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# Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) for transportation projects using federal-aid funds. Pursuant to the most recent transportation legislation, Fixing America's Surface Transportation (FAST), the Fiscal Year 2020 – 2024 TIP includes five (5) fiscal years. The TIP includes the list of priority projects for planning, right-of-way acquisition, construction engineering, construction, transit capital acquisition, or transit operating assistance in each of the documented five (5) year time frame. The TIP must have consistency with the adopted 2040 Metropolitan Transportation Plan, the Transit Development Plan, and other planning studies developed by the BMCMPPO and its local stakeholders.

The Transportation Improvement Program documents the distribution of all BMCMPPO federal-aid transportation funding distributed among the various multi-modal jurisdictional needs of the region. The TIP includes a five-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 FY 2020 – 2024 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:

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Indiana University Campus Bus
- Monroe County
- City of Bloomington
- Indiana Department of Transportation

The BMCMPPO is responsible for developing plans and programs that provide for the development, management and operation of the transportation network as the designated MPO for the Bloomington and Monroe County Metropolitan Area. The BMCMPPO's current jurisdiction (Figure 1) for transportation planning consists of the City of Bloomington, the Town of Ellettsville and the urbanizing area of Monroe County. An online map of the urbanized area is available at [https://bloomington.in.gov/sites/default/files/2017-05/map\\_urbanized\\_area\\_boundary.pdf](https://bloomington.in.gov/sites/default/files/2017-05/map_urbanized_area_boundary.pdf).

## Funding the Transportation Improvement Program

The Transportation Improvement Program must balance estimated project expenditures with expected funding revenues to achieve fiscal constraint. In addition, each particular source of funding must have a use consistent with its designated project purpose. The process of balancing expenditures across the portfolio of

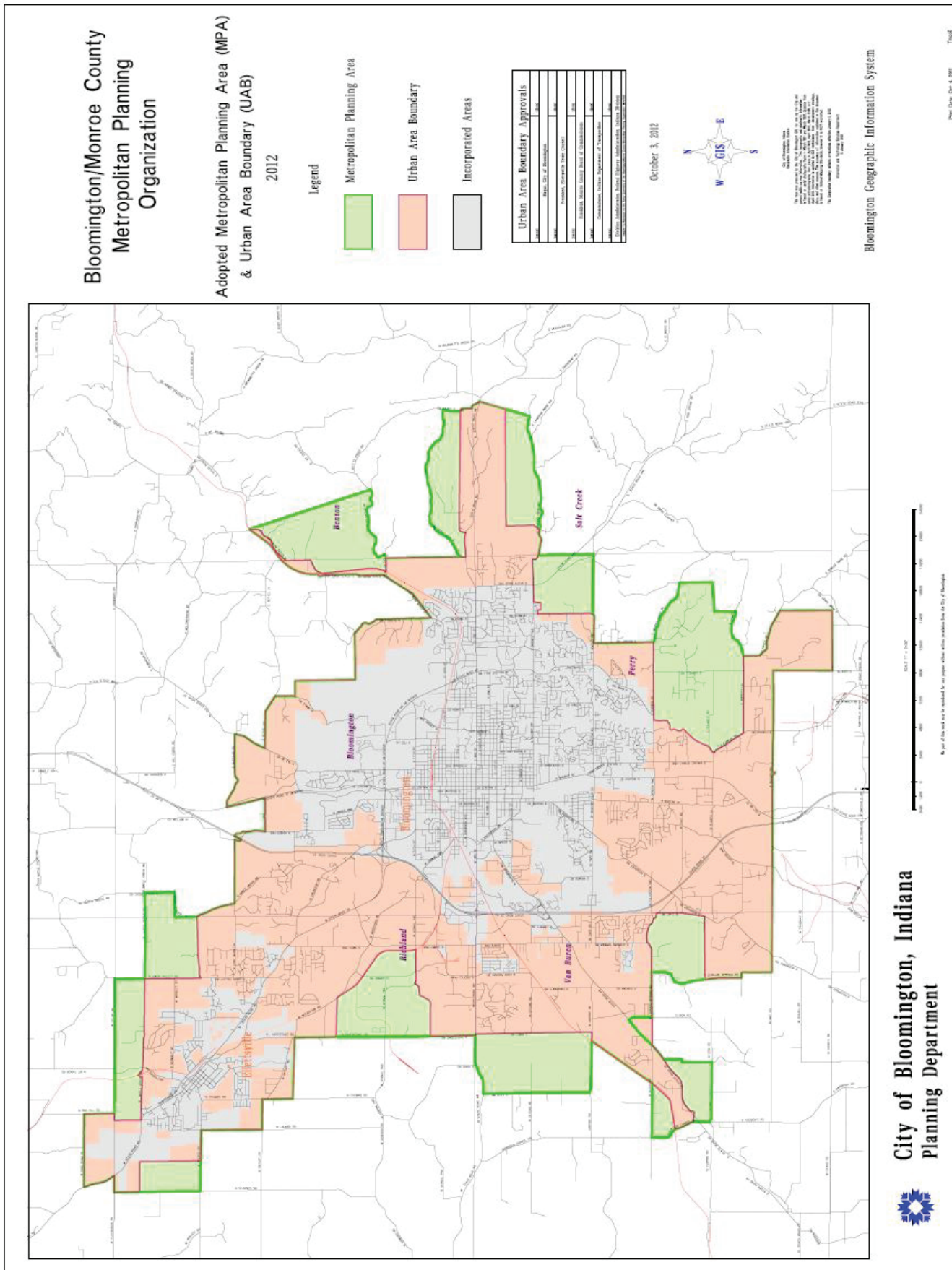


Figure 1: BMCMPo Metropolitan Planning Area Map

available funds requires cooperation and support from all of the BMCMPPO stakeholders. The Fiscal Years used for the purposes of the Transportation Improvement Program begin on July 1 and end on June 30. Therefore, Fiscal Year 2020 begins on July 1, 2019 and Fiscal Year 2020 ends on June 30, 2020. The following FY 2020 – 2024 funding tables summarize the projected revenues and expenditures for Fiscal Years 2020 through 2024. These summary tables 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 rely upon on past funding allocations, receipts, projections from the FHWA, FTA, and INDOT, and anticipated Federal spending authorization.

The tables that follow summarize the projected revenues and expenditures for fiscal years 2020 through 2024. 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

STATE FY 2020											
	STPB	STPB PYB	Group III Program	HSIP	HSIP PYB	TAP	TAP PYB	Local Bridge	RTP	Local Match	Total
Total Revenue	\$ 2,750,133	\$ 1,273,199	\$ -	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 98,501	\$ 134,850	\$ 4,671,020	\$ 9,554,188
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,750,133	\$ 1,273,199	\$ -	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 98,501	\$ 134,850	\$ 4,671,020	\$ 9,554,188
STATE FY 2021											
	STPB	STPB PYB	Group III Program	HSIP	HSIP PYB	TAP	TAP PYB	Local Bridge	RTP	Local Match	Total
Total Revenue	\$ 2,750,133	\$ -	\$ 836,000	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 6,013	\$ -	\$ 4,966,885	\$ 9,185,516
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,750,133	\$ -	\$ 836,000	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 6,013	\$ -	\$ 4,966,885	\$ 9,185,516
STATE FY 2022											
	STPB	STPB PYB	Group III Program	HSIP	HSIP PYB	TAP	TAP PYB	Local Bridge	RTP	Local Match	Total
Total Revenue	\$ 2,750,133	\$ -	\$ 7,088,000	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 105,395	\$ -	\$ 3,810,715	\$ 14,380,728
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,750,133	\$ -	\$ 7,088,000	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 105,395	\$ -	\$ 3,810,715	\$ 14,380,728
STATE FY 2023											
	STPB	STPB PYB	Group III Program	HSIP	HSIP PYB	TAP	TAP PYB	Local Bridge	RTP	Local Match	Total
Total Revenue	\$ 2,750,133	\$ -	\$ -	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 6,434	\$ -	\$ 1,372,973	\$ 4,756,025
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,750,133	\$ -	\$ -	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 6,434	\$ -	\$ 1,372,973	\$ 4,756,025
STATE FY 2024											
	STPB	STPB PYB	Group III Program	HSIP	HSIP PYB	TAP	TAP PYB	Local Bridge	RTP	Local Match	Total
Total Revenue	\$ 2,750,133	\$ -	\$ -	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 112,773	\$ -	\$ 11,445,443	\$ 14,934,834
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,750,133	\$ -	\$ -	\$ 470,684	\$ -	\$ 155,801	\$ -	\$ 112,773	\$ -	\$ 11,445,443	\$ 14,934,834
SUMMARY											
	STPB	STPB PYB	Group III Program	HSIP	HSIP PYB	TAP	TAP PYB	Local Bridge	RTP	Local Match	Total
Total Revenue	\$ 13,750,665	\$ 1,273,199	\$ 7,924,000	\$ 2,353,420	\$ -	\$ 779,005	\$ -	\$ 329,116	\$ 134,850	\$ 26,267,036	\$ 52,811,291
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 13,750,665	\$ 1,273,199	\$ 7,924,000	\$ 2,353,420	\$ -	\$ 779,005	\$ -	\$ 329,116	\$ 134,850	\$ 26,267,036	\$ 52,811,291

# Projected Revenues and Expenditures for Transit Projects

STATE FY 2020									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF*	STPB	Farebox	Local Match*	Total
Total Revenue	\$ 2,825,750	\$ 128,000	\$ 698,949	\$ 3,503,200	\$ 2,623,118	\$ -	\$ 1,643,967	\$ 4,035,217	\$ 15,458,201
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,825,750	\$ 128,000	\$ 698,949	\$ 3,503,200	\$ 2,623,118	\$ -	\$ 1,643,967	\$ 4,035,217	\$ 15,458,201
STATE FY 2021									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF*	STPB	Farebox	Local Match*	Total
Total Revenue	\$ 2,660,740	\$ 130,560	\$ 698,949	\$ 3,696,960	\$ 2,675,580	\$ -	\$ 1,676,846	\$ 4,185,222	\$ 15,724,857
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,660,740	\$ 130,560	\$ 698,949	\$ 3,696,960	\$ 2,675,580	\$ -	\$ 1,676,846	\$ 4,185,222	\$ 15,724,857
STATE FY 2022									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF*	STPB	Farebox	Local Match*	Total
Total Revenue	\$ 2,719,347	\$ 133,171	\$ 698,949	\$ 433,947	\$ 2,729,092	\$ 432,000	\$ 1,710,383	\$ 3,640,204	\$ 12,497,093
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,719,347	\$ 133,171	\$ 698,949	\$ 433,947	\$ 2,729,092	\$ 432,000	\$ 1,710,383	\$ 3,640,204	\$ 12,497,093
STATE FY 2023									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF*	STPB	Farebox	Local Match*	Total
Total Revenue	\$ 2,711,995	\$ 135,835	\$ 698,949	\$ 865,846	\$ 2,783,673	\$ -	\$ 1,744,591	\$ 3,791,723	\$ 12,732,612
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,711,995	\$ 135,835	\$ 698,949	\$ 865,846	\$ 2,783,673	\$ -	\$ 1,744,591	\$ 3,791,723	\$ 12,732,612
STATE FY 2024									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF*	STPB	Farebox	Local Match*	Total
Total Revenue	\$ 2,839,197	\$ 138,551	\$ 698,949	\$ 1,766,530	\$ 2,839,347	\$ -	\$ 1,779,482	\$ 4,092,129	\$ 14,154,185
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,839,197	\$ 138,551	\$ 698,949	\$ 1,766,530	\$ 2,839,347	\$ -	\$ 1,779,482	\$ 4,092,129	\$ 14,154,185
SUMMARY									
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF*	STPB	Farebox	Local Match*	Total
Total Revenue	\$13,757,029	\$ 666,117	\$ 3,494,745	\$10,266,483	\$13,650,810	\$ 432,000	\$ 8,555,269	\$ 19,744,495	\$ 70,566,948
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$13,757,029	\$ 666,117	\$ 3,494,745	\$10,266,483	\$13,650,810	\$ 432,000	\$ 8,555,269	\$ 19,744,495	\$ 70,566,948

\*The Local Match column includes local match funds from Bloomington Transit and Rural Transit, as well as PMTF funds from Rural Transit. The PMTF column only contains funds from BT.



## Projected Revenues and Expenditures for State Projects

STATE FY 2020					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ 11,543,359	\$ 2,499,144	\$ 4,149,200	\$ 3,987,110	\$ 22,178,813
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 11,543,359	\$ 2,499,144	\$ 4,149,200	\$ 3,987,110	\$ 22,178,813
STATE FY 2021					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ 2,047,036	\$ -	\$ 3,720,000	\$ 1,354,407	\$ 7,121,443
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 2,047,036	\$ -	\$ 3,720,000	\$ 1,354,407	\$ 7,121,443
STATE FY 2022					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ -	\$ -	\$ 1,680,000	\$ 420,000	\$ 2,100,000
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ -	\$ -	\$ 1,680,000	\$ 420,000	\$ 2,100,000
STATE FY 2023					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ -	\$ -	\$ 1,680,000	\$ 420,000	\$ 2,100,000
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ -	\$ -	\$ 1,680,000	\$ 420,000	\$ 2,100,000
STATE FY 2024					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -
STATE FY Outlying Years					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ 1,120,108	\$ -	\$ 1,368,654	\$ 622,123	\$ 3,110,885
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 1,120,108	\$ -	\$ 1,368,654	\$ 622,123	\$ 3,110,885
SUMMARY					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ 14,710,503	\$ 2,499,144	\$ 12,597,854	\$ 6,803,640	\$ 36,611,141
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ 14,710,503	\$ 2,499,144	\$ 12,597,854	\$ 6,803,640	\$ 36,611,141

# Performance Based Planning and Performance Measures

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans.

INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety-focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long range transportation plan are also used to inform the TAMP. The Planning Roles, Responsibilities, & Cooperative Operation Manual clarifies roles and responsibilities for transportation planning activities including the performance based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant (STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the Indiana Transportation Asset Management Plan (TAMP - April 2018) and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

The current transportation policy, Fixing America's Surface Transportation Act (FAST) Act, 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 must invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

The national performance goals for Federal Highway programs are as follows:

- Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure condition – To maintain the highway infrastructure asset system in a state of good repair
- Congestion reduction – To achieve a significant reduction in congestion on the National Highway System (NHS)
- System reliability – To improve the efficiency of the surface transportation system
- 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
- Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment
- 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 newly issued Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning rules on the statewide and metropolitan transportation planning processes 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), the 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))
- 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, Pavement Conditions, Bridge Conditions, National Highway System Truck Travel Time Reliability, Interstate

Freight Reliability, and On-Road Mobile Source Emissions. The Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) must reflect this information once Performance Targets are established.

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 Metropolitan Transportation and Statewide Plans linking investment priorities to these performance targets.

## Safety Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) elected in October 2018 to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources 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 (5) specific 2019 INDOT safety performance measures targets based on five-year rolling averages adopted by the BMCMPPO – and all Indiana MPOs – are as follows:

1. Number of fatalities = 889.6
2. Rate of fatalities per 100 million miles traveled = 1.087
3. Number of serious injuries = 3,501.9
4. Rate of serious injuries per 100 million miles traveled = 4.234
5. Number of non-motorized fatalities and non-motorized serious injuries = 393.6

The BMCMPPO will support the safety targets by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

## Pavement Condition Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) elected in October 2018 to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below.

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



The BMCMPPO will support the 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of Interstate pavements in Good condition – 84.24%
- 2019 Percent of Interstate pavements in Poor condition – 0.80%
- 2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%
- 2021 Percent of Interstate pavements in Good condition – 84.24%
- 2021 Percent of Interstate pavements in Poor condition – 0.80%
- 2021 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

The BMCMPPO will support the Pavement Condition targets by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) elected in October 2018 to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below.

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

The BMCMPPO will support the 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of Interstate pavements in Good condition – 84.24%
- 2019 Percent of Interstate pavements in Poor condition – 0.80%
- 2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%
- 2021 Percent of Interstate pavements in Good condition – 84.24%
- 2021 Percent of Interstate pavements in Poor condition – 0.80%
- 2021 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

The BMCMPPO will support the Pavement Condition targets by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

## NHS Bridge Condition Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) elected in October 2018 to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 NHS Bridge Condition targets for the performance measures listed below.

1. Percent of NHS bridges by deck area classified as in Good condition
2. Percent of NHS bridges by deck area classified as in Poor condition

The BMCMPPO will support the 2019 and 2021 NHS Bridge Condition targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 NHS Bridge Condition targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of NHS bridges by deck area classified in Good condition - 48.32%
- 2019 Percent of NHS bridges by deck area classified in Poor condition – 2.63%
- 2021 Percent of NHS bridges by deck area classified in Good condition – 48.32%
- 2021 Percent of NHS bridges by deck area classified in Poor condition – 2.63%

The BMCMPPO will support the NHS Bridge Condition targets by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

## NHS Truck Travel Time Reliability Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 NHS Truck Travel Time Reliability targets for the performance measures listed below.

1. Level of Travel Time Reliability on Interstate
2. Level of Travel Time Reliability on non-Interstate NHS

The BMCMPPO will support the 2019 and 2021 NHS Truck Travel Time Reliability targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and

2021 statewide travel time reliability targets based on percent of person miles that are certified as reliable:

- 2019 Percent of person miles reliable on Interstate – 90.5%
- 2021 Percent of person miles reliable on Interstate – 92.8%
- 2021 Percent of person miles reliable on non-Interstate – 89.8%

The BMCMPPO will support the NHS Truck Travel Time Reliability targets by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

## Interstate Freight Reliability Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 Interstate Freight Reliability targets for the performance measure listed below.

### 1. Interstate Freight Reliability

The BMCMPPO agrees to support the 2019 and 2021 Interstate Freight Reliability targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 Interstate Freight Reliability targets based on the truck travel time reliability index are:

- 2019 Interstate freight reliability index – 1.27
- 2021 Interstate freight reliability index – 1.24

The BMCMPPO will support the Interstate Freight Reliability targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

## On-Road Mobile Source Emission Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 On-Road Mobile Source Emission targets for the performance measures listed below.

1. CMAQ project reduction of volatile organic compounds (VOC)
2. CMAQ project reduction of carbon monoxide (CO)
3. CMAQ project reduction of oxides of nitrogen (NO<sub>x</sub>)
4. CMAQ project reduction of particulate matter less than 10 microns (PM<sub>10</sub>)
5. CMAQ project reduction of particulate matter less than 2.5 microns (PM<sub>2.5</sub>)

The BMCMPPO will support the 2019 and 2021 On-Road Mobile Source Emission reduction targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 On-Road Mobile Source Emission reduction targets based on kilograms per day are:

- 2019 Volatile Organic Compounds (VOCs) reduction of 1,600 kilograms per day
- 2019 Carbon Monoxide (CO) reduction of 200 kilograms per day
- 2019 Oxides of Nitrogen (NO<sub>x</sub>) reduction of 1,600 kilograms per day
- 2019 Particulate Matter (PM<sub>10</sub>) less than 10 microns reduction of 0.30 kilograms per day
- 2019 Particulate Matter (PM<sub>2.5</sub>) less than 2.5 microns reduction of 20 kilograms per day
- 2021 Volatile Organic Compounds (VOCs) reduction of 2,600 kilograms per day
- 2021 Carbon Monoxide (CO) reduction of 400 kilograms per day
- 2021 Oxides of Nitrogen (NO<sub>x</sub>) reduction of 2,200 kilograms per day
- 2021 Particulate Matter (PM<sub>10</sub>) less than 10 microns reduction of 0.50 kilograms per day
- 2021 Particulate Matter (PM<sub>2.5</sub>) less than 2.5 microns reduction of 30 kilograms per day

The BMCMPPO will support the On-Road Mobile Source Emission reduction targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

# PROJECTS

Most projects in the TIP categorize project phases by fiscal year along with the associated Federal funding source accompanied by its appropriate local match as is necessary. Project phases are represented in the following tables chronologically:

1. Preliminary Engineering (PE)
2. Right-of-Way Acquisition (RW)
3. Construction Engineering (CE)
4. Construction (CN)

Projects are funded by various Federal sources based on the type of project. In most circumstances, each Federal funding source requires a certain percentage of local or State matching funding. Many of the Federal funding sources are briefly described in Table 1.

