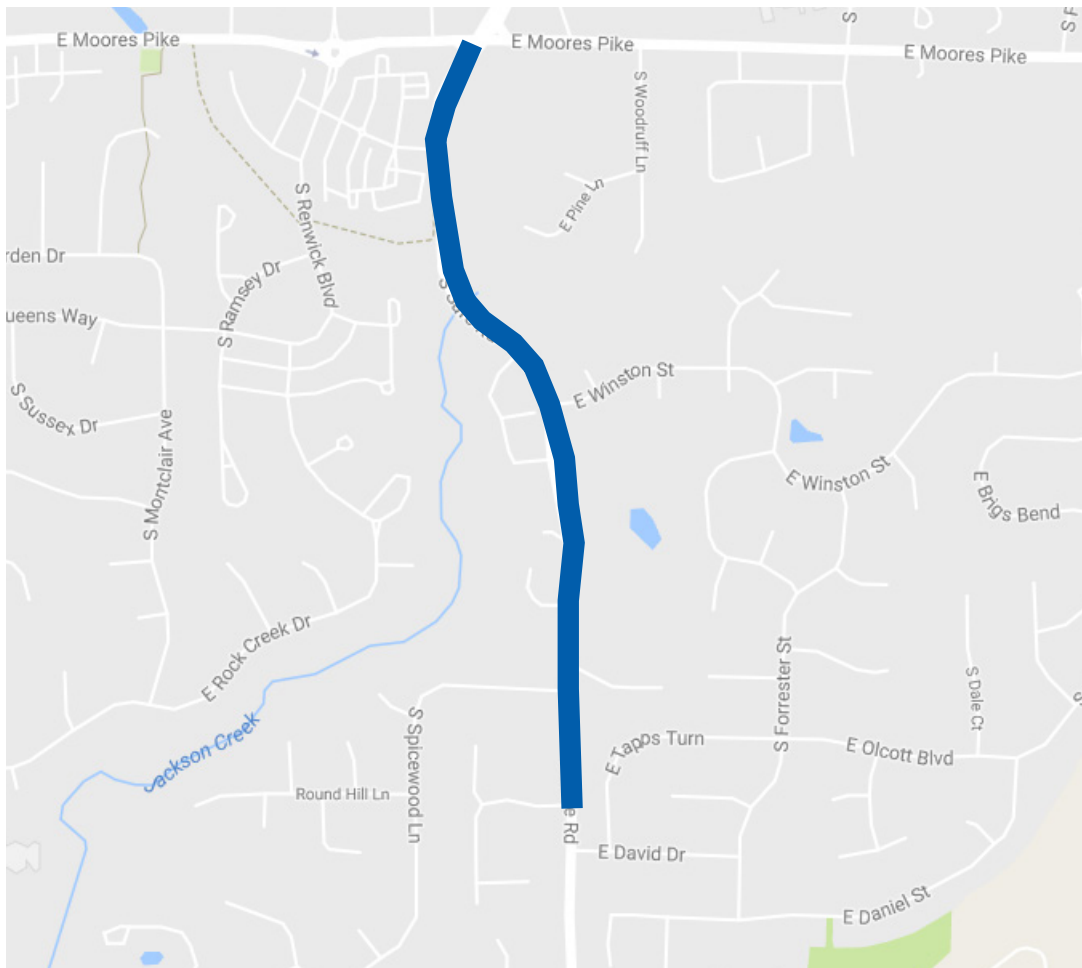
SARE ROAD MULTIUSE PATH

DES# TBD

LETTING DATE: JANUARY 2020

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

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



CROSSWALK IMPROVEMENTS

DES# TBD

LETTING DATE: DECEMBER 2020

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

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

SUMMARY OF PROGRAMMED EXPENDITURES FOR CITY OF BLOOMINGTON

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

PROJECT LIST FY 2018-2021

BLOOMINGTON TRANSIT



OPERATIONAL ASSISTANCE

DES# 1500497, 1500498, 1500499, 1500500

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

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

PURCHASE PASSENGER SHELTERS

DES# 1500491, 1500492

Purchase passenger shelters in 2019 and 2021.

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

PURCHASE MAJOR VEHICLE COMPONENTS

DES# 1382504, 1382505, 1500493, 1500494

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

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

PURCHASE BT ACCESS VEHICLES

DES# 1382503, 1500495, 1500496

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

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

SUPPORT VEHICLE REPLACEMENT

DES# 1500501, 1500502, 1500503

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

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

TWO-WAY RADIO COMMUNICATIONS EQUIPMENT

DES# 1500504

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

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

35 FOOT HYBRID BUS REPLACEMENT

DES# 1500505, 1500506

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

Funding Source	2018	2019	2020	2021	Total
5309	\$1,120,000	\$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

DES# 1500507

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

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

MOBILITY MANAGEMENT PROGRAM

DES# 1500408, 1500409, 1500266, 1500268

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

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

25 FOOT HYBRID BUS REPLACEMENT

DES# TBD

Replacement of one 25 foot hybrid bus in FY 2019.

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

REPAIR/MAINTENANCE OF OPERATIONS FACILITY

DES# TBD

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

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

PARATRANSIT FLEET SECURITY CAMERAS

DES# TBD

Retrofit paratransit vehicle fleet with security camera technology.