**Table 1: Funding Programs**

Federal Funding Source Descriptions		
Funding Program*	Abbreviation	Brief Description**
Surface Transportation Program	STPB	Funds projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge/tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals
Transportation Alternatives Program	TAP	Funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School
Highway Safety Improvement Program	HSIP	Funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-State-owned public roads
Recreational Trails Program	RTP	Funds projects that develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses
Bridge Programs	Local Bridge	Funds bridge safety, inspection and improvement projects
Public Mass Transit Fund	PMTF	Funds projects that promote and develop public transportation in Indiana and are targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation
National Highway Performance Program	NHPP	Funds construction of new facilities on the National Highway System and to ensure that investments in Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the National Highway System
*Note: Not all funding programs for transit related projects in this TIP are displayed in this table.		
**Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration ( <a href="https://fhwa.dot.gov/">https://fhwa.dot.gov/</a> ).		

# PROJECT LIST FY 2020-2024

## MONROE COUNTY





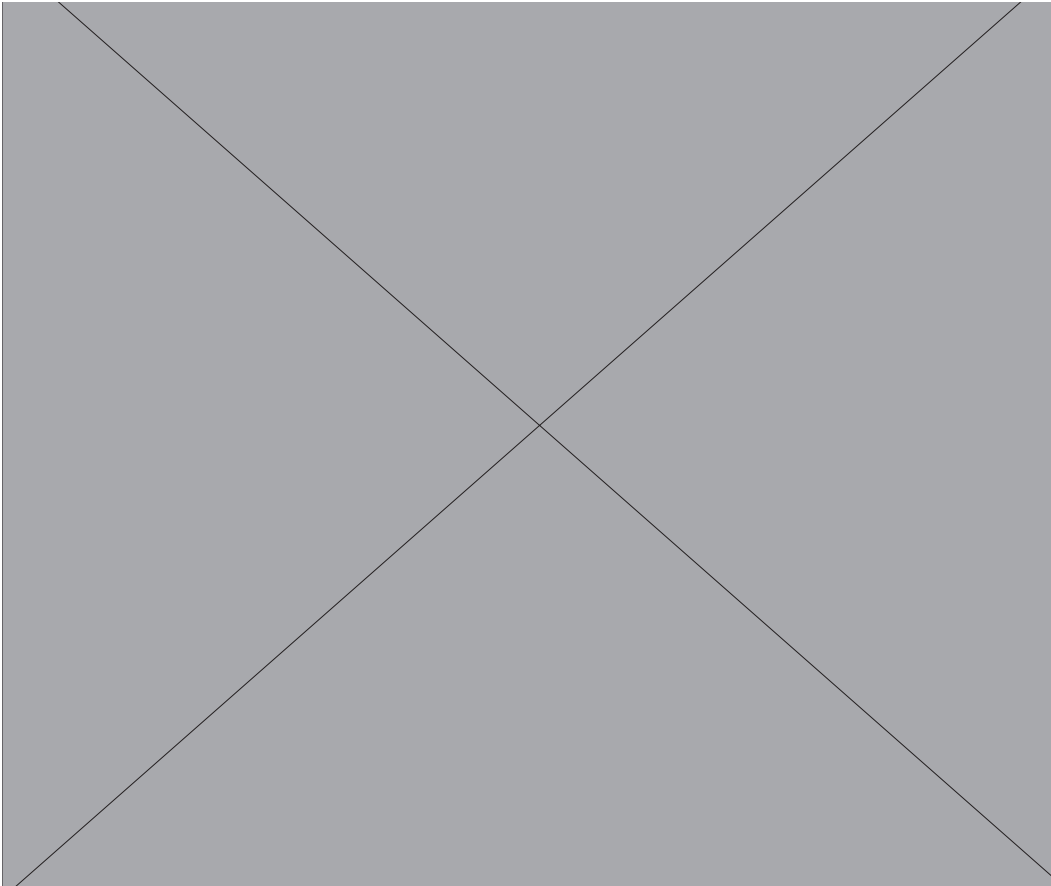
## FULLERTON PIKE PHASE 3 WITH BRIDGE

DES# 1802977, 2001721

LETTING DATE: FALL 2023

Continue two lane roadway from western terminus of Phase 2 to the roundabout intersection of West Fullerton Pike and South Rockport Road. New bridge over west fork of 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	2020	STPB PYB	\$450,000	\$112,500	\$562,500
	2021	Local		\$600,000	\$600,000
	2022	Local		\$377,000	\$377,000
	2023	Local		\$100,000	\$100,000
	2024	Local		\$10,000	\$10,000
RW	2022	STPB	\$421,934	\$578,066	\$1,000,000
CE	2024	Local		\$1,500,000	\$1,500,000
CN	2024	STPB	\$2,750,133	\$9,796,000	\$12,546,133
TOTAL			\$3,622,067	\$13,073,566	\$16,695,633



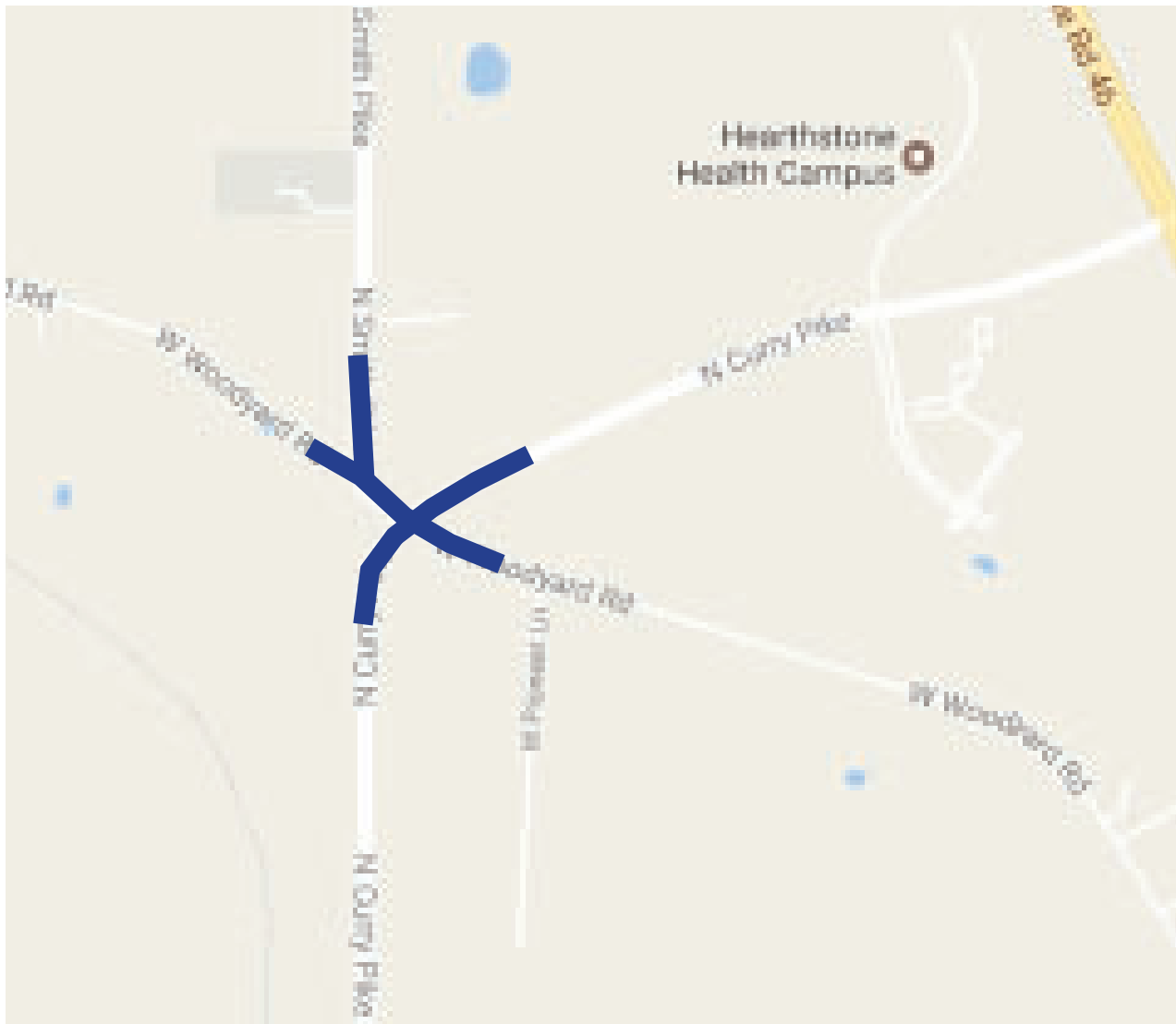
# CURRY PIKE/WOODYARD ROAD/SMITH PIKE ROUNDABOUTS

DES# 1700733

LETTING DATE: MARCH 2021

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
RW	2020	Local		\$200,000	\$200,000
CE	2021	Local		\$150,000	\$150,000
CN	2021	STPB	\$550,133	\$1,399,867	\$1,950,000
TOTAL			\$550,133	\$1,749,867	\$2,300,000



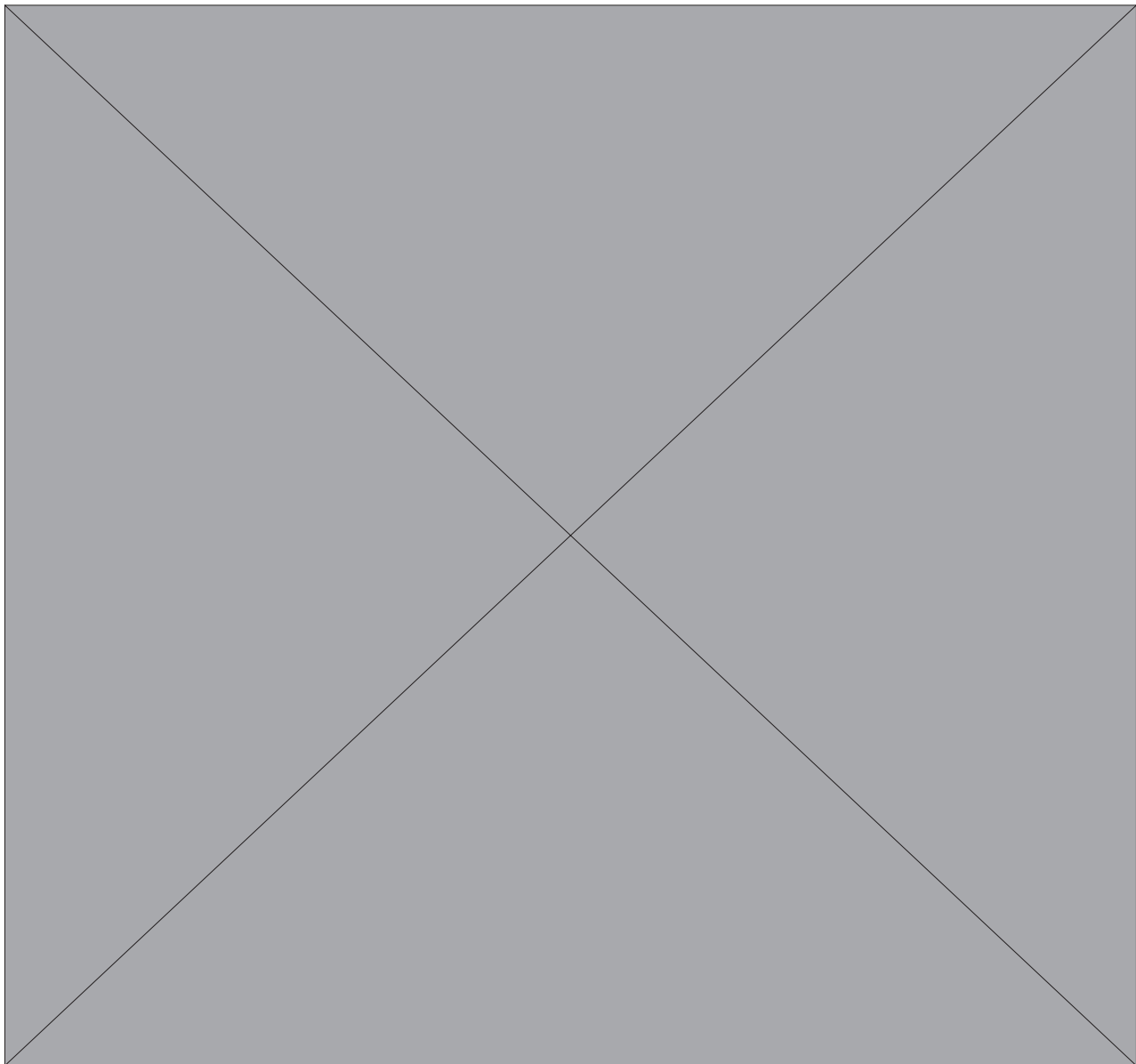
# ILLINOIS CENTRAL TRAIL

DES# 1592323

LETTING DATE: FEBRUARY 2019

Construction of a multiuse trail from Church Lane south to the INDOT I-69 mitigation site at Victor Pike.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2020	RTP	\$34,850	\$8,713	\$43,563
CN	2020	RTP	\$100,000	\$25,000	\$125,000
TOTAL			\$134,850	\$33,713	\$168,563



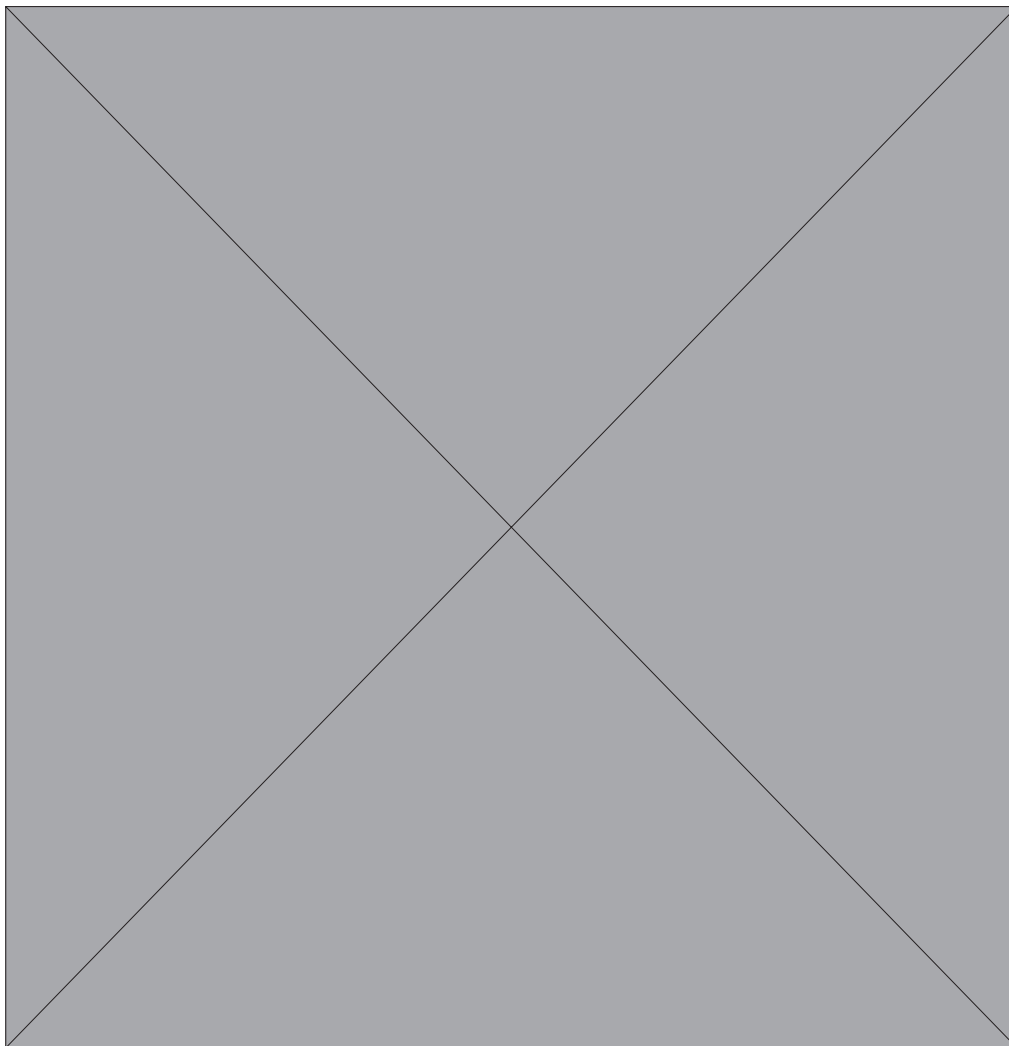
## VERNAL PIKE CONNECTOR

DES# 1702957

LETTING DATE: NOVEMBER 17, 2021

New roadway construction from Vernal pike southward to the new segment of Profile Parkway/Gates Drive. Includes a new bridge over the Indiana Railroad tracks. The roadway will include a sidewalk and multiuse path.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2019	Local		\$1,045,000	\$1,045,000
RW	2021	Group III Program	\$836,000	209,000	\$1,045,000
CE	2022	Group III Program	\$888,000	\$222,000	\$1,100,000
CN	2022	Group III Program	\$5,920,000	\$1,48,000	\$7,400,000
Railroad CN	2022	Group III Program	\$200,000	\$50,000	\$250,000
Utilities CN	2022	Group III Program	\$80,000	\$20,000	\$100,000
TOTAL			7,924,000	\$3,076,000	\$11,000,000



# KARST FARM GREENWAY - CONNECTOR TRAIL

DES# 1900405

LETTING DATE: FALL 2023

Beginning at the southeastern portion of intersection of where the Karst Farm Greenway intersects with W Gifford Road and traveling east and south to its terminus at the intersection of State Route 45 and Liberty Drive.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2021	Local		\$30,000	\$30,000
RW	2022	Local		\$10,000	\$10,000
CE	2024	Local		\$20,000	\$20,000
CN	2024	TAP	\$155,801	\$38,950	\$194,751
TOTAL			\$155,801	\$98,950	\$254,751



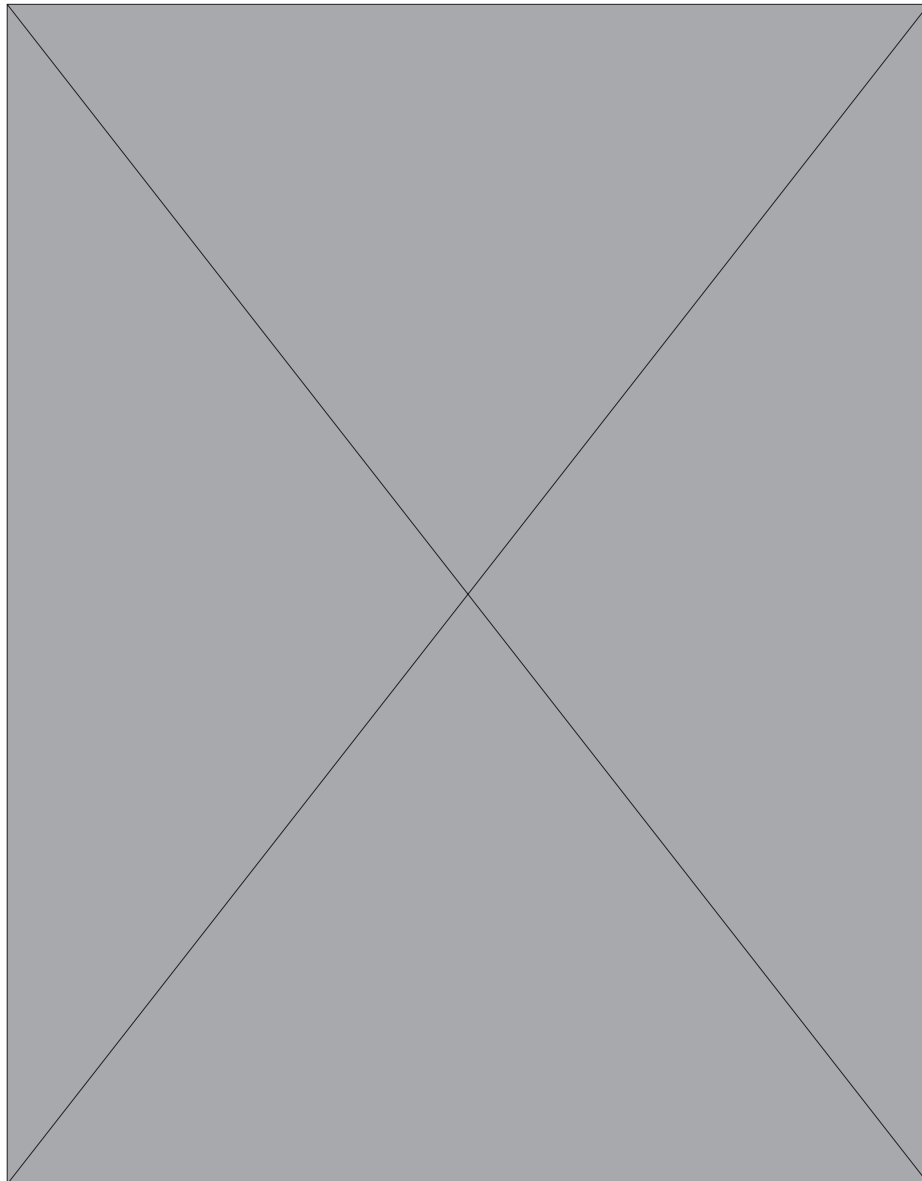
## BICYCLE SAFETY INLET REPAIR

DES# 1900493

LETTING DATE: FALL 2023

The project will remove non-bicycle safe curb inlet castings and replace them with bicycle safe inlet castings. In some cases the inlet casting can be replaced, but older castings may require casting and frame replacement along with curb and gutter and inlet structure repair. The inlet castings to be replaced with this project are the only remaining non-bicycle safe inlet castings left within Monroe County's jurisdiction.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CN	2024	HSIP	\$88,184	\$9,800	\$97,984
TOTAL			\$88,184	\$9,800	\$97,984





## BRIDGE SAFETY INSPECTION & INVENTORY

DES# 1500210 (BR-NBIS)

LETTING DATE: N/A

Bridge safety inspections and ratings for various locations in Monroe County.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2020	Local Bridge	\$98,501	\$24,624	\$123,125
	2021	Local Bridge	\$6,013	\$1,503	\$7,516
	2022	Local Bridge	\$105,395	\$26,349	\$131,744
	2023	Local Bridge	\$6,434	\$1,608	\$8,042
	2024	Local Bridge	\$112,773	\$28,193	\$140,966
TOTAL			\$329,116	\$82,277	\$411,393

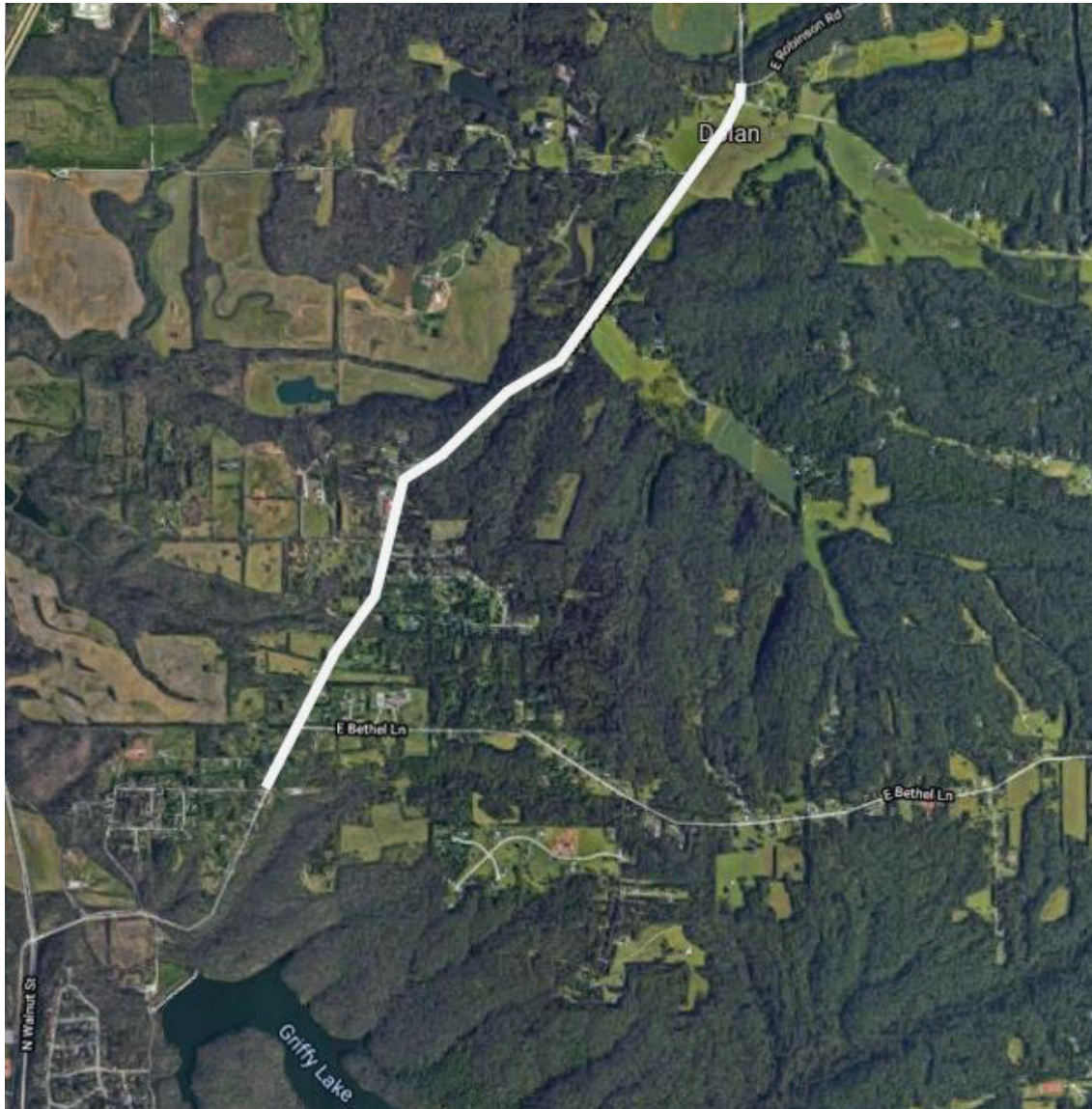
# BICENTENNIAL PATHWAY PROJECT, PHASE 1

DES# 0902215

LETTING DATE: FEBRUARY 20, 2021

This project is Phase 1 of the overall Griffy Lake to Lake Lemon bicycle improvements projects and is located along Old State Road 37. Monroe County, the project sponsor, has been awarded federal funds from the Federal Highway Administration (FHWA) to implement this project which involves the addition of paved shoulders along a 2.3 mile length of Old State Road 37 from Audubon Road to Robinson Road to allow more space for bicyclists within this heavily-trafficked route by both motorists and bicyclists.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CE	2021	TAP (TE)	\$231,200	\$57,800	\$289,000
CN	2024	TAP (TE)	\$1,539,200	\$384,800	\$1,924,000
TOTAL			\$1,770,400	\$442,600	\$2,213,000



# ROCKPORT ROAD, BRIDGE #308, 0.04 MILES S OF BOLIN LANE

DES# 1902772

LETTING DATE: SEPTEMBER 2024

This project will replace the deteriorating existing bridge which has a condition rating of Poor (4). The replacement structure is designed for the current vehicle design criteria and will have a geometry that meets AASHTO, INDOT, and Monroe County standards. To avoid impacting the creek, a direct tributary of Clear Creek, and improving the horizontal alignment, Rockport Road will be shifted slightly east with the anticipation of also improving its intersection with Bolin Lane. The revised alignment and new skewed structure will also eliminate the scour problems at the current site.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2021	Local BR	\$312,000	\$78,000	\$390,000
RW	2024	Local BR	\$120,000	\$30,000	\$150,000
CE	2025	Local BR	\$336,000	\$84,000	\$420,000
CN	2025	Local BR	\$1,324,800	\$331,200	\$1,656,000
TOTAL			\$2,092,800	\$523,200	\$2,616,000



## SUMMARY OF PROGRAMMED EXPENDITURES FOR MONROE COUNTY

Funding Source	2020	2021	2022	2023	2024	Outlying Years	TOTAL
STP		\$550,133	\$421,934		\$2,750,133		\$3,722,200
STP PYB	\$450,000						\$450,000
Group III Program		\$836,000	\$7,088,000				\$7,924,000
TAP		\$231,200			\$1,695,001		\$1,926,201
TAP PYB							\$-
HSIP					\$88,184		\$88,184
HSIP PYB							\$-
Bridge	\$98,501	\$318,013	\$105,395	\$6,434	\$232,773	\$1,660,800	\$2,421,916
RTP	\$134,850						\$134,850
Total Federal	\$683,351	\$1,935,346	\$7,615,329	\$6,434	\$4,766,091	\$1,660,800	\$16,667,351
Total Local	\$370,837	\$2,526,170	\$2,763,415	\$101,608	\$11,817,743	\$415,200	\$17,994,973
TOTAL	\$1,054,188	\$4,461,516	\$10,378,744	\$108,042	\$16,583,834	\$2,076,000	\$34,662,324



# PROJECT LIST FY 2020-2024

## CITY OF BLOOMINGTON



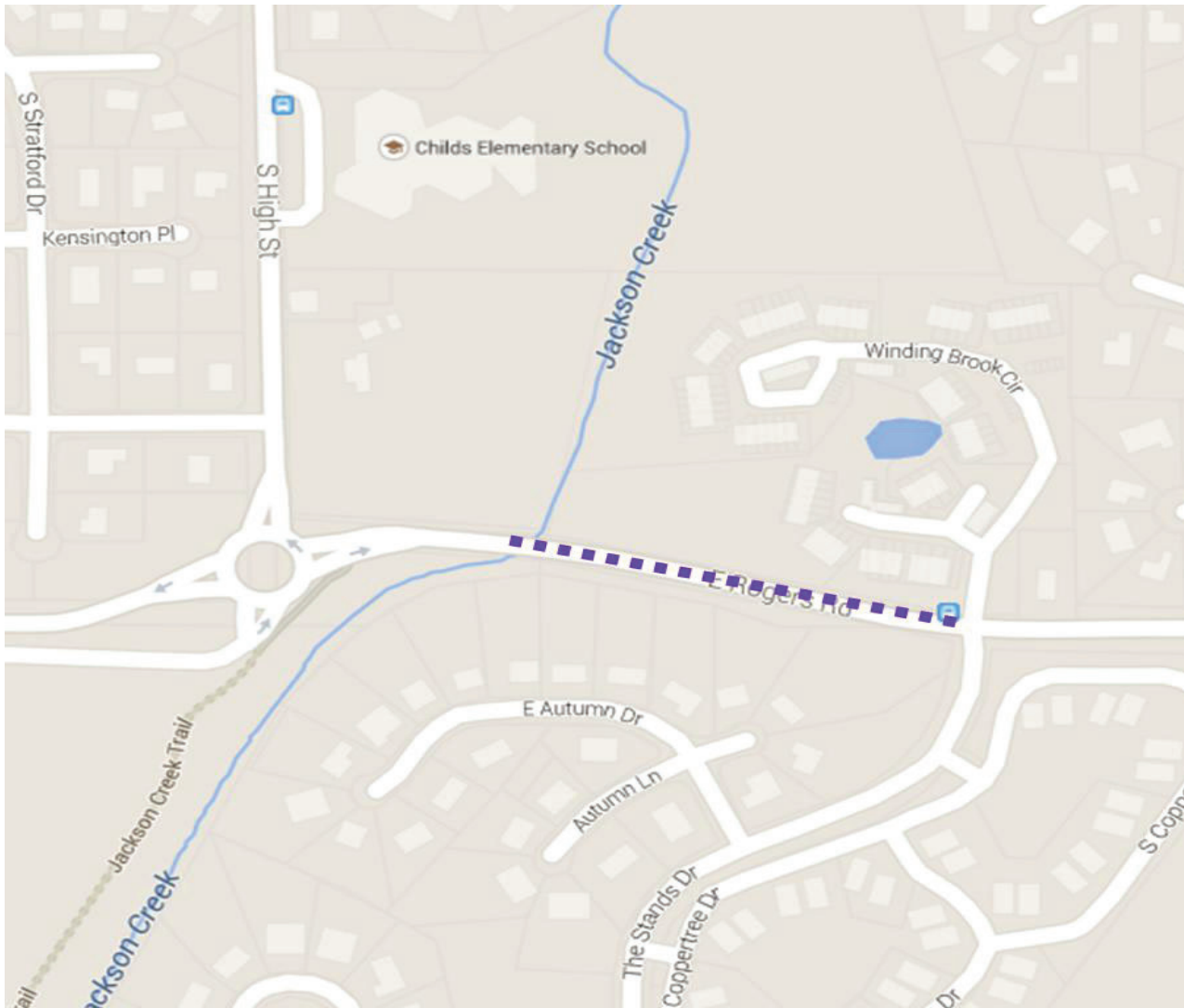
# ROGERS ROAD MULTIUSE PATH

DES# 1500382

LETTING DATE: DECEMBER 2019

Multiuse path construction on north side of East Rogers Road from approximately the Jackson Creek Bridge to The Stands Drive, including associated intersection improvements and a private drive.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CE	2020	Local		\$115,210	\$115,210
CN	2020	STPB	\$90,000	\$264,572	\$982,572
		STPB PYB	\$628,000		
TOTAL			\$718,000	\$379,782	\$1,097,782





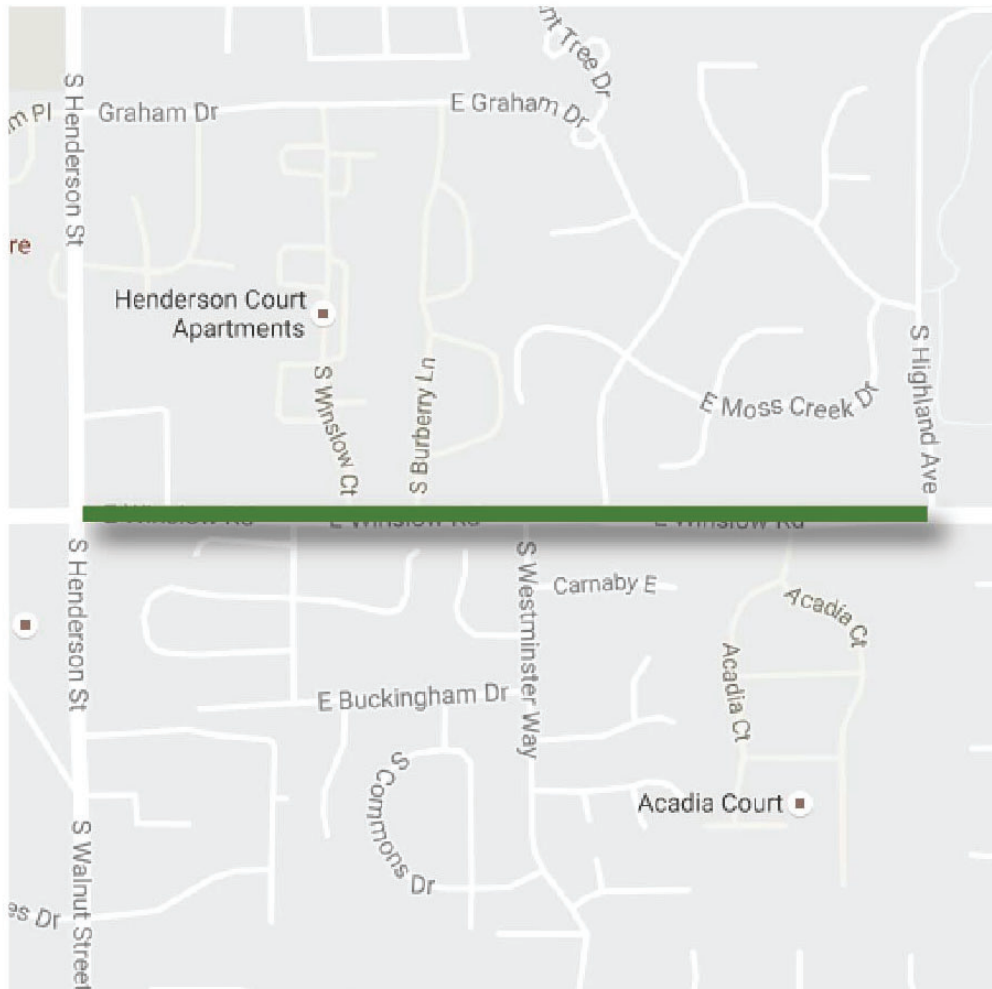
# WINSLOW ROAD MULTIUSE PATH

DES# 1500383

LETTING DATE: DECEMBER 2019

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CE	2020	Local		\$80,040	\$80,040
CN	2020	STPB	\$486,000	\$167,199	\$653,199
TOTAL			\$486,000	\$247,239	\$733,239