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

BUS TRACKING/PASSENGER COUNTING/VOICE ANNUNCIATOR TECHNOLOGY

DES# TBD

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

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

SUMMARY OF PROGRAMMED EXPENDITURES FOR BLOOMINGTON TRANSIT

	2018	2019	2020	2021	Total
5307	\$2,547,393	\$3,068,495	\$2,436,308	\$2,531,382	\$9,641,818
5309	\$1,120,000	\$3,504,000	\$1,764,000	\$2,400,000	\$4,164,000
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	\$42,868,381

PROJECT LIST FY 2018-2021

RURAL TRANSIT



OPERATION OF RURAL TRANSIT

DES# 1500410, 1500411, 1500263, 1500264

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

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

SUMMARY OF PROGRAMMED EXPENDITURES FOR RURAL TRANSIT

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

PROJECT LIST FY 2018-2021

INDIANA UNIVERSITY CAMPUS BUS



BUS REPLACEMENT

DES# 1601815

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

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

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

SUMMARY OF PROGRAMMED EXPENDITURES FOR INDIANA UNIVERSITY CAMPUS BUS

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

PROJECT LIST FY 2018-2021

INDIANA DEPARTMENT OF TRANSPORTATION



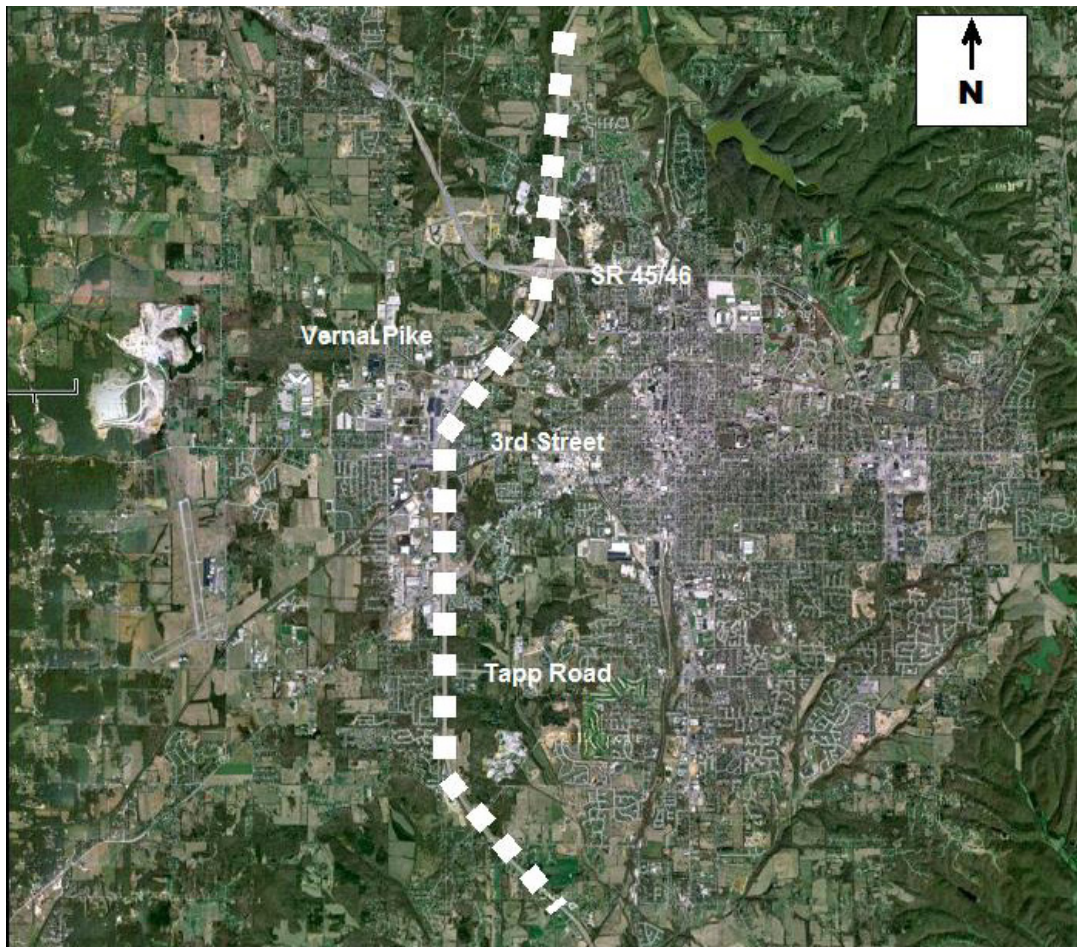
I-69 SECTION 5 ROADWAY RECONSTRUCTION

DES# 1382776, 1297885

LETTING DATE: N/A

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

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



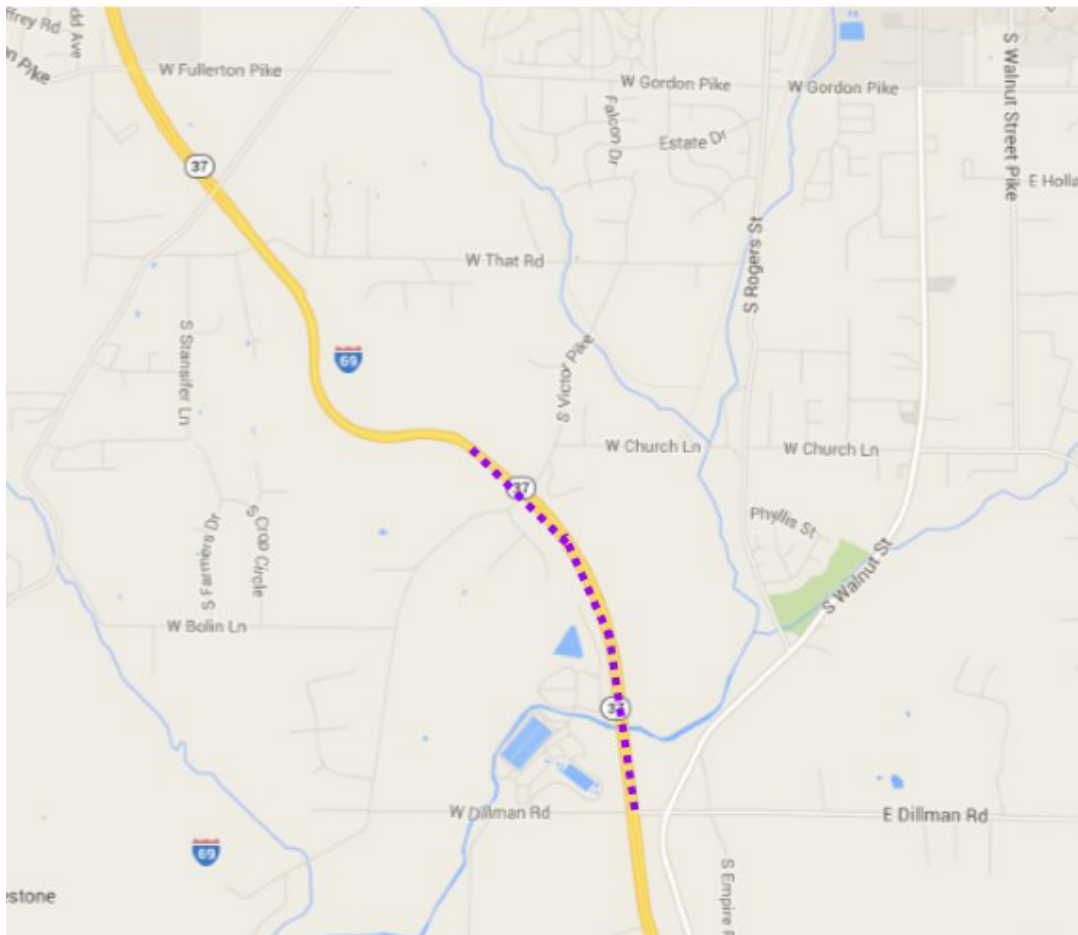
SR 37 PAVEMENT PROJECT

DES# 1400095

LETTING DATE: TBD

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

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



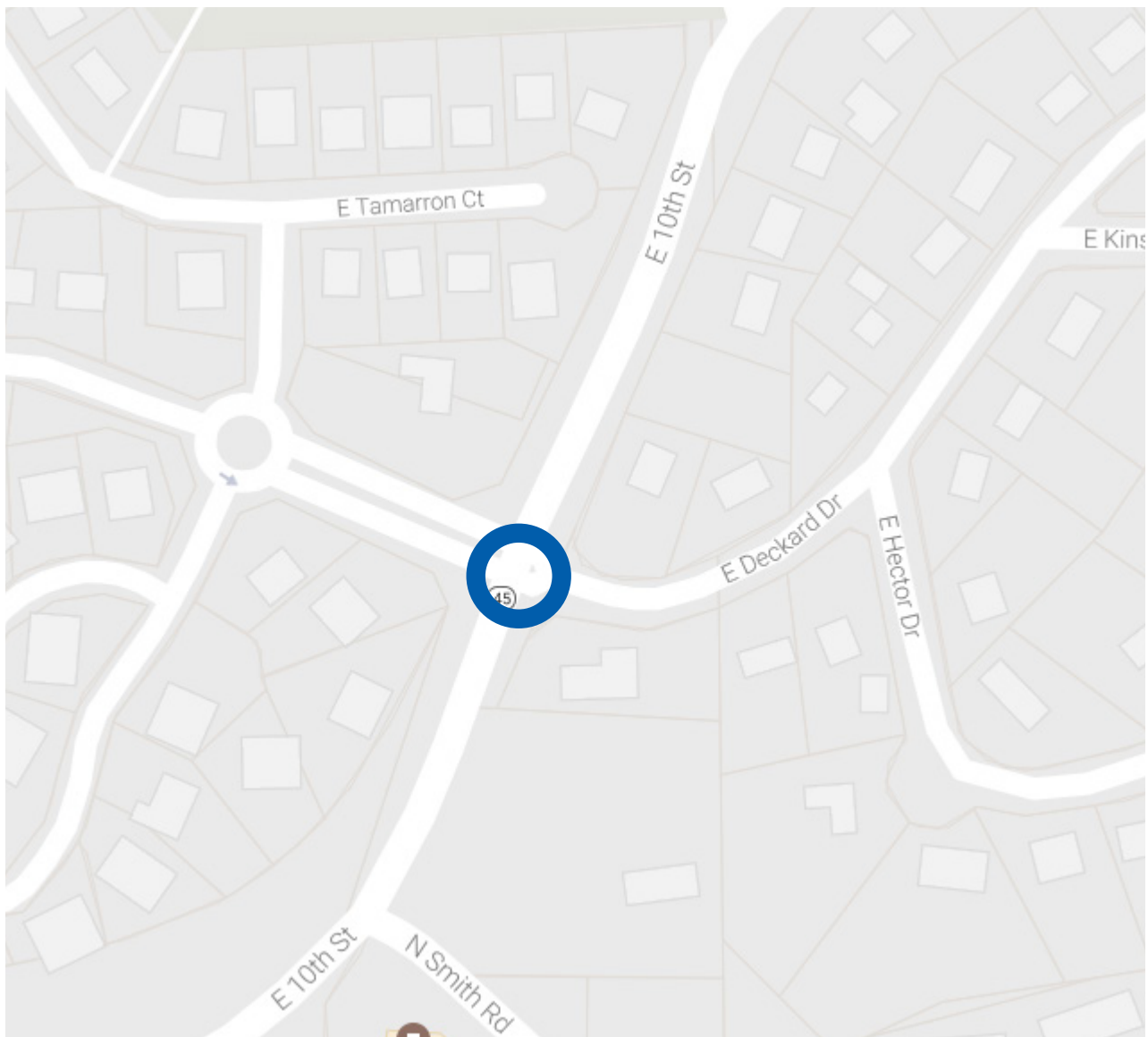
HAWK SIGNAL AT SR 45 & TAMARRON DRIVE

DES# 1601926

LETTING DATE: TBD

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

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