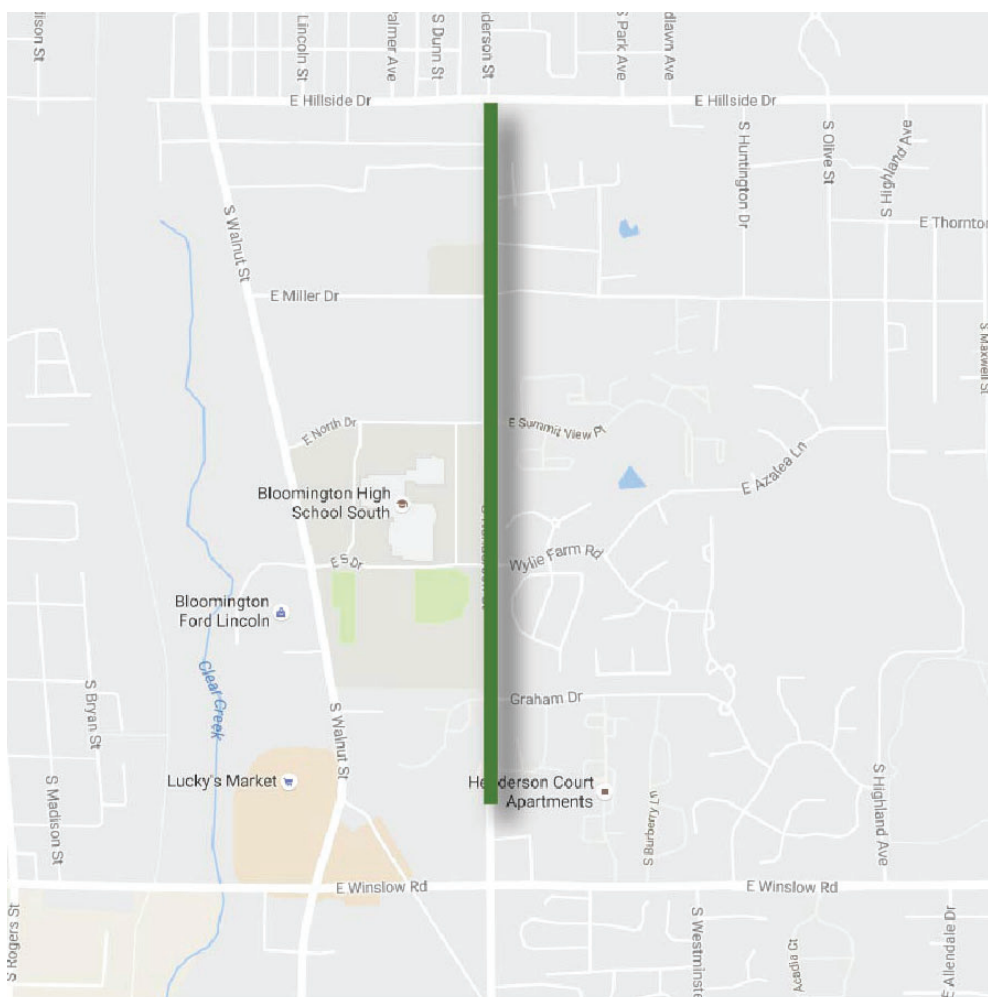
# HENDERSON STREET MULTIUSE PATH

DES# 1500384

LETTING DATE: DECEMBER 2019

Multiuse path construction on the east side of South Henderson Street from East Hillside Drive to approximately 650 feet north of Winslow Road, including minor intersection improvements.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CE	2020	Local		\$137,250	\$137,250
CN	2020	STPB	\$840,133	\$274,694	\$1,127,827
		STPB PYB	\$13,000		
TOTAL			\$853,133	\$411,944	\$1,265,077



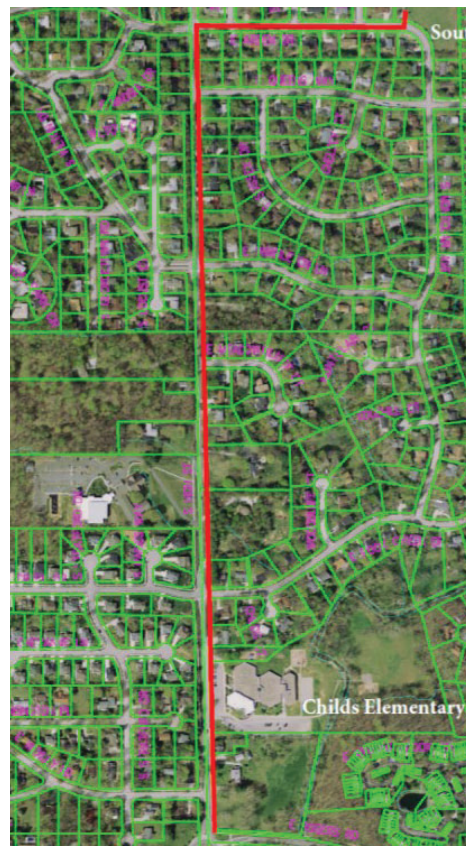
# JACKSON CREEK TRAIL

DES# 1500398

LETTING DATE: FEBRUARY 10, 2021

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
RW	2020	TAP	\$155,801	\$143,199	\$299,000
CE	2021	STPB	\$216,000	\$54,000	\$270,000
CN	2021	STPB	\$1,266,360	\$383,890	\$1,806,051
		TAP	\$155,801		
TOTAL			\$1,793,962	\$581,089	\$2,375,051



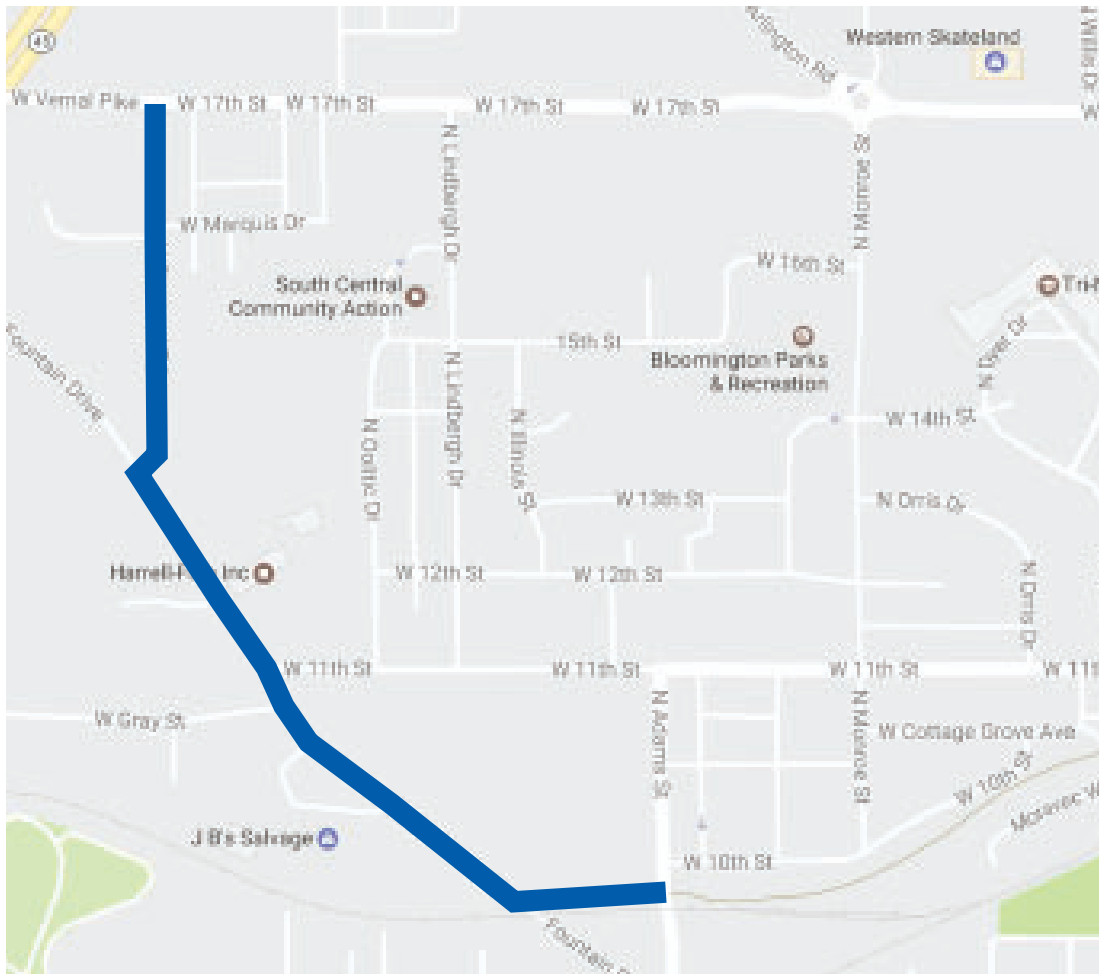
# B-LINE TRAIL EXTENSION

DES# 1700735

LETTING DATE: NOVEMBER 17, 2021

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
RW	2020	Local		\$630,000	\$630,000
	2021	STPB	\$717,640	\$179,410	\$897,050
CE	2022	Local		\$225,000	\$225,000
CN	2022	Local		\$1,800,000	\$1,800,000
Totals			\$717,640	\$2,834,410	\$3,552,050



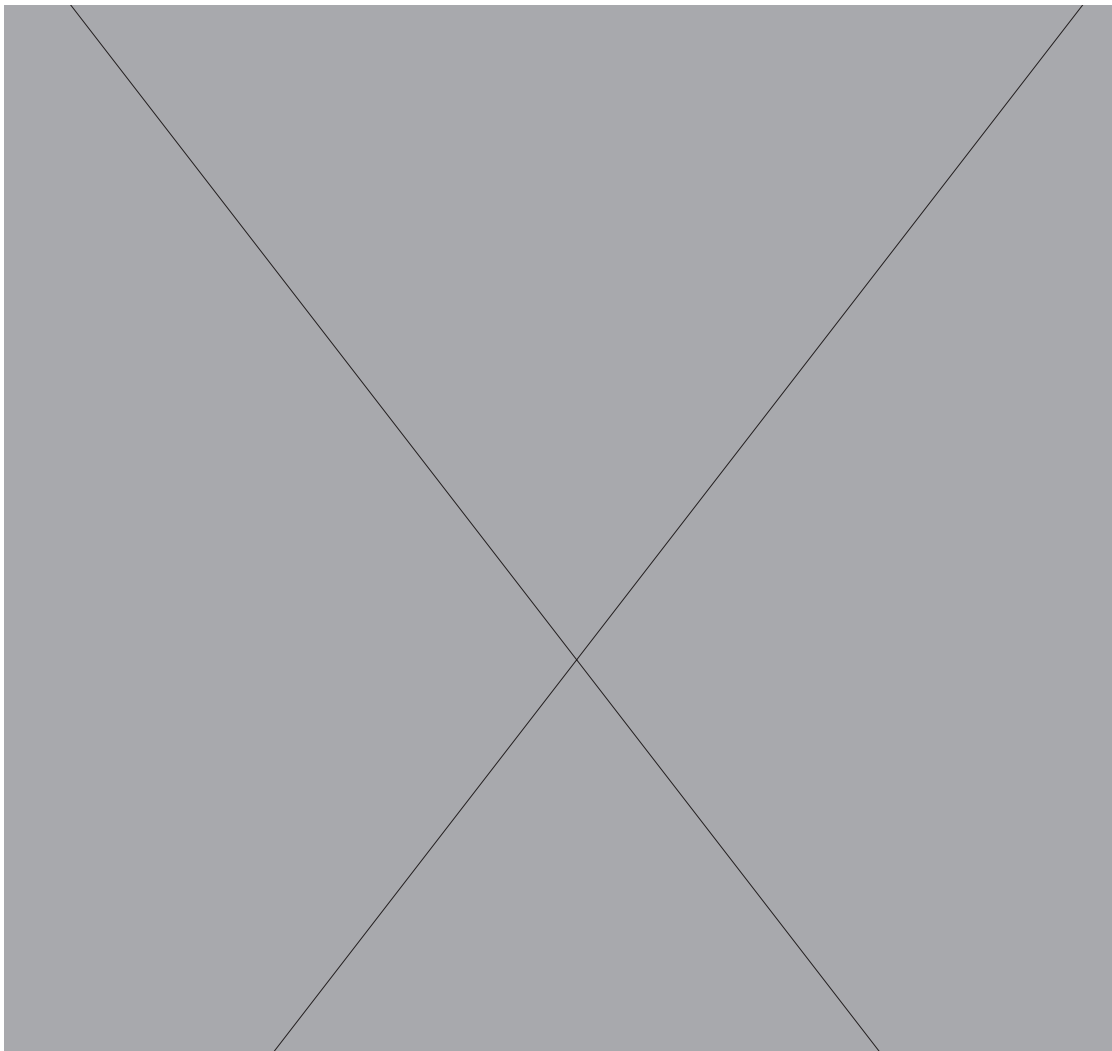
## SCHOOL ZONE ENHANCEMENTS

DES# 1700974

LETTING DATE: DECEMBER 11, 2019

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CE	2020	HSIP	\$60,684	\$9,316	\$70,000
CN	2020	HSIP	\$410,000	\$90,000	\$500,000
TOTAL			\$470,684	\$99,316	\$570,000





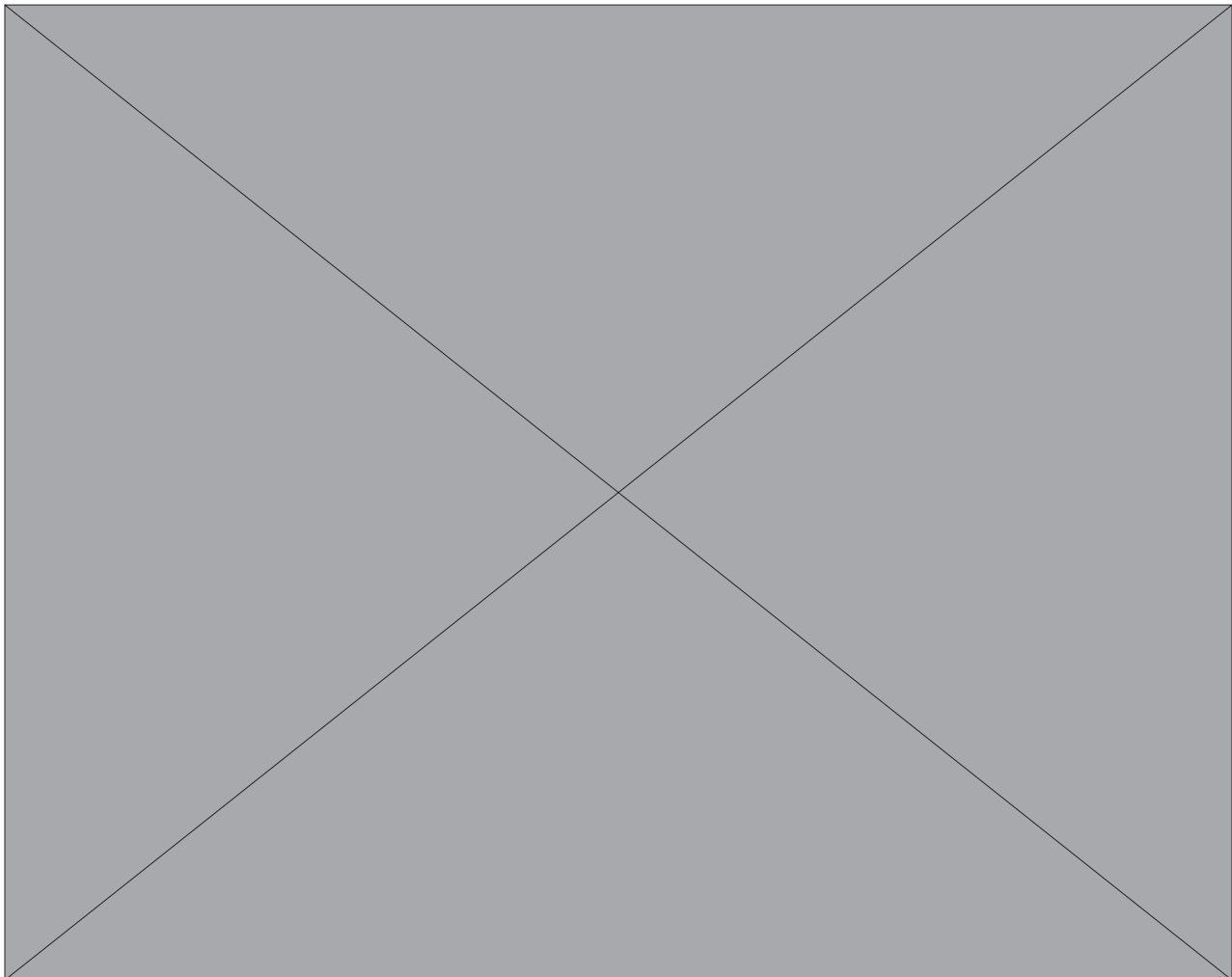
# 17TH STREET MULTIMODAL IMPROVEMENTS

DES# 1900402

LETTING DATE: OCTOBER 14, 2021

Multiuse path construction on 17th Street from Monroe Street to Grant Street with intersection enhancements along the route as needed to facilitate street crossings..

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
RW	2020	Local		\$1,590,000	\$1,590,000
CE	2022	Local		\$355,000	\$355,000
CN	2022	STPB	\$1,896,199	\$550,000	\$2,602,000
		TAP	\$155,801		
TOTAL			\$2,052,000	\$2,495,000	\$4,547,000



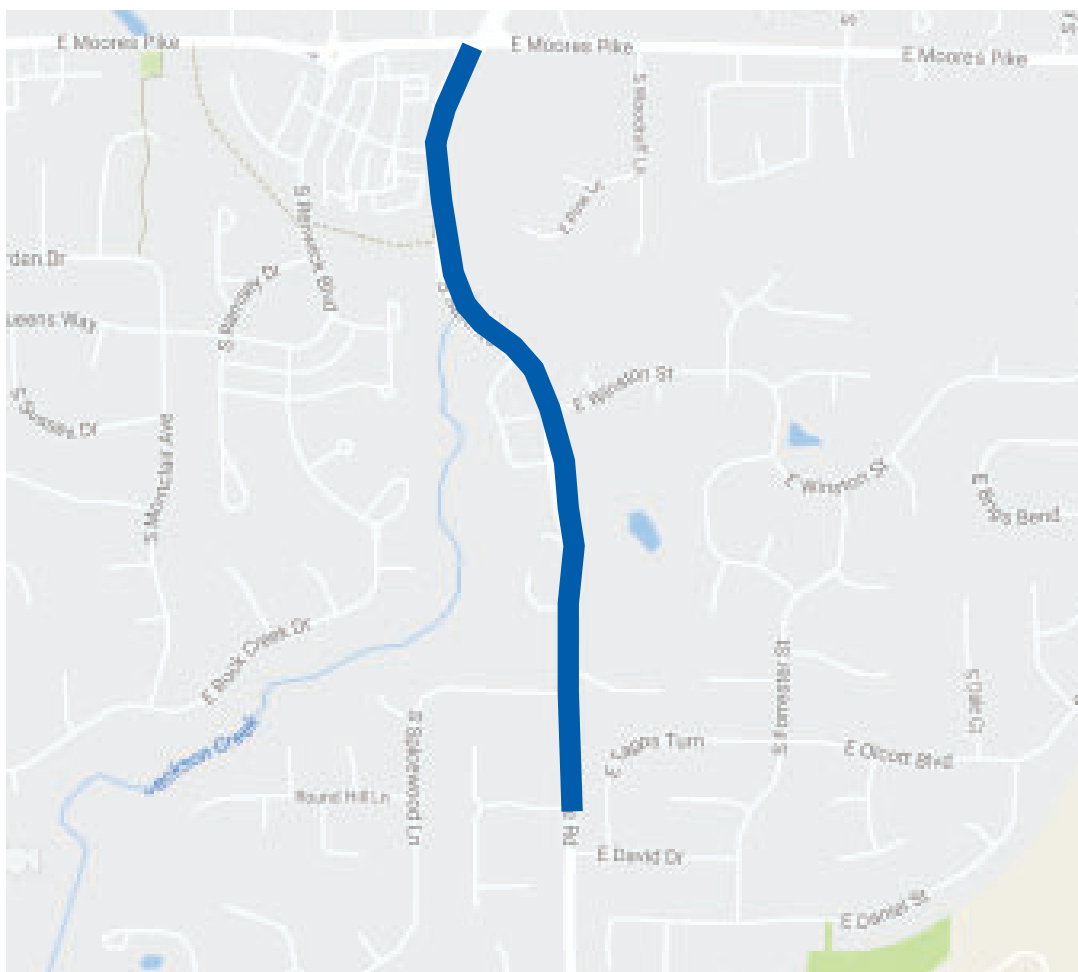
# SARE ROAD MULTIUSE PATH

DES# 1700736

LETTING DATE: JANUARY 15, 2020

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CE	2020	Local		\$273,000	\$273,000
CN	2020	STPB	\$1,334,000	\$583,801	\$2,100,000
		STPB PYB	\$182,199		
TOTAL			\$1,516,199	\$856,801	\$2,373,000



## GUARDRAIL IMPROVEMENT PROJECT

DES# 1900404

LETTING DATE: OCTOBER 14, 2021

Numerous locations throughout the City of Bloomington that require new or improved guardrails.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2021	Local		\$38,000	\$38,000
CE	2022	HSIP	\$56,000	\$6,250	\$62,250
CN	2022	HSIP	\$414,684	\$46,100	\$460,784
TOTAL			\$470,684	\$90,350	\$561,034

## DOWNTOWN CURB RAMPS PHASE 3

DES# 1900403

LETTING DATE: OCTOBER 13, 2022

Numerous locations in and near downtown Bloomington that require accessible curb ramps.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2021	HSIP	\$81,858	\$9,096	\$90,954
CE	2023	HSIP	\$61,393	\$6,822	\$68,215
CN	2023	HSIP	\$409,291	\$45,477	\$454,768
TOTAL			\$552,542	\$61,395	\$613,937

## SIGNAL TIMING PROJECT

DES# 1900400

LETTING DATE: N/A. PROJECT IS PE ONLY AND HAS NO LETTING.

Signalized intersections, including pedestrian hybrid beacons, located throughout the City of Bloomington.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2024	HSIP	\$382,500	\$42,500	\$425,000
TOTAL			\$382,500	\$42,500	\$425,000

# 1ST STREET RECONSTRUCTION

DES# 1900399

LETTING DATE: TBD

1st Street from Fairview Street to College Avenue (some utility and infrastructure work may extend west as far as Patterson Drive or as far east as Walnut Street depending on detailed design).

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2021	Local		\$700,000	\$700,000
RW	2022	Local		\$90,000	\$90,000
CE	2023	Local		\$475,000	\$475,000
CN	2023	STPB	\$2,750,133	\$744,066	\$3,650,000
		TAP	\$155,801		
TOTAL			\$2,905,934	\$2,009,066	\$4,915,000

Potential limited utility work

## CROSSWALK IMPROVEMENTS

DES# 1700976

LETTING DATE: MARCH 2021

Installation of crosswalk improvements throughout the City, potentially including items such as pedestrian curb ramps, pedestrian refuge areas, and associated traffic control devices. (NOTE: Locations to be identified during the preliminary engineering phase and may include roughly 25 crosswalks).

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2020	Local		\$100,000	\$100,000
CE	2021	HSIP	\$47,250	\$5,250	\$52,500
CN	2021	HSIP	\$341,576	\$38,424	\$380,000
TOTAL			\$388,826	\$143,674	\$532,500

## SUMMARY OF PROGRAMMED EXPENDITURES FOR CITY OF BLOOMINGTON

Funding Source	2020	2021	2022	2023	2024	TOTAL
STP	\$2,750,133	\$1,984,000	\$1,896,199	\$2,750,133		\$9,380,465
STP PYB	\$823,199					\$823,199
TAP	\$155,801	\$155,801	\$155,801	\$155,801		\$623,204
TAP PYB						
HSIP	\$470,684	\$470,684	\$470,684	\$470,684	\$382,500	\$1,882,736
HSIP PYB						
Bridge						
RTP						
Total Federal	\$4,199,817	\$2,610,485	\$2,522,684	\$3,376,618	\$382,500	\$13,092,104
Total Local	\$4,300,183	\$1,408,070	\$1,056,446	\$1,271,365	\$42,500	\$8,078,564
TOTAL	\$8,500,000	\$4,018,555	\$3,579,130	\$4,647,983	\$425,000	\$21,170,668



# PROJECT LIST FY 2020-2024

## BLOOMINGTON TRANSIT



## OPERATIONAL ASSISTANCE FOR BT ACCESS SERVICE

DES# 1700763, 1700764, 1700765, 1700766, 1700767

LETTING DATE: 2020 - 2024

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

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$2,341,970	\$2,388,809	\$2,436,586	\$2,485,317	\$2,535,024	\$12,187,706
5310						\$0
PMTF	\$2,623,118	\$2,675,580	\$2,729,092	\$2,783,673	\$2,839,347	\$13,650,810
Fares	\$1,643,967	\$1,676,846	\$1,710,383	\$1,744,591	\$1,779,482	\$8,555,269
Total Local	\$2,287,065	\$2,441,192	\$2,600,568	\$2,765,342	\$2,820,649	\$12,914,816
TOTAL	\$8,896,120	\$9,182,427	\$9,476,629	\$9,778,923	\$9,974,502	\$47,308,601

## PURCHASE OF MAJOR VEHICLE COMPONENTS (ENGINE/TRANSMISSION)

DES# 1700763, 1700764, 1700765, 1700766, 1700767

LETTING DATE: 2020 - 2024

Capitalize purchase of Engine/Transmission rebuilds, hybrid energy and battery units, and tires.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$163,780	\$170,331	\$177,145	\$184,230	\$191,600	\$887,086
Local Match	\$40,945	\$42,583	\$44,286	\$46,057	\$47,900	\$221,771
TOTAL	\$204,725	\$212,914	\$221,431	\$230,287	\$239,500	\$1,108,857

## PURCHASE BT ACCESS VEHICLES

DES# 1700763, 1700764, 1700765, 1700766, 1700767

LETTING DATE: 2020 - 2024

Purchase BT Access vehicles for vehicles ranging in age 2014 to 2017.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5310	\$128,000	\$130,560	\$133,171	\$135,835	\$138,551	\$666,117
Local Match	\$32,000	\$32,640	\$33,293	\$33,959	\$34,638	\$166,530
TOTAL	\$160,000	\$163,200	\$166,464	\$169,794	\$173,189	\$832,647

## SUPPORT VEHICLE REPLACEMENT

DES# 1700763, 1700764, 1700765

LETTING DATE: 2020 - 2022

Replacement of support vehicles including vans and SUVs of ages 2006 and 2008, as well as a 1998 fork lift.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$56,000	\$60,800	\$64,000			\$180,800
Local Match	\$14,000	\$15,200	\$16,000			\$45,200
TOTAL	\$70,000	\$76,000	\$80,000	\$0	\$0	\$226,000

## 35 FOOT REPLACEMENT BATTERY ELECTRIC BUSES

DES# 1700763, 1700764, 1700765, 1700766, 1700767

LETTING DATE: 2020, 2021, 2023, 2024

Purchase of 35-foot electric buses, charging stations, and charging station installation services to serve as replacement buses for diesel and hybrid buses ranging in age from 2006 to 2009.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5339	\$3,264,000	\$2,496,960	\$433,947	\$865,846	1,766,530	8,827,283
STPB			\$432,000			\$432,000
Local Match	\$816,000	\$624,240	\$216,486	\$216,586	\$441,632	\$2,314,944
TOTAL	\$4,080,000	\$3,121,200	\$1,082,433	\$1,082,432	\$2,208,162	\$11,574,227

## REPLACE FARE COLLECTION EQUIPMENT

DES# 1700764

LETTING DATE: 2021

Replace Fare Collection System on vehicles including electronic fareboxes, data system, and currency/coin vaults and storage systems. Provide electronic pass scanners, swipe cards, currency validators, stored value card printing and reading equipment, transfer issuance equipment, and mobile bus pass issuance and reading equipment.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5339		\$1,200,000				\$1,200,000
Local Match		\$300,000				\$300,000
TOTAL	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000

## PURCHASE OF TWO (2) 25-FOOT BUSES

DES# 1700763, 1700767

LETTING DATE: 2020, 2024

Purchase of two (2) 25-foot buses between 2020 and 2024, one (1) of which to be purchased in 2020, and one (1) to be purchased in 2024 These would replace 2015 and 2020 vehicles.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$64,000				\$69,276	\$133,276
Local Match	\$16,000				\$17,319	\$33,319
TOTAL	\$80,000	\$0	\$0	\$0	\$86,595	\$166,595

## AUTOMATIC PASSENGER COUNTER TECHNOLOGY

DES# 1700763

LETTING DATE: 2020 - 2024

Install Automatic Passenger Technology on buses.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$160,000					\$160,000
Local Match	\$40,000					\$40,000
TOTAL	\$200,000	\$0	\$0	\$0	\$0	\$200,000

## GRIMES LANE OPERATIONS AND MAINTENANCE FACILITY REPAIR AND REPLACEMENT OF KEY ELEMENTS

DES# 1700763, 1700764, 1700765, 1700766, 1700767

LETTING DATE: 2020 - 2024

Repair and replacement of key elements including roof, HVAC components, overhead doors, in-ground vehicle lifts/hoists, air compressors, pavement, oil/water separators, electric/plumbing/mechanical components, lighting, windows, fencing/gates, structural components, interior/exterior finishes, fire protection, fueling equipment and tanks, and other key equipment and components.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$290,600	\$40,800	\$41,616	\$42,448	\$43,297	\$208,161
Local Match	\$72,650	\$10,200	\$10,404	\$10,612	\$10,824	\$52,040
Total	\$363,250	\$51,000	\$52,020	\$53,060	\$54,121	\$260,201

## ACQUISITION OF FOUR (4) 35-FOOT REPLACEMENT BATTERY ELECTRIC (EV) BUSES - FLEET REPLACEMENT

DES# 2100084

LETTING DATE: 2021

This acquisition of four (4) electric buses will assist in the replacement of a fleet that currently runs primarily on fossil fuels.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5339		\$3,200,000				\$3,200,000
Local Match		\$800,000				\$800,000
TOTAL	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000

## SUMMARY OF PROGRAMMED EXPENDITURES FOR BLOOMINGTON TRANSIT

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$3,366,950	\$2,701,540	\$2,760,963	\$2,754,443	\$2,882,494	\$14,466,390
5310	\$128,000	\$130,560	\$133,171	\$135,835	\$138,551	\$666,117
5339	\$3,264,000	\$3,696,960	\$433,947	\$865,846	\$1,766,530	\$10,027,283
PMTF	\$2,623,118	\$2,675,580	\$2,729,092	\$2,783,673	\$2,839,347	\$13,650,810
STPB			\$432,000			\$432,000
Fares	\$1,643,967	\$1,676,846	\$1,710,383	\$1,744,591	\$1,779,482	\$8,555,269
Local	\$3,391,310	\$3,476,255	\$2,921,037	\$3,072,556	\$3,372,962	\$16,234,120
Total	\$14,417,345	\$14,357,741	\$11,120,593	\$11,356,944	\$12,779,366	\$64,031,989



# PROJECT LIST FY 2020-2024

## RURAL TRANSIT



## OPERATION OF RURAL TRANSIT

DES# 1802840, 1802841, 1802842, 1802843, 1802844

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

Funding Source	2020	2021	2022	2023	2024	TOTAL
5311	\$698,949	\$698,949	\$698,949	\$698,949	\$698,949	\$3,494,745
Local Match & PMTF	\$719,167	\$719,167	\$719,167	\$719,167	\$719,167	\$3,595,835
TOTAL	\$1,418,116	\$1,418,116	\$1,418,116	\$1,418,116	\$1,418,116	\$7,090,580

## REPLACEMENT OF TWO (2) LOW FLOOR MINI-VANS (LFMV) AND REPLACEMENT OF FOUR (4) <30' TRANSIT VEHICLES

DES# 1902111

Replacement of six (6) Rural Transit fleet vehicles.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5339	\$239,200					\$239,200
Local Match & PMTF	\$60,040					\$60,040
TOTAL	\$299,240	\$0	\$0	\$0	\$0	\$299,240

## SUMMARY OF PROGRAMMED EXPENDITURES FOR RURAL TRANSIT

Funding Source	2020	2021	2022	2023	2024	TOTAL
5311	\$698,949	\$698,949	\$698,949	\$698,949	\$698,949	\$3,494,745
5339	\$239,200					\$239,200
Total Local & PMTF	\$779,207	\$719,167	\$719,167	\$719,167	\$719,167	\$3,655,875
TOTAL	\$1,717,356	\$1,418,116	\$1,418,116	\$1,418,116	\$1,418,116	\$7,389,820

# PROJECT LIST FY 2020-2024

## INDIANA DEPARTMENT OF TRANSPORTATION



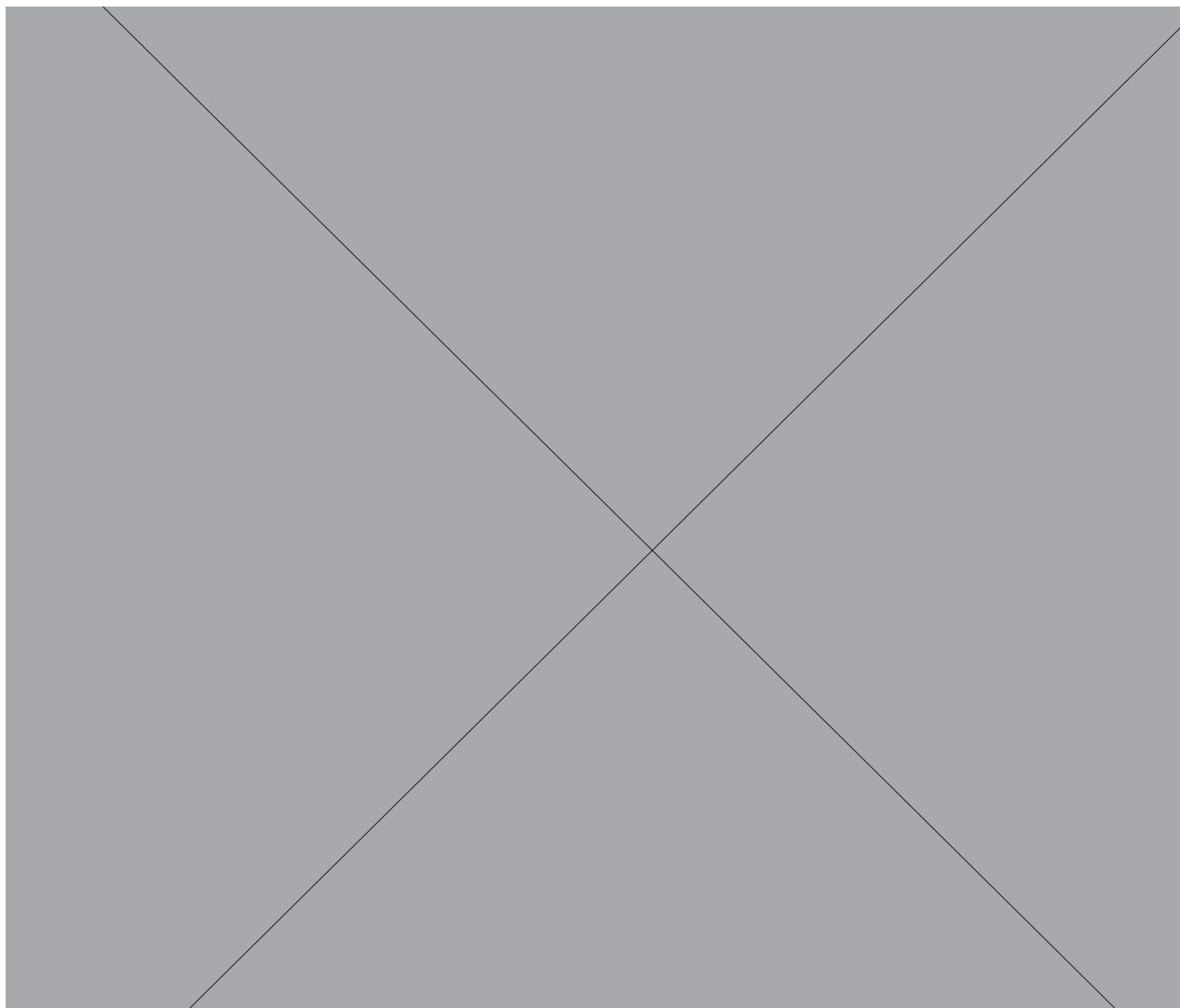
# STATE ROAD 45/W ISON ROAD AND STATE ROAD 45/S BUNGER ROAD

DES# 1800198

LETTING DATE: TBD

Intersection improvement with added turn lanes (passing blisters).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
RW	2021	NHPP	\$20,000	\$5,000	\$25,000
CN	Outlying Years	NHPP	\$654,579	\$163,645	\$818,224
TOTAL			\$674,579	\$168,645	\$843,224



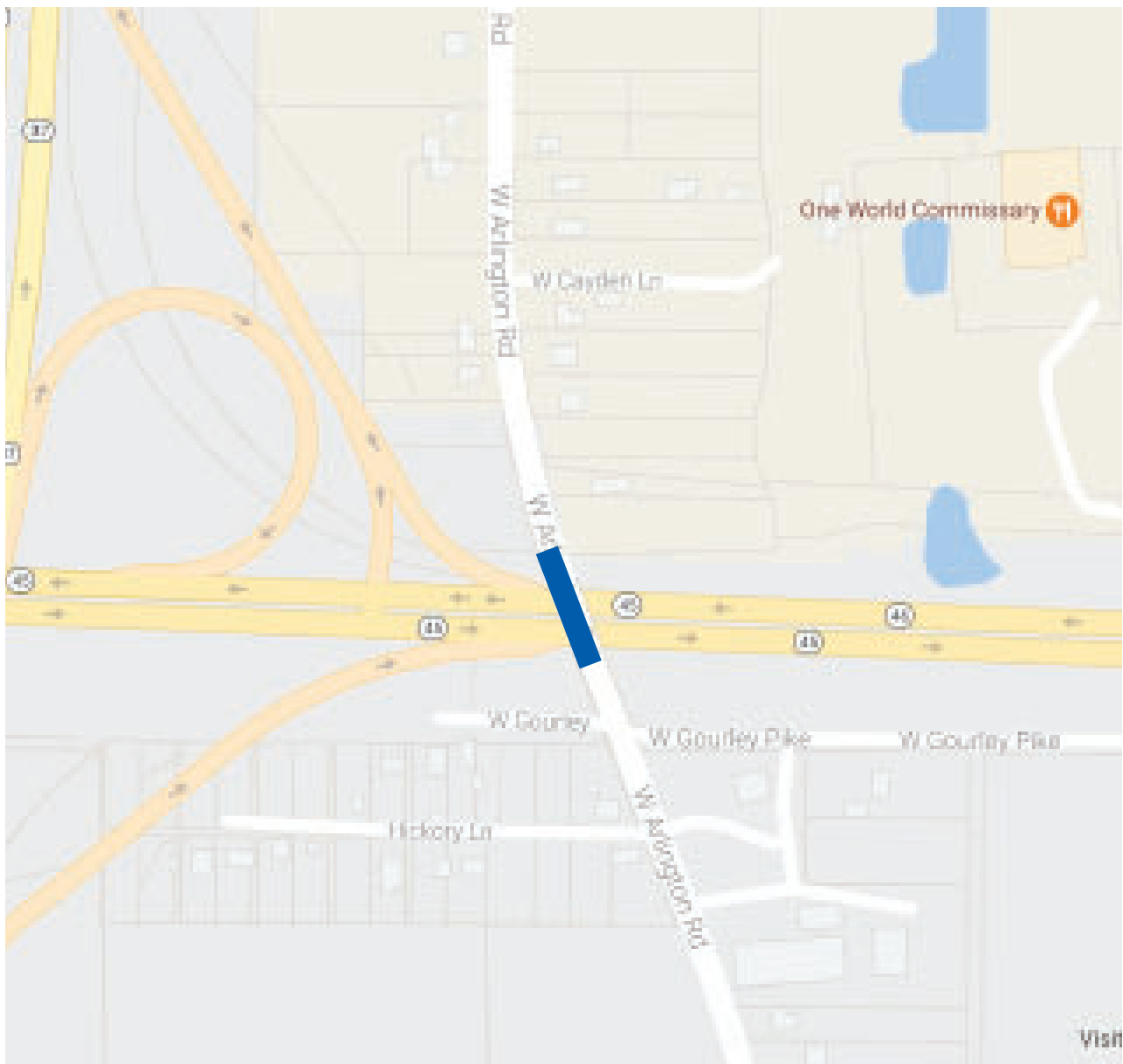
# STATE ROAD 45/46 - 0.15 MILES E OF SR 37 (ARLINGTON RD) OVER STATE ROAD 45/46 BRIDGE PAINTING