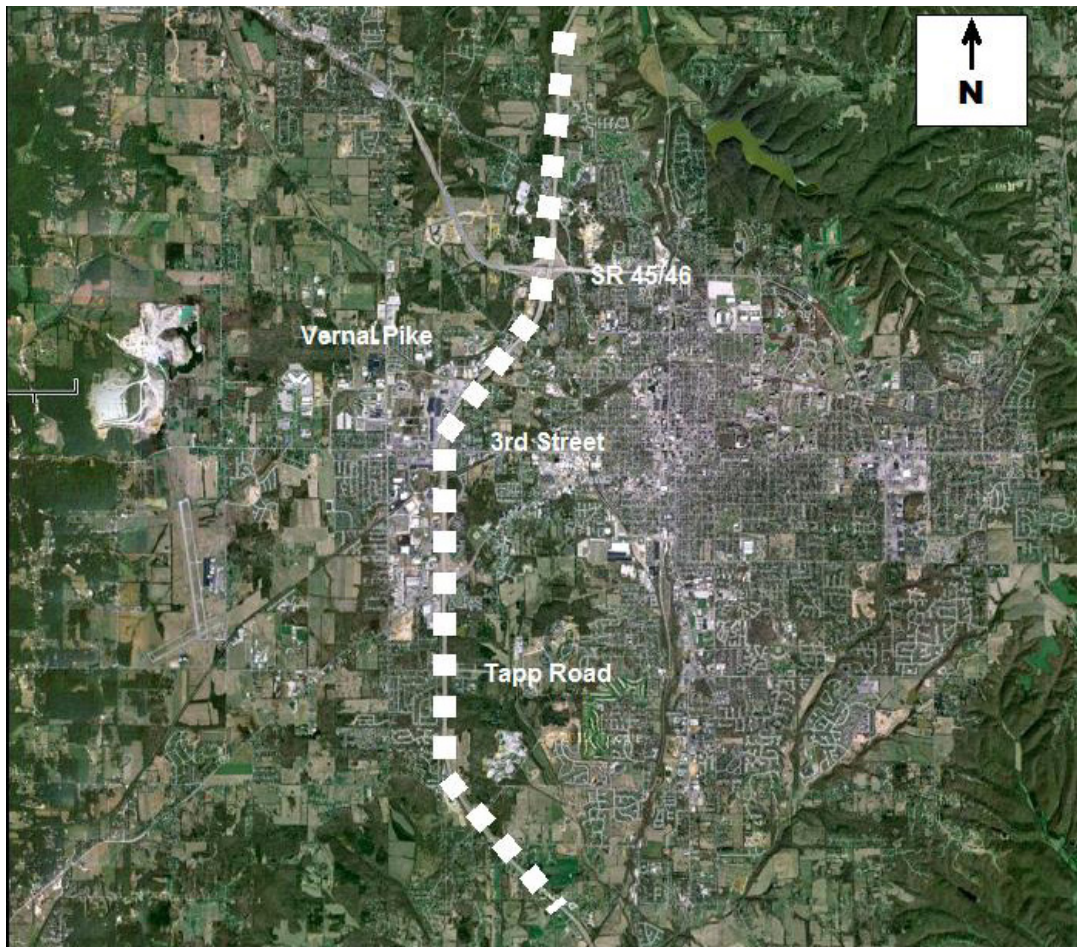
I-69 SECTION ENVIRONMENTAL MITIGATION

DES# 1600654, 1297885

LETTING DATE: N/A

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

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



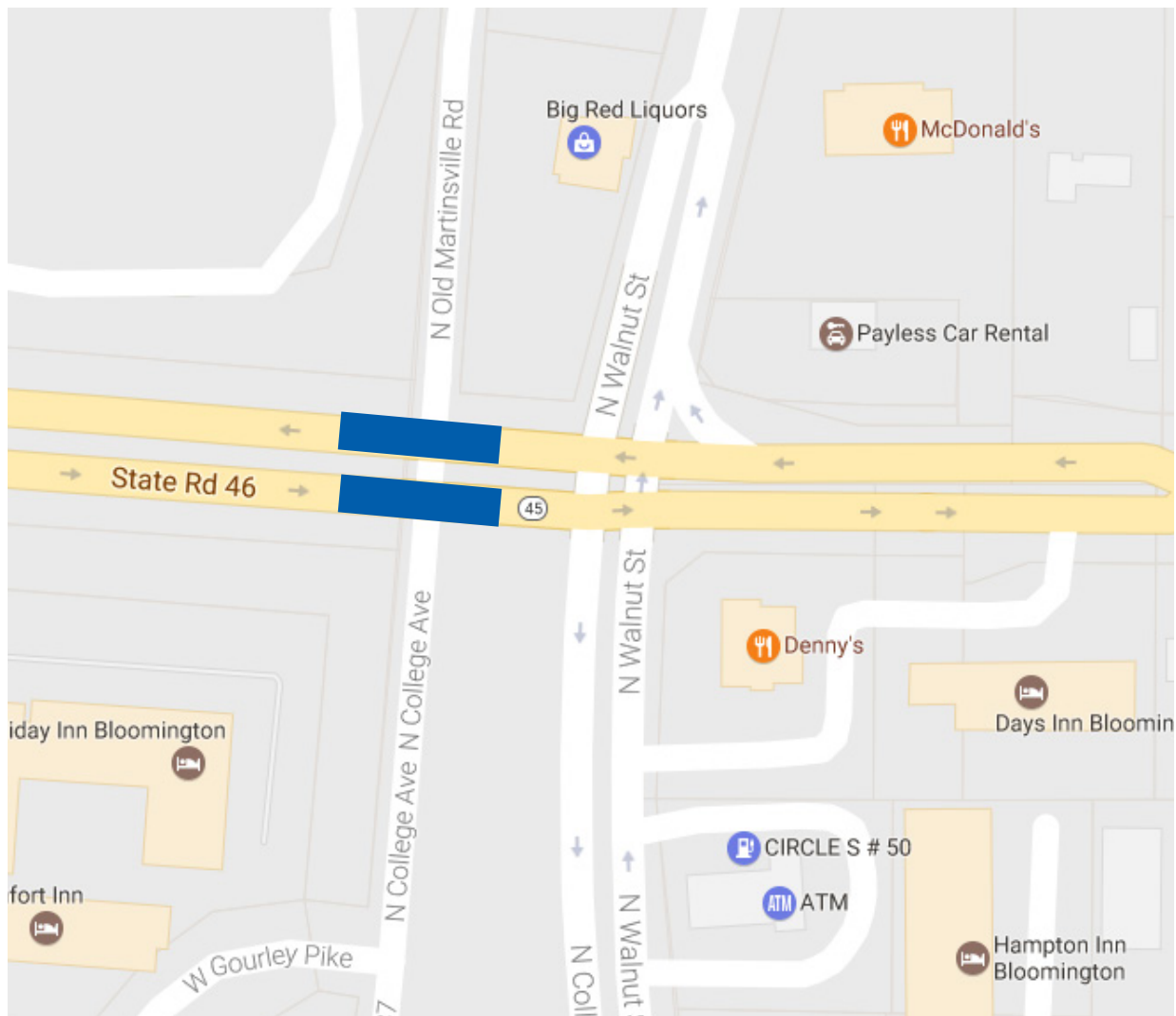
STATE ROAD 45 BRIDGE OVER CASCADE ROAD BRIDGE DECK OVERLAY

DES# 1600100, 1600081

LETTING DATE: TBD

Pavement overlay of existing bridge deck.

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



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

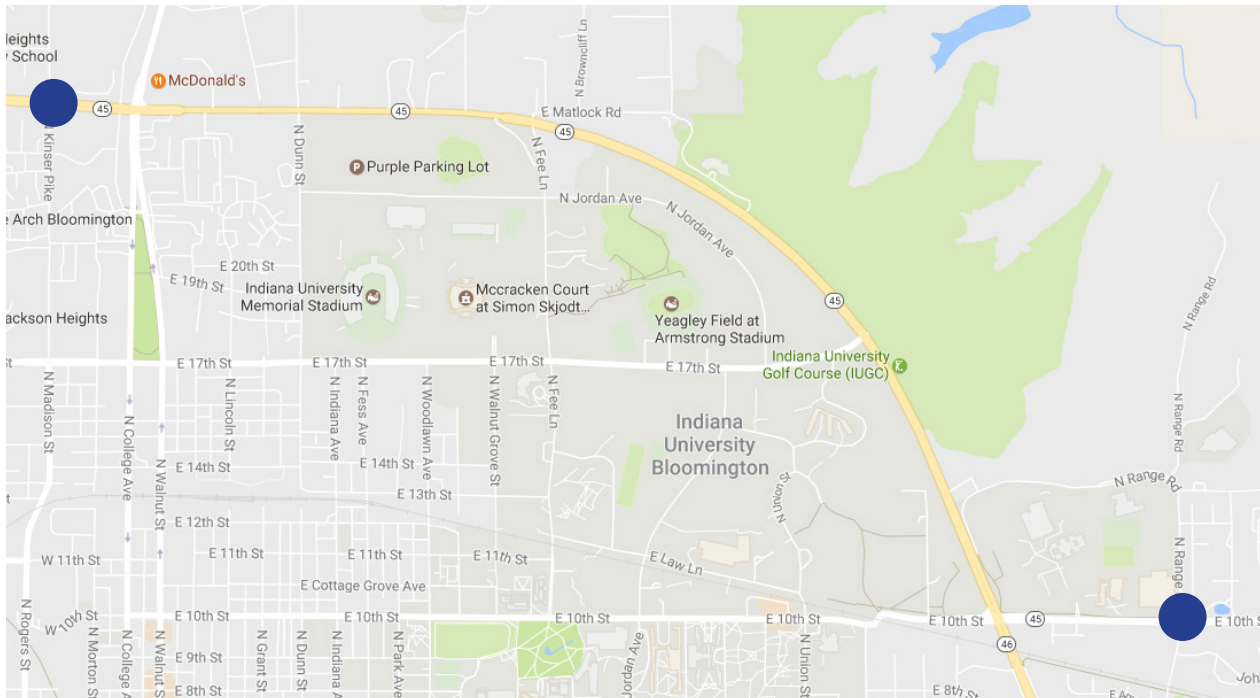
SIGNAL UPGRADES

DES# 1700142

LETTING DATE: TBD

Traffic signal equipment upgrades.