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	2020	NHPP	\$24,000	\$6,000	\$30,000
CN	2020	NHPP	\$256,000	\$64,000	\$320,000
TOTAL			\$280,000	\$70,000	\$350,000





STATE ROAD 45/46 - 0.20 MILES E OF I-69 (ARLINGTON ROAD) TO  
0.93 MILES E OF I-69 (KINSER PIKE)

DES# 1700198

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
RW	2021	NHPP	\$240,000	\$60,000	\$300,000
TOTAL			\$240,000	\$60,000	\$300,000



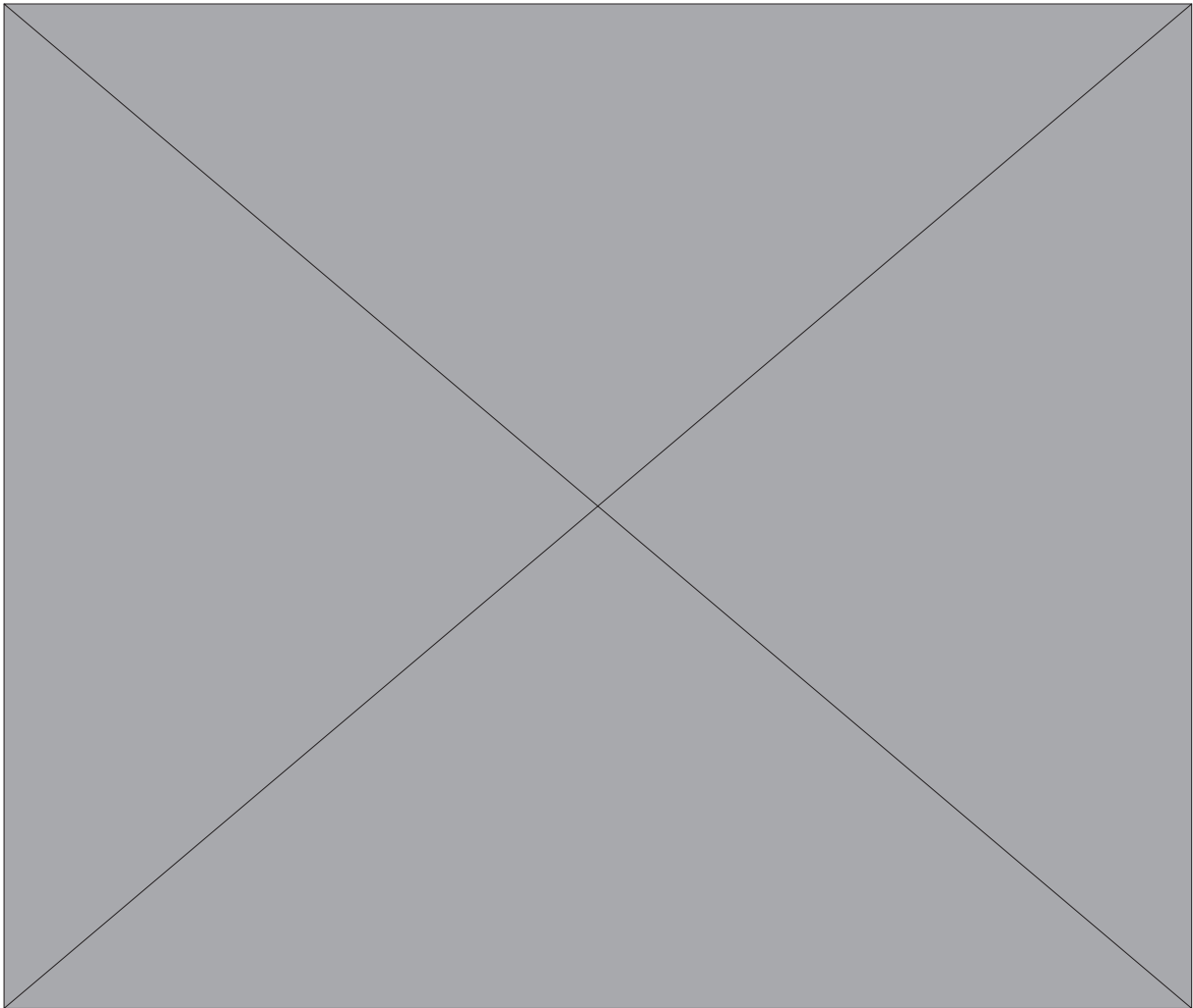
# STATE ROAD 45/46 AT THE INTERSECTION OF 14TH STREET

DES# 1801525

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
RW	2020	NHPP	\$8,000	\$2,000	\$10,000
CN	2020	STPB	\$2,000,000	\$500,000	\$2,500,000
TOTAL			\$2,008,000	\$502,000	\$2,510,000



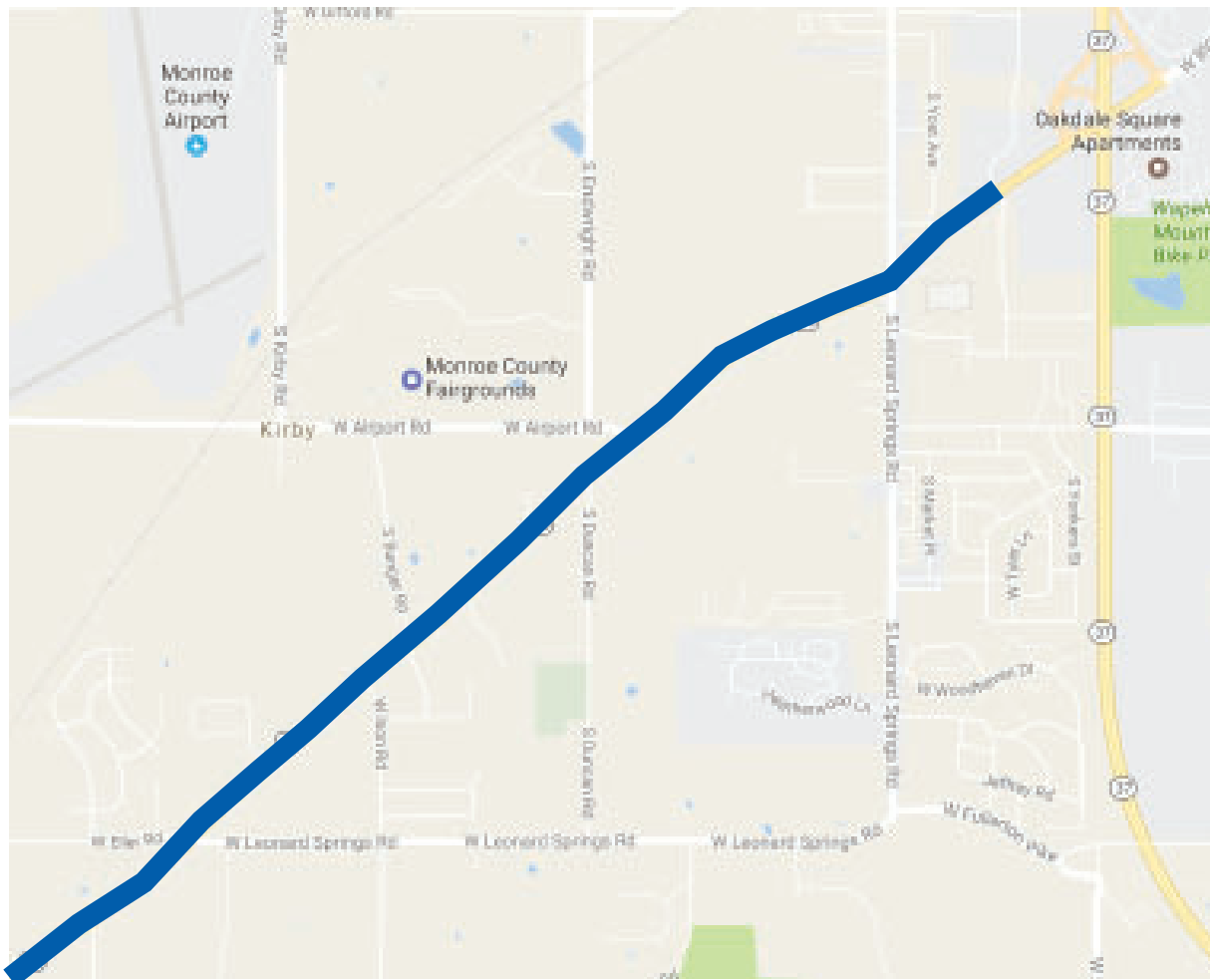
# STATE ROAD 45 PAVEMENT OVERLAY

DES# 1700055

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
CN	2020	NHPP	\$2,302,066	\$575,516	\$2,877,582
TOTAL			\$2,302,066	\$575,516	\$2,877,582



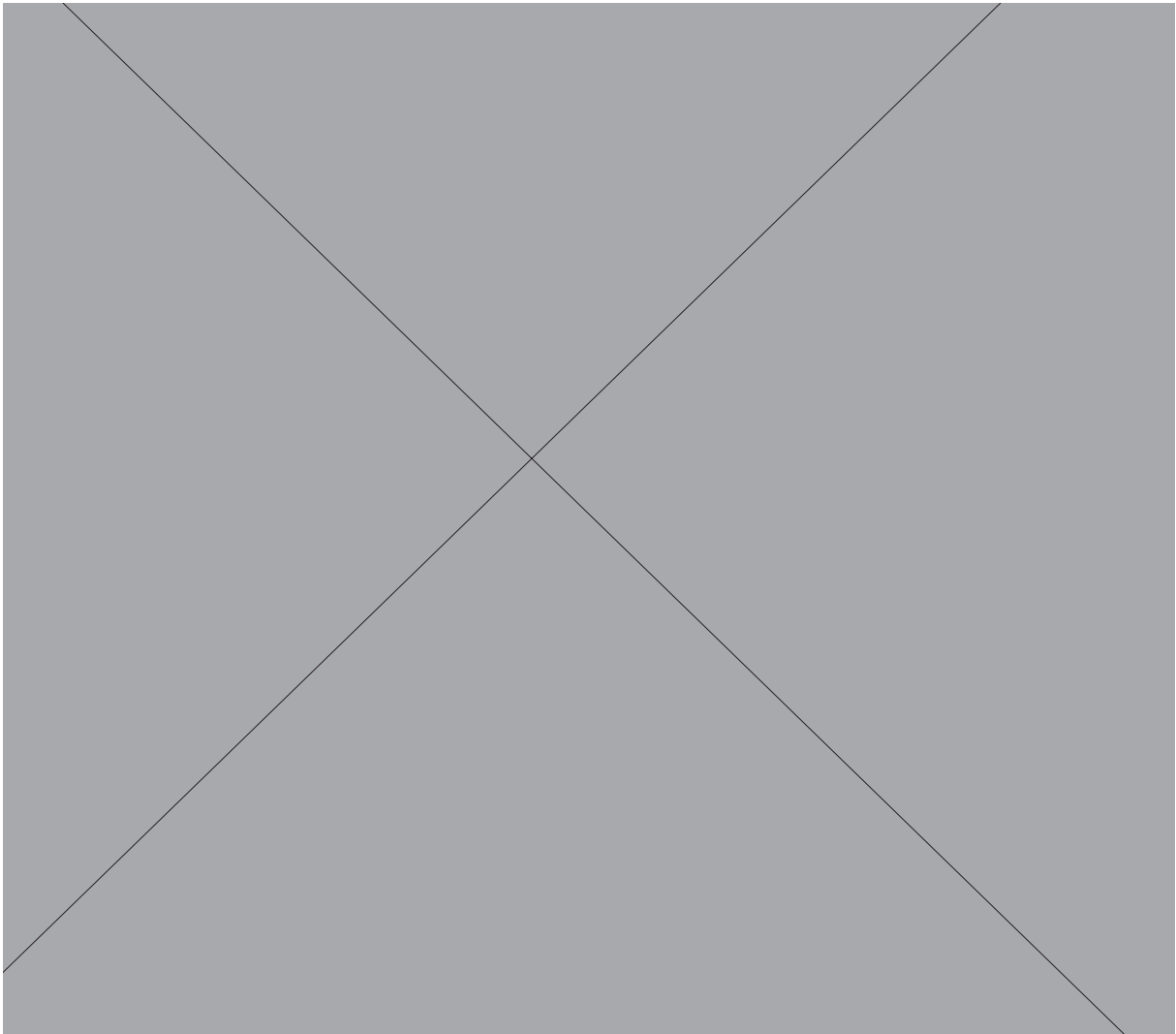
# STATE ROAD 45 AT THE INTERSECTION OF PETE ELLIS DRIVE

DES# 1800199

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
RW	2021	STPB	\$40,000	\$10,000	\$50,000
CN	Outlying Years	STPB	\$1,368,654	\$342,163	\$1,710,817
TOTAL			\$1,408,654	\$352,163	\$1,760,817



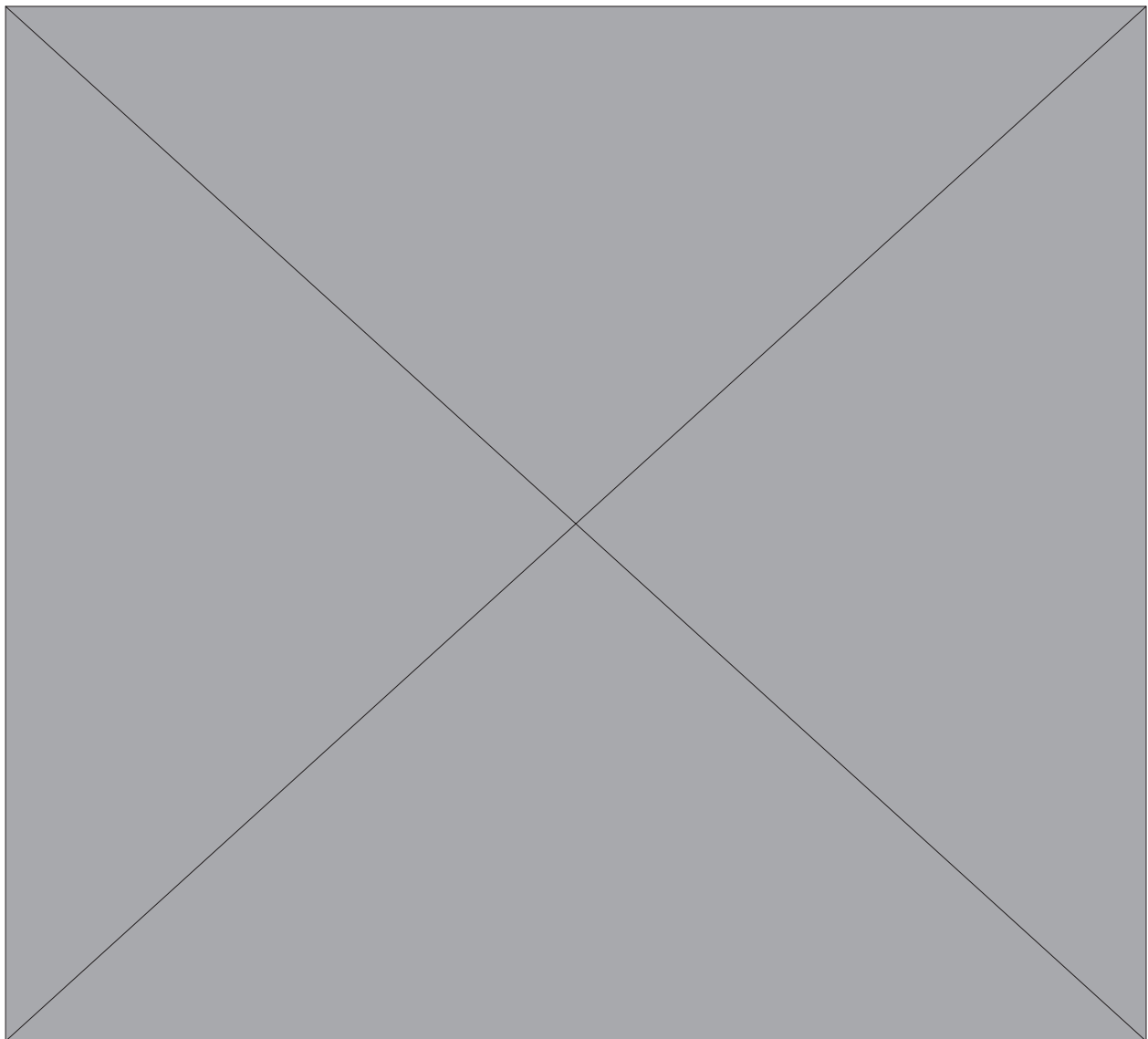
STATE ROAD 45 FROM I-69 TO 0.38 MILES E OF I-69  
(END OF CONCRETE)

DES# 1801946

LETTING DATE: TBD

Concrete pavement restoration (CPR).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	NHPP	\$2,200,000	\$550,000	\$2,750,000
TOTAL			\$2,200,000	\$550,000	\$2,750,000





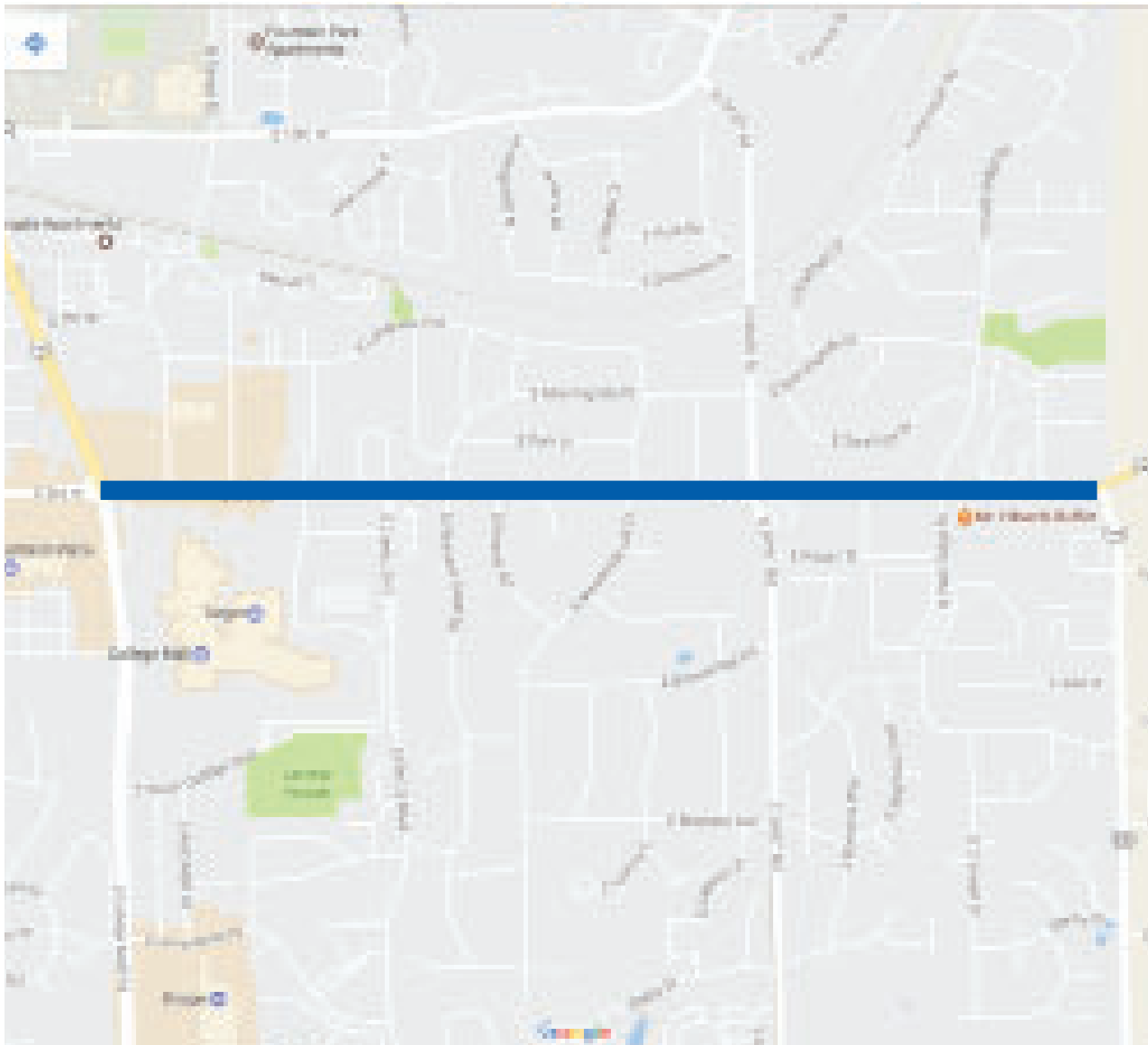
# STATE ROAD 46 PAVEMENT OVERLAY

DES# 1602147

LETTING DATE: TBD

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	NHPP	\$526,955	\$58,551	\$585,506
TOTAL			\$526,955	\$58,551	\$585,506



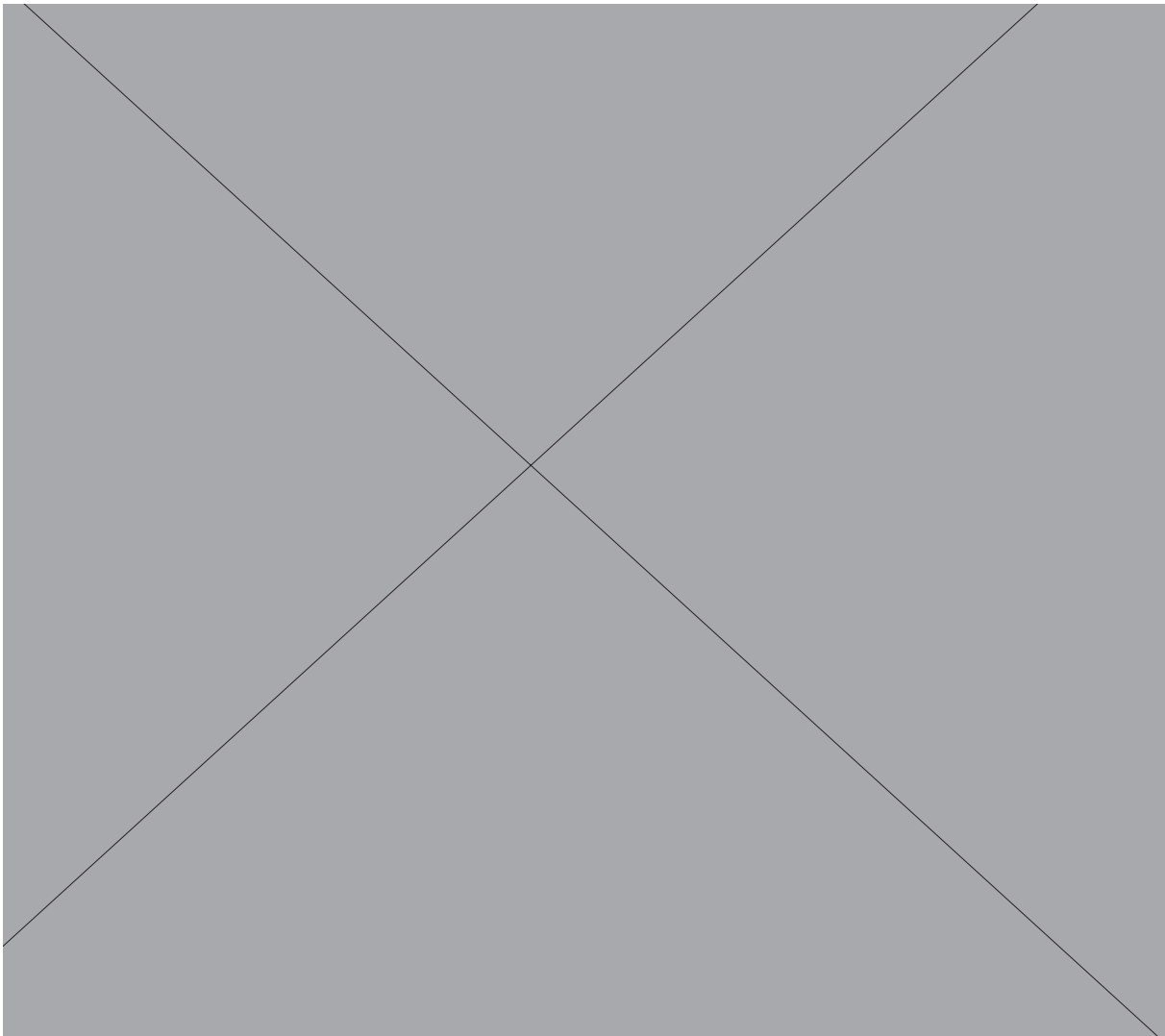
# STATE ROAD 46 AT THE INTERSECTION OF SMITH ROAD

DES# 1800208

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
RW	2021	NHPP	\$40,000	\$10,000	\$50,000
CN	Outlying Years	NHPP	\$465,259	\$116,315	\$581,844
TOTAL			\$505,259	\$126,315	\$631,844



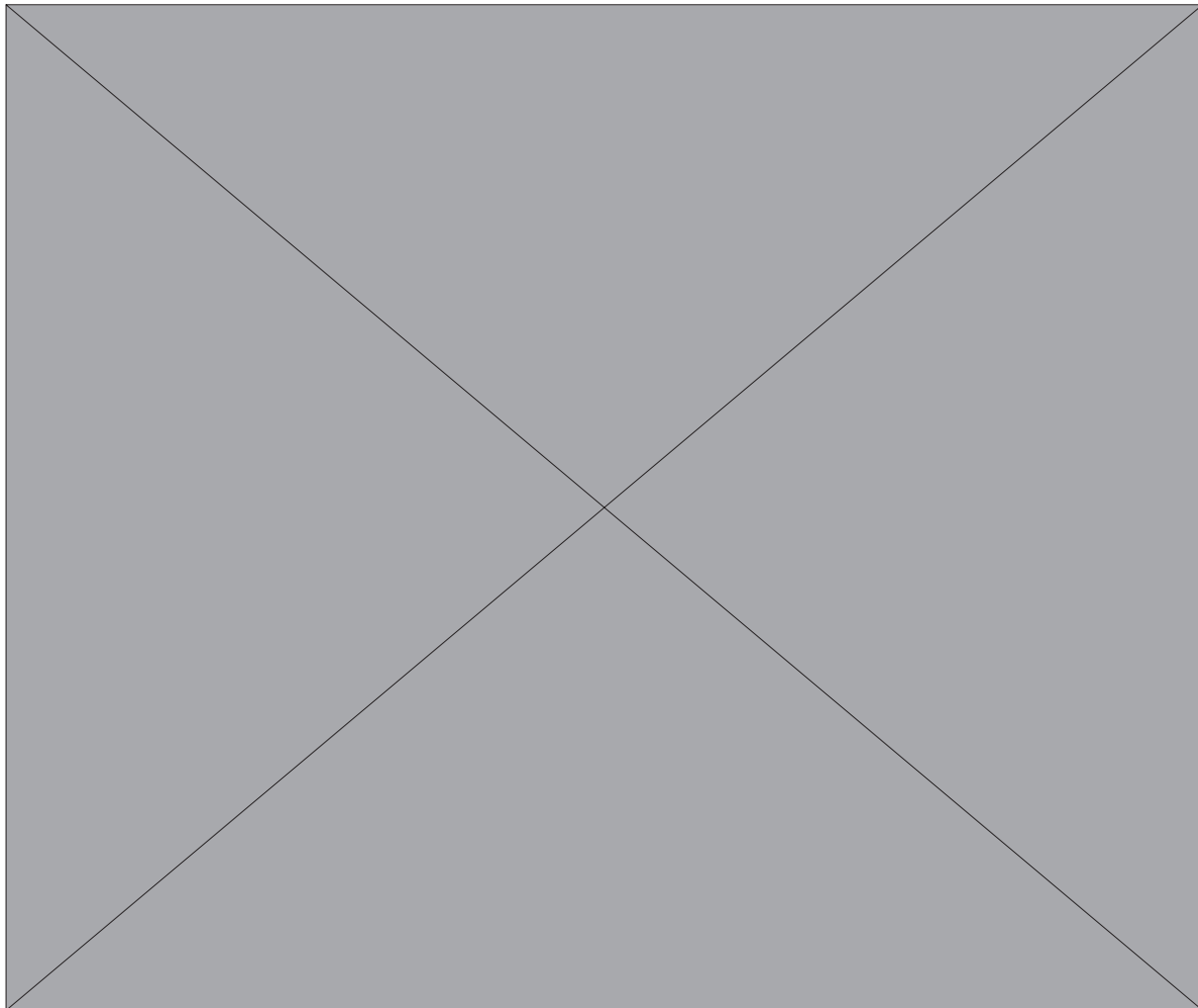
# STATE ROAD 46 FROM 0.44 MILES W OF I-69 TO I-69

DES# 1801945

LETTING DATE: TBD

Pavement replacement, new pavement concrete construction (PCC).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	NHPP	\$2,200,000	\$550,000	\$2,750,000
TOTAL			\$2,200,000	\$550,000	\$2,750,000



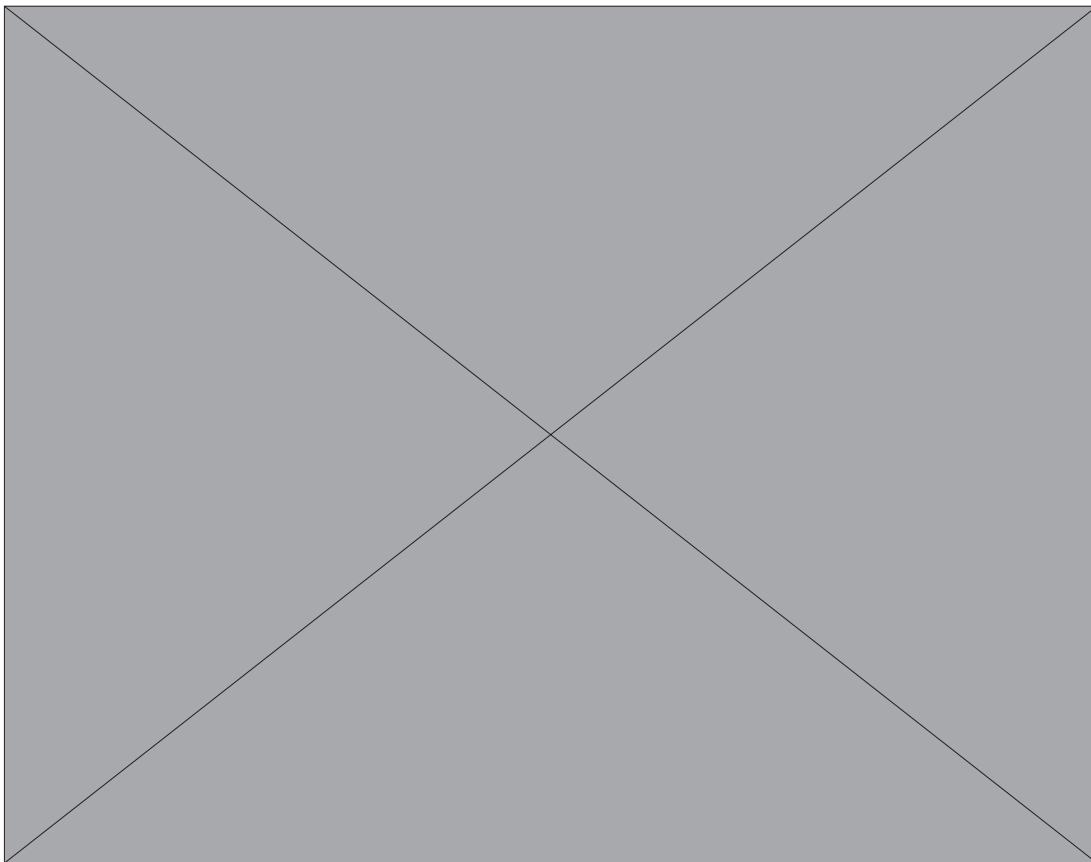
# STATE ROAD 446 AT LAMPKINS RIDGE ROAD SAFETY PROJECT

DES# 1700317

LETTING DATE: TBD

This project will fund construction of un-signalized intersection sign and visibility marking safety improvements at the intersection of SR446 with Lampkins Ridge Road and at various locations throughout the Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	STPB	\$300,000		\$300,000
TOTAL			\$300,000	\$0	\$300,000

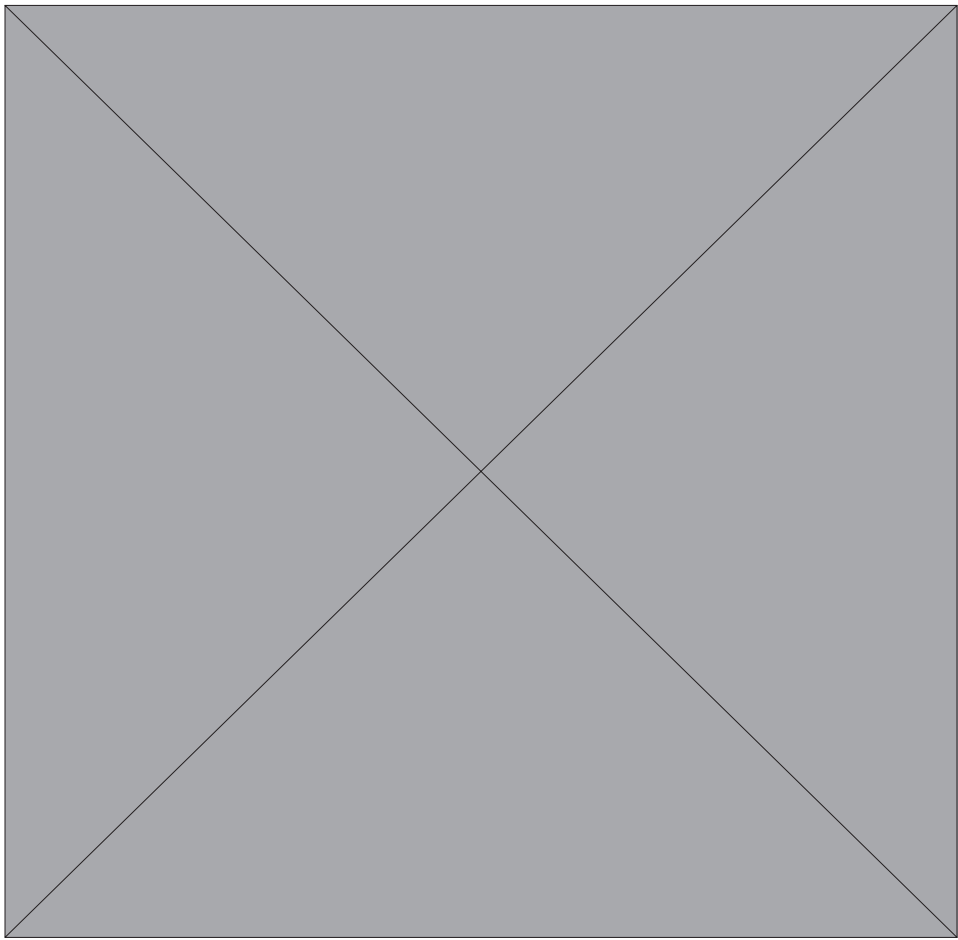


SR46/SR45 AT SR45/10<sup>TH</sup> STREET STATEWIDE SAFETY PROJECT  
DES# 1702224

LETTING DATE: TBD

This project will fund construction of traffic signal visibility improvements at the intersection of SR46/SR45 at SR45/10<sup>th</sup> Street and at various locations throughout the Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	STPB	\$889,200	\$98,800	\$988,000
TOTAL			\$889,200	\$98,800	\$988,000





## STATEWIDE ON-CALL PAVEMENT DESIGNS

DES# 1701469

LETTING DATE: TBD

Project to fund statewide preliminary engineering for on-call pavement designs at various locations throughout Indiana.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	STPB	\$1,280,000	\$320,000	\$1,600,000
TOTAL			\$1,280,000	\$320,000	\$1,600,000

## SEYMOUR DISTRICT BRIDGE MAINTENANCE AND REPAIR

DES# 1801948

LETTING DATE: JULY, 10 2024

Repair and maintenance of bridges at various locations throughout the INDOT Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	HSIP	\$800,000	\$200,000	\$1,000,000
TOTAL			\$800,000	\$200,000	\$1,000,000

## BRIDGE DECK OVERLAY - SR 37 SOUTHBOUND LANE

DES# 1702627

LETTING DATE: TBD

This project will fund construction of bridge deck overlay on the southbound lane of SR 37, 4.05 miles south of SR 45 over the abandoned railroad and Clear Creek.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2021	NHPP	\$893,648	\$178,730	\$1,072,378
TOTAL			\$893,648	\$178,730	\$1,072,378

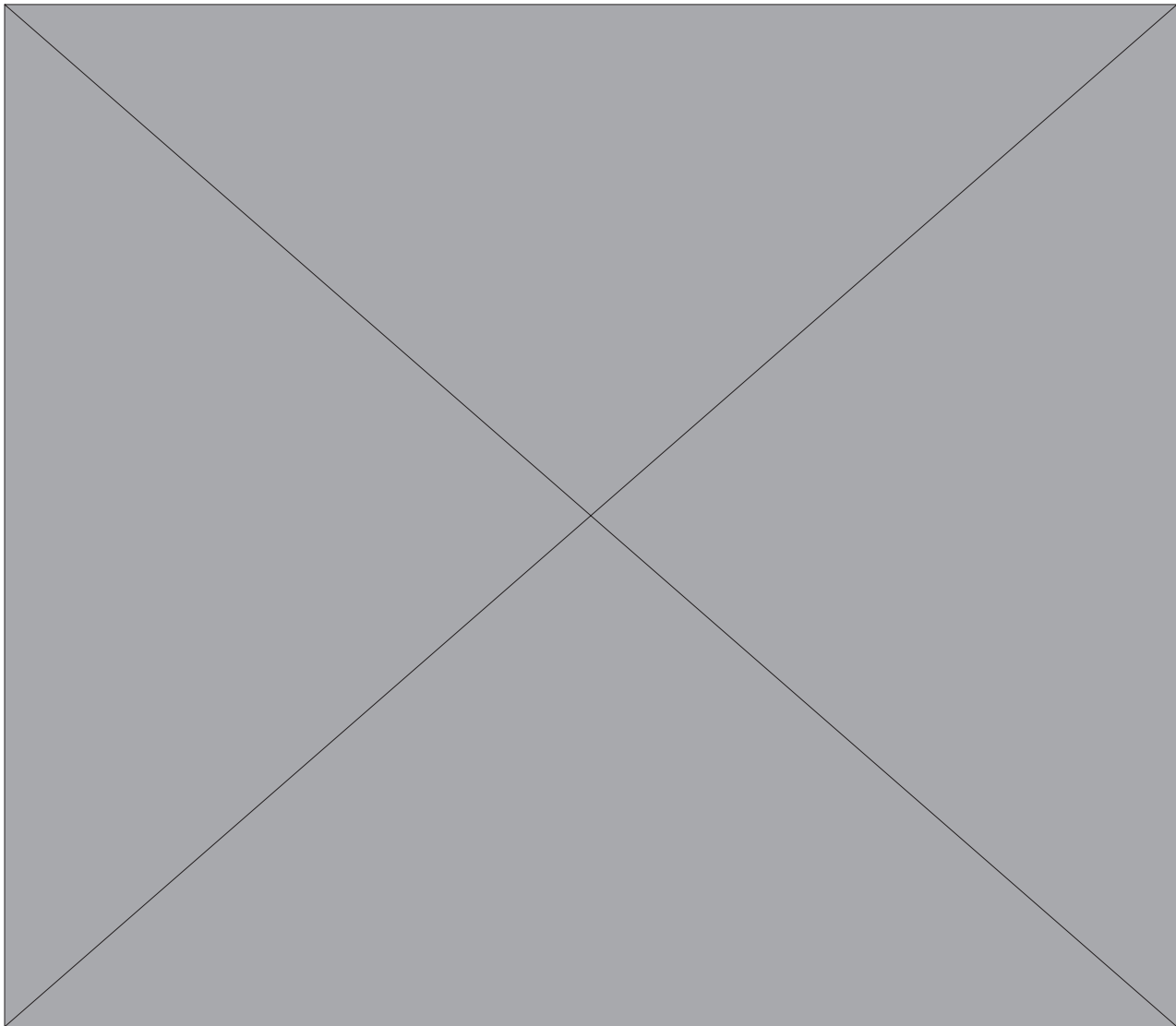
## BRIDGE DECK OVERLAY - SR 37 NORTHBOUND LANE