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



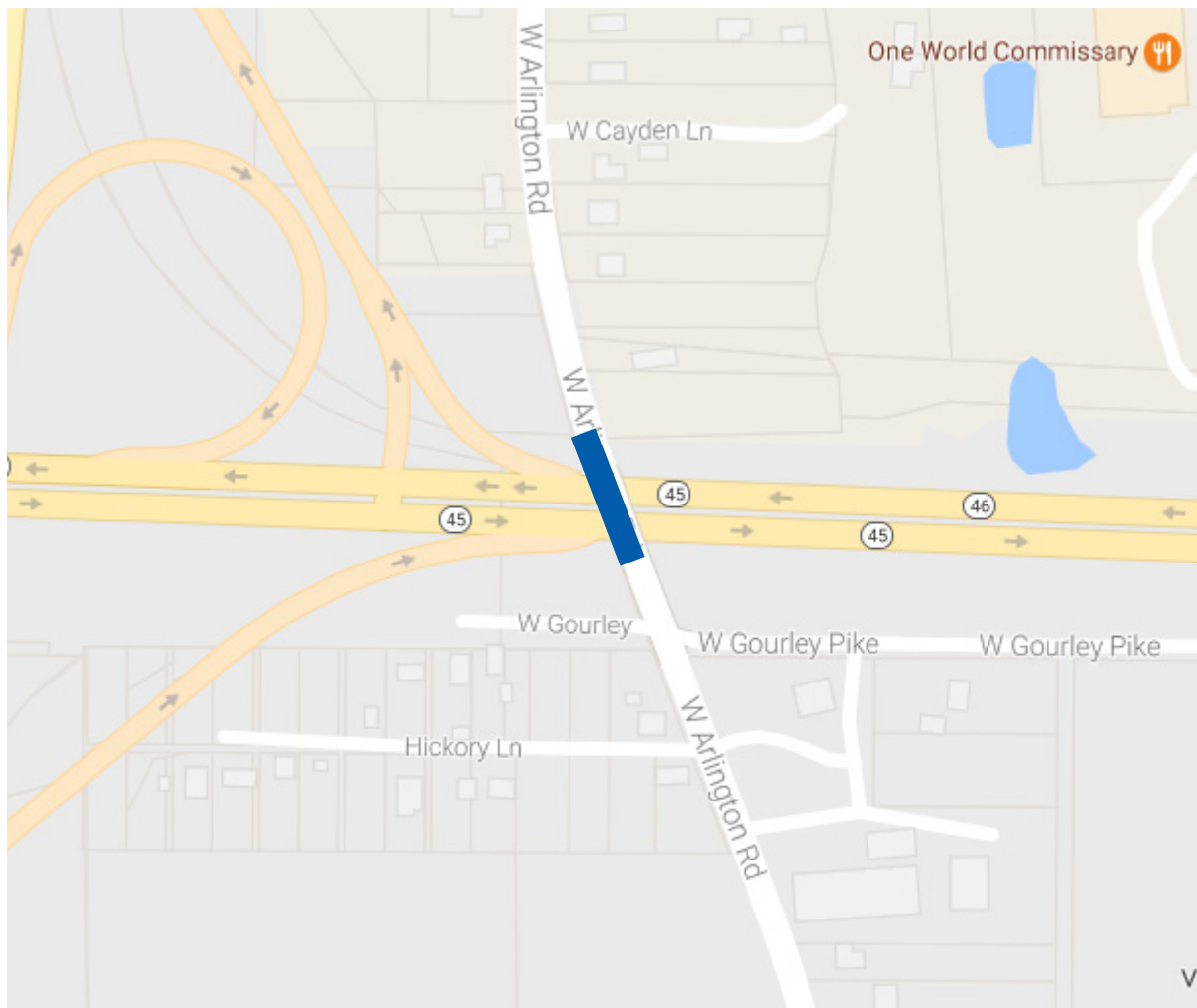
OLD STATE ROAD 46 BRIDGE BRIDGE PAINTING

DES# 1602142

LETTING DATE: TBD

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

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



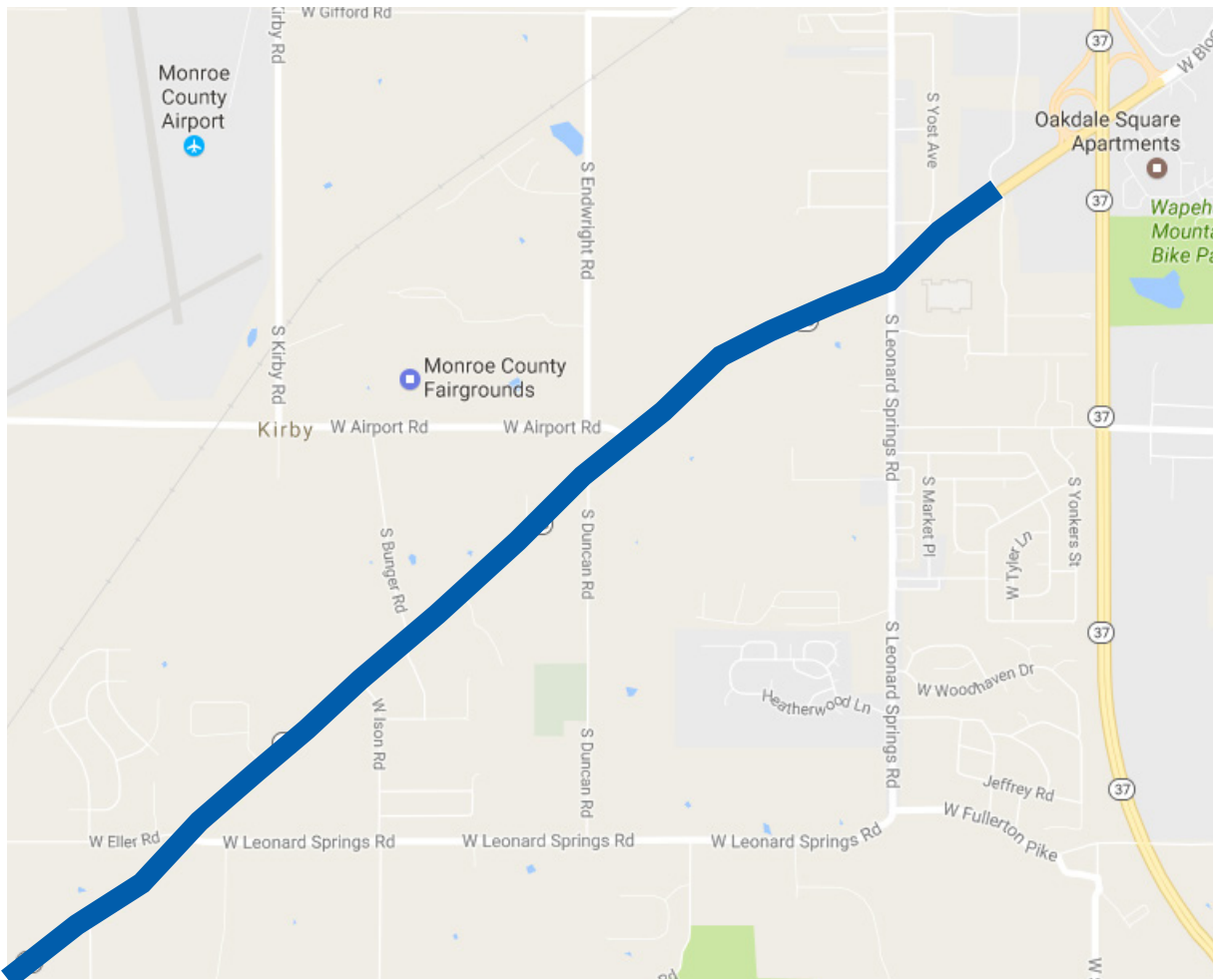
STATE ROAD 45 PAVEMENT OVERLAY

DES# 1602142

LETTING DATE: TBD

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

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



SEYMOUR DISTRICT RAISED PAVEMENT MARKINGS

DES# 1700213

LETTING DATE: TBD

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

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

SUMMARY OF PROGRAMMED EXPENDITURES FOR STATE PROJECTS

	2018	2019	2020	2021	Total
NHPP	\$1,500,200	\$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

APPENDIX



GLOSSARY

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

PUBLIC PARTICIPATION

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

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

TRANSPORTATION IMPROVEMENT PROGRAMMING PROCESS

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

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

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

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

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

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

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

AMENDMENT PROCESS

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

COMPLETE STREETS COMPLIANCE

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

FIGURE 1: TRANSPORTATION IMPROVEMENT PROGRAMMING PROCESS

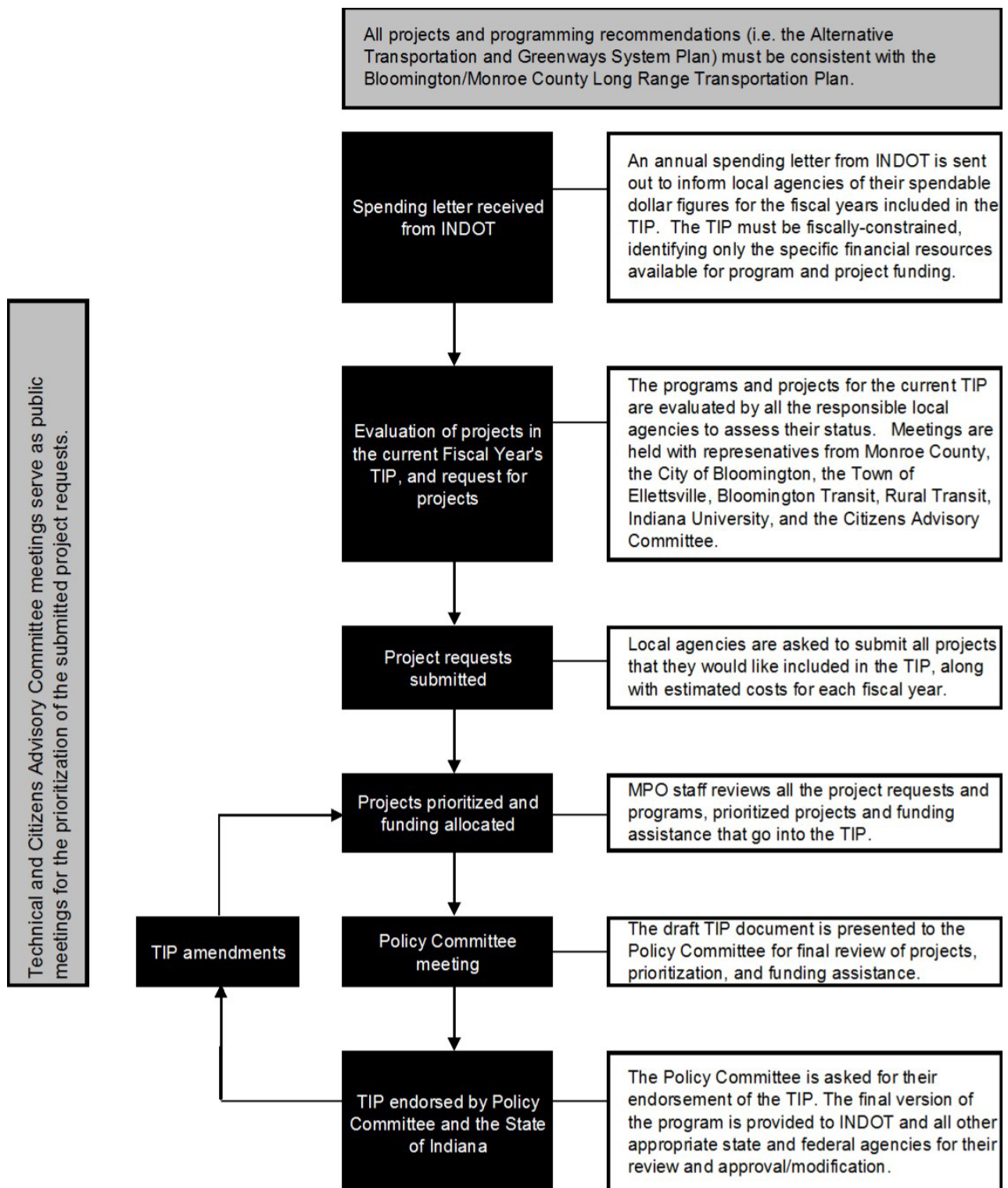


FIGURE 2: COMPLETE STREETS POLICY COMPLIANCE OF LOCAL PROJECTS

Complete Streets Policy Compliance of Local Projects					
LPA	Project	Brief Description	Compliant	Exempt	Not Applicable
Please note: The BMCMPPO Complete Streets Policy does not apply to INDOT, Bloomington Transit or Rural Transit projects.					
MC	Fullerton Pike/Gordon Pike/Rhorer Rd. Ph 2 Roadway	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. Roadway portion.	●		
MC	Fullerton Pike/Gordon Pike/Rhorer Rd. Ph 2 Bridge	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. Bridge portion.	●		
MC	Curry/Woodyard/Smith Roundabouts	Replacement of the Curry Pike/Woodyard Road/Smith Pike intersections with a “dogbone” roundabout configuration for safety improvement.	●		
MC	Bridge Inspections	Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.			●
BL	Tapp Rd & Rockport Rd Intersection	Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities.	●		
BL	Henderson Street Multiuse Path	Multiuse path construction on the east side of Henderson Street from Hillside Drive to approximately 650 feet north of Winslow Road.			●
BL	Jackson Creek Trail	Multiuse path construction from Southeast Park/Arden Drive to High Street and then to Sherwood Oaks park/Goat Farm heading south the Rhorer Road and then east to Sare Road.			●
BL	Rogers Road Multiuse Path	Multiuse path construction on the north side of East Rogers Road at the Jackson Creek bridge to TheStands Drive.			●
BL	Pedestrian Accessibility at Signalized Intersections	Installation of pedestrian signal heads with countdown timers and accessible pedestrian push buttons at City-maintained traffic signals and pedestrian hybrid beacons.			●
BL	Winslow Road Multiuse Path	Multiuse path construction on the north side of Winslow Road from Henderson Street to Highland Avenue.			●
BL	2nd/Bloomfield Pedestrian Safety Improvements	Improvements to the signalized intersections of 2nd Street/Bloomfield Road with Landmark Avenue and Patterson Drive to include pedestrian signal indications and buttons, crosswalks, accessible curb ramps, at least one signal head per travel lane, signal head back plates and other geometric improvements. Multiuse path construction along the north side of 2nd Street between Adams Street and Patterson Drive.	●		
BL	B-Line Trail Extension	Multiuse path construction from the Adams Street trailhead west to Fountain Drive, north along Fountain Drive and Crescent Road to connect with the 17th Street multiuse path.			●
BL	School Zone Enhancements	Installation or improvement of school zones and school-related pedestrian crossings throughout the City, including pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge areas.			●
BL	Sare Road Multiuse Path	Multiuse path construction on the west side of Sare Road from Moores Pike to Buttonwood Lane, including intersection improvements at the Sare Road and Moores Pike signal and other intersections along the route as needed for to facilitate street crossings for pedestrians.			●
BL	Crosswalk Improvements	Improvements at 25 pedestrian crosswalks located on streets owned and operated by the City (specific locations to be identified during the design phase).			●

RED FLAG INVESTIGATIONS

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

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

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

AIR QUALITY

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

SELF CERTIFICATION

To be inserted upon approval.

LETTER OF APPROVAL

To be inserted upon approval.

RESOLUTIONS

To be inserted upon approval.

RESOLUTIONS CONT.

MEMORANDUM

To: MPO Technical and Citizens Advisory Committees
From: Joshua Desmond, AICP
BMCMPPO Director
Date: April 20, 2017
Re: Change Order Policy Revisions

Overview

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

The Policy Committee discussed this issue at their meeting on April 7. The Committee directed staff to revise the Change Order Policy by removing the 5% set-aside requirement. Amending this Policy as directed will ensure that the adopted FY 2018-2021 TIP is in compliance with the Policy. A draft revision to the Policy is attached after this memo. Staff will highlight the changes to the Policy at the meeting on April 26.

Requested Action

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



Bloomington/Monroe County Metropolitan Planning Organization

CHANGE ORDER POLICY FOR LPA PROJECTS IN THE TIP

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

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



Bloomington/Monroe County Metropolitan Planning Organization

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

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

- ~~The MPO will not program 5% of federal aid allocated to it in the form of Surface Transportation (STP) or Minimum Guarantee (MG) funds thus establishing a Transportation Improvement Program (TIP) Change Order Reserve (Reserve). The Reserve shall be used to assist LPAs if cost overruns occur in a given fiscal year. Reserve funds will be allocated to eligible LPA projects on a first come, first served basis.~~
- The MPO will authorize Federal funds for LPA project construction contracts via a Purchase Order (P.O.) issued by INDOT as programmed in the TIP. If the INDOT P.O. amount is lower than the amount programmed in the TIP, the excess programmed funds shall become available for the MPO to assign to Change Orders for any LPA project in the TIP.
- A Change Order is required occurs when additional funding is required beyond the amount provided in the INDOT P.O. for the construction contract. additional federal aid above the amount identified in the project contract between Indiana Department of Transportation (INDOT) and the LPA is needed. -In such instances, the LPA may shall contact the MPO Director or his/her designee to determine if request federal-Federal fundings are available in the TIP for the Change Order.
 - When additional federal funds within the project's programmed amount are needed:
 - The LPA is authorized to proceed with a change order before seeking approval from the MPO Director or his/her designee if all of the following conditions are met:
 - the cost of the change order does not exceed 10% of the total project cost as identified in the project contract with INDOT;
 - the nature of the change order is time sensitive, and
 - the total project cost inclusive of the change order does not exceed the amount programmed for the project in the TIP. The LPA will still be required to furnish all appropriate documentation to the MPO Director or his/her designee at a later date as described below.
 - The LPA must provide a completed and signed copy of the Change Order Request Form to the MPO Director or his/her designee; AND
 - The MPO Director or his/her designee will process and administratively approve the Change Order Request Form and return it to the LPA within one (1) business day upon receipt of the required information; AND
 - The LPA will forward the signed Change Order Request Form to the appropriate INDOT officials.
 - When additional federal-Federal funds in excess of the a project's programmed P.O. amount are needed and there are sufficient funds are sought by the LPA in the Reserve:
 - The LPA must provide a completed and signed copy of the Change Order Request Form to the MPO Director or his/her designee; AND
 - The MPO Director or his/her designee will confirm if Federal funding balances are available to the MPO for Change Orders.

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Bloomington/Monroe County Metropolitan Planning Organization

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

~~o~~

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

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

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

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MEMORANDUM

To: MPO Technical and Citizens Advisory Committees
From: Pat Martin
BMCMPPO Staff
Date: April 20, 2017
Re: BMCMPPO Committee Membership

Overview

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

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

Requested Action

No action is required. This is a discussion topic.

State of Indiana

Group II Urbanized Areas - MPO Technical Advisory Committee Representative Compositions

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

*Office Eliminated by Vigo County

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