DES# 1800730

LETTING DATE: TBD

This project will fund construction of bridge deck overlay on the northbound lane of SR 37, 4.05 miles south of SR 45 over the abandoned railroad and Clear Creek.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2021	NHPP	\$853,388	\$170,678	\$1,024,066
TOTAL			\$853,388	\$170,678	\$1,024,066



## SR 37 - 3.65 MILES SOUTH OF SR 45 OVER ABANDONED RAILROAD NORTHBOUND LANE

DES# 1801171

LETTING DATE: TBD

This project will fund construction of a bridge thin deck overlay on SR 37 3.65 miles S of SR 45 over abandoned railroad, northbound lane.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	NHPP	\$174,023	\$31,605	\$205,628
TOTAL			\$174,023	\$31,605	\$205,628

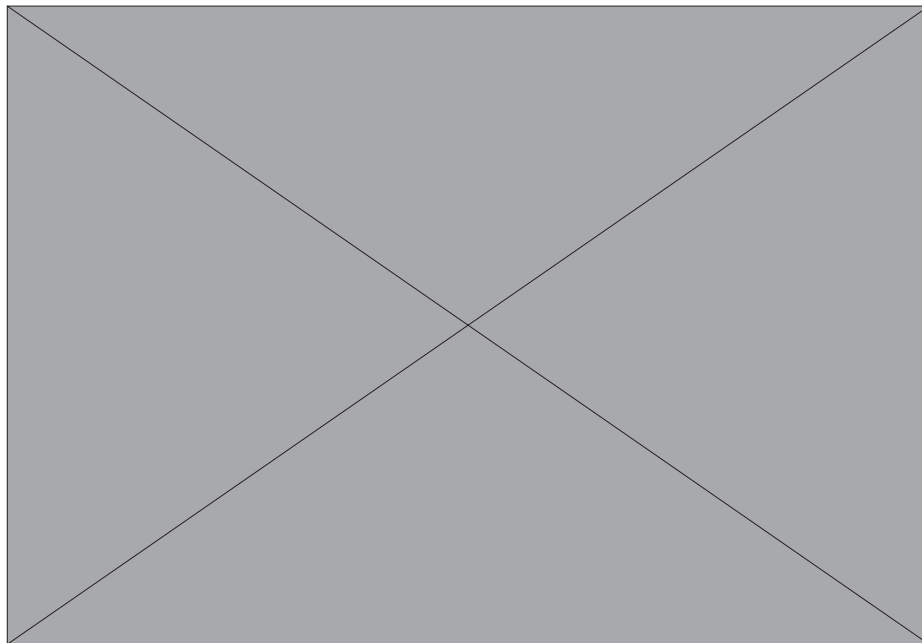
## SR 37 - 3.65 MILES SOUTH OF SR 45 OVER ABANDONED RAILROAD SOUTHBOUND LANE

DES# 1801172

LETTING DATE: TBD

This project will fund construction of a bridge thin deck overlay on SR 37 3.65 miles S of SR 45 over abandoned railroad, southbound lane.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	NHPP	\$158,023	\$31,605	\$189,628
TOTAL			\$158,023	\$31,605	\$189,628



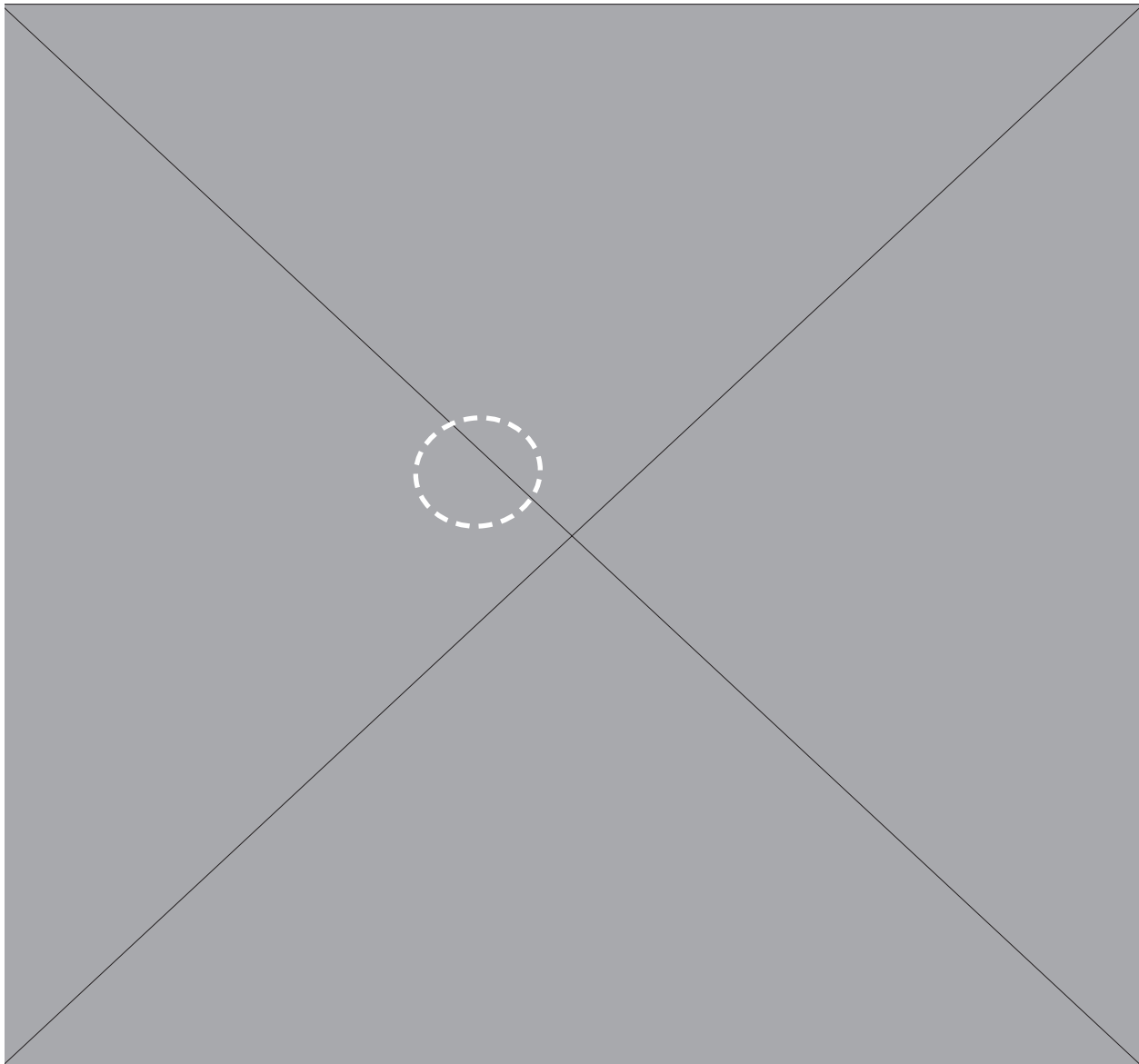
# GARRISON CHAPEL ROAD INRD RR DOT 29244E NEAR BLOOMINGTON

DES# 1900409

LETTING DATE: TBD

This project will fund construction of a protected railroad crossing of Garrison Chapel Road.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	HSIP	\$18,000	\$2,000	\$20,000
CN	2020	HSIP	\$342,000	\$38,000	\$380,000
TOTAL			\$360,000	\$40,000	\$400,000



## CONTINUATION OF STATEWIDE HELPERS PROGRAM PERFORMED BY LTAP

DES# 1900554

LETTING DATE: VARIOUS

PE funding for FY 2020-2023 for continuation of the statewide program “Hazard ELimination Program for Local Roads and Streets” (HELPERS) performed by the Local Technical Assistance Program (LTAP).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	HSIP	\$1,039,144	\$115,460	\$1,154,604
TOTAL			\$1,039,144	\$115,460	\$1,154,604

## STATEWIDE ON-CALL CONSULTANT REVIEW

DES# 1802826

LETTING DATE: TBD

Project to fund statewide on-call consultant reviews for various transportation studies from Fiscal Year 2020 through Fiscal Year 2023.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	STPB	\$1,680,000	\$420,000	\$2,100,000
	2021	STPB	\$1,680,000	\$420,000	\$2,100,000
	2022	STPB	\$1,680,000	\$420,000	\$2,100,000
	2023	STPB	\$1,680,000	\$420,000	\$2,100,000
TOTAL			\$6,720,000	\$1,680,000	\$8,400,000

## TRAFFIC SIGNAL BATTERY BACKUPS AT VARIOUS MONROE COUNTY LOCATIONS

DES# 1900013

LETTING DATE: NOVEMBER 14, 2020

This project will fund various battery backups for traffic signals at various locations including Monroe County.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	HSIP	\$300,000		\$300,000
TOTAL			\$300,000	\$0	\$300,000



## STATE ROAD 46 BRIDGE THIN DECK OVERLAY 0.75 MILES W OF STATE ROAD 37, EAST BOUND LANE OVER CENTER FORK STOUT CREEK

DES# 1900710

LETTING DATE: SEPTEMBER 15, 2021

This project will fund a bridge thin deck overlay for eastbound lanes of State Road 46 over Stout Creek.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	NHPP	\$64,000	\$16,000	\$80,000
CN	2022	NHPP	\$197,327	\$49,332	\$246,659
TOTAL			\$261,327	\$65,332	\$326,659

## STATE ROAD 46 BRIDGE THIN DECK OVERLAY 0.75 MILES W OF STATE ROAD 37, WEST BOUND LANE OVER CENTER FORK STOUT CREEK

DES# 1900711

LETTING DATE: SEPTEMBER 15, 2021

This project will fund a bridge thin deck overlay for westbound lanes of State Road 46 over Stout Creek.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2022	NHPP	\$180,156	\$45,039	\$225,195
TOTAL			\$180,156	\$45,039	\$225,195



## DES# 1900717

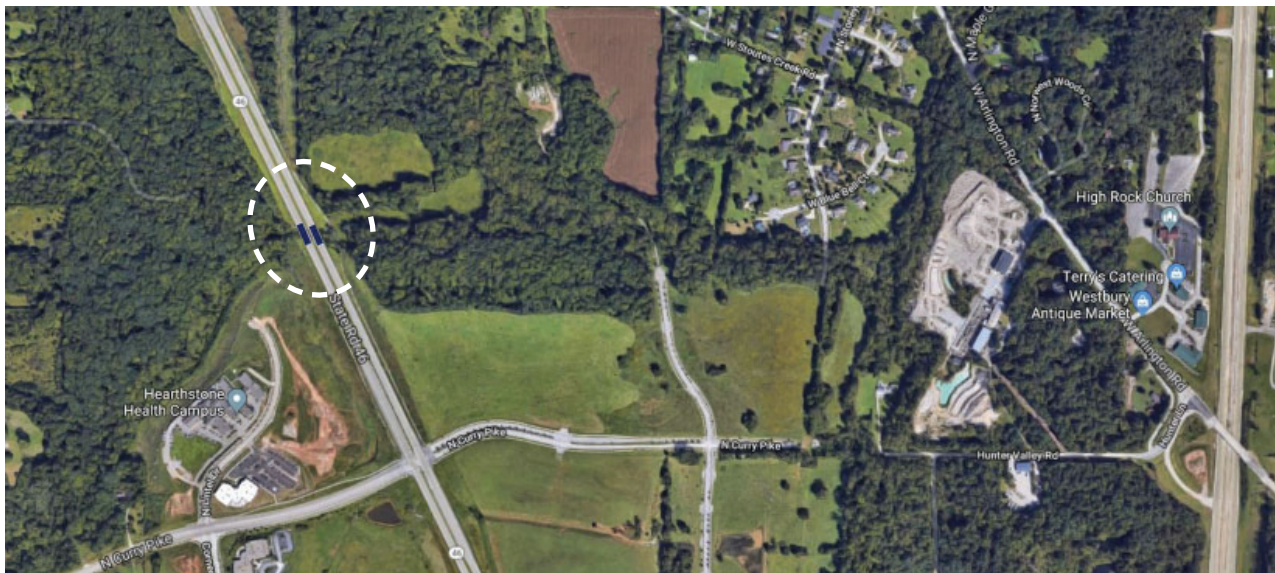
This project will fund a bridge thin deck overlay for eastbound lanes of State Road 46 over Stout Creek.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2022	NHPP	\$180,156	\$45,039	\$225,195
TOTAL			\$180,156	\$45,039	\$225,195

## DES# 1900718

This project will fund a bridge thin deck overlay for westbound lanes of State Road 46 over Stout Creek.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2022	NHPP	\$180,156	\$45,039	\$225,195
TOTAL			\$180,156	\$45,039	\$225,195





# STATE ROAD 46 BRIDGE SUPERSTRUCTURE REPLACEMENT 6.04 MILES W OF STATE ROAD 37 AT JACKS DEFEAT CREEK WESTBOUND LANE

DES# 1900098

LETTING DATE: SEPTEMBER 13, 2023

This project will fund the replacement of the State Road 46 bridge superstructure #176000 in Ellettsville.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	NHPP	\$176,000	\$44,000	\$220,000
RW	2022	NHPP	\$44,000	\$11,000	\$55,000
CE	2024	NHPP	\$60,000	\$15,000	\$75,000
CN	2024	NHPP	\$1,398,888	\$349,722	\$1,748,610
TOTAL			\$1,678,888	\$419,722	\$2,098,610





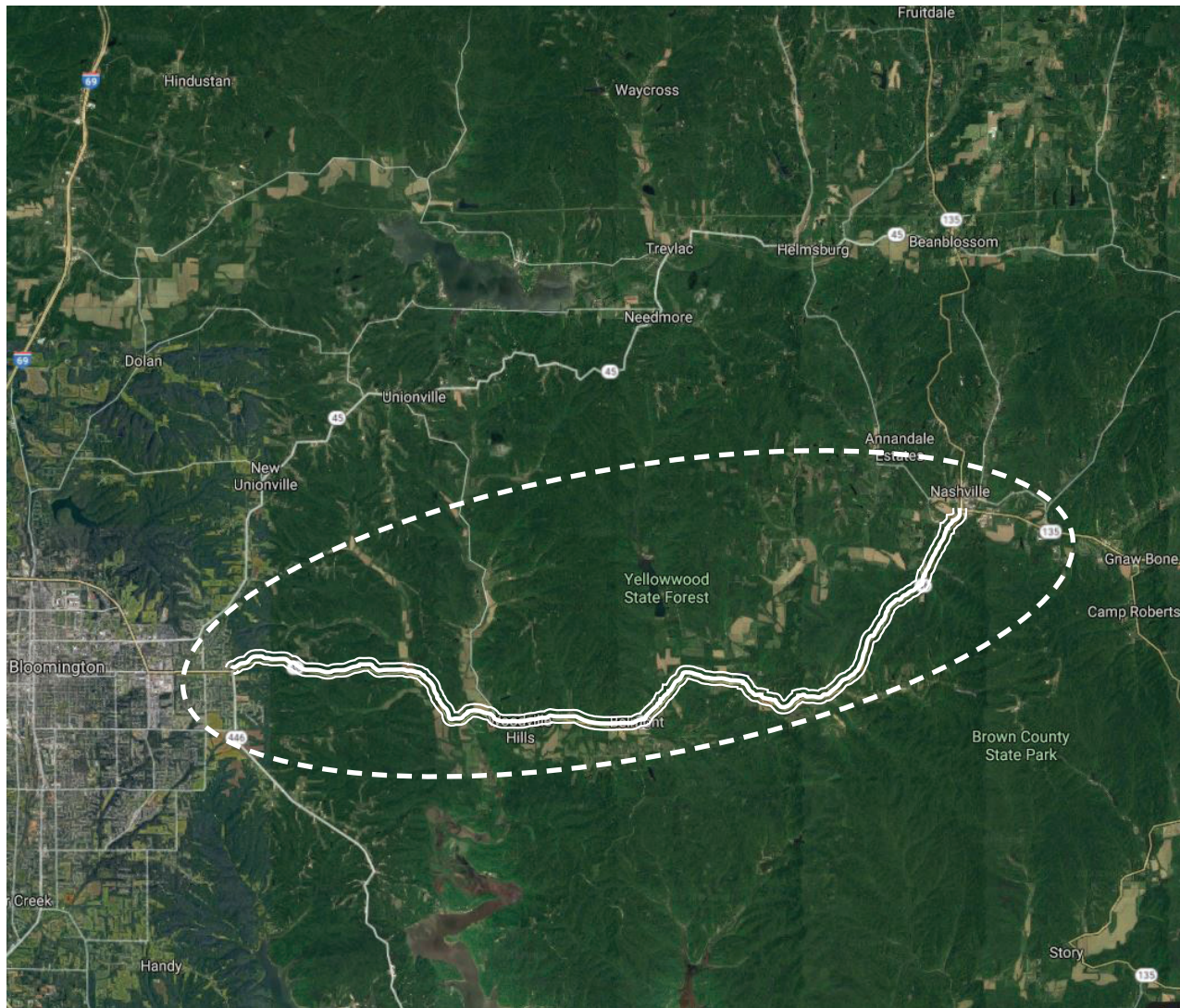
# STATE ROAD 46 HMA OVERLAY, STRUCTURAL FROM STATE ROAD 446 TO WEST JUNCTION OF STATE ROAD 135

DES# 1900331

LETTING DATE: NOVEMBER 15, 2023

This project will fund a hot-mix asphalt (HMA) overlay (structurally minor) to State Road 46 from its junction with State Road 446 in Bloomington to the western junction of State Road 135 in Nashville.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	NHPP	\$600,000	\$150,000	\$750,000
RW	2022	NHPP	\$60,000	\$15,000	\$75,000
CN	2024	NHPP	\$11,448,223	\$2,862,056	\$14,310,279
TOTAL			\$12,108,223	\$3,027,056	\$15,135,279





# STATE ROAD 37 INTERSECTION IMPROVEMENT WITH ADDED TURN LANES AT INTERSECTION WITH DILLMAN ROAD IN BLOOMINGTON

DES# 1800371

LETTING DATE: AUGUST 9, 2023

This project will fund intersection improvements with added turn lanes on State Road 37.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	NHPP	\$160,000	\$40,000	\$200,000
CN	2024	NHPP	\$1,209,431	\$302,358	\$1,511,789
TOTAL			\$1,369,431	\$342,358	\$1,711,789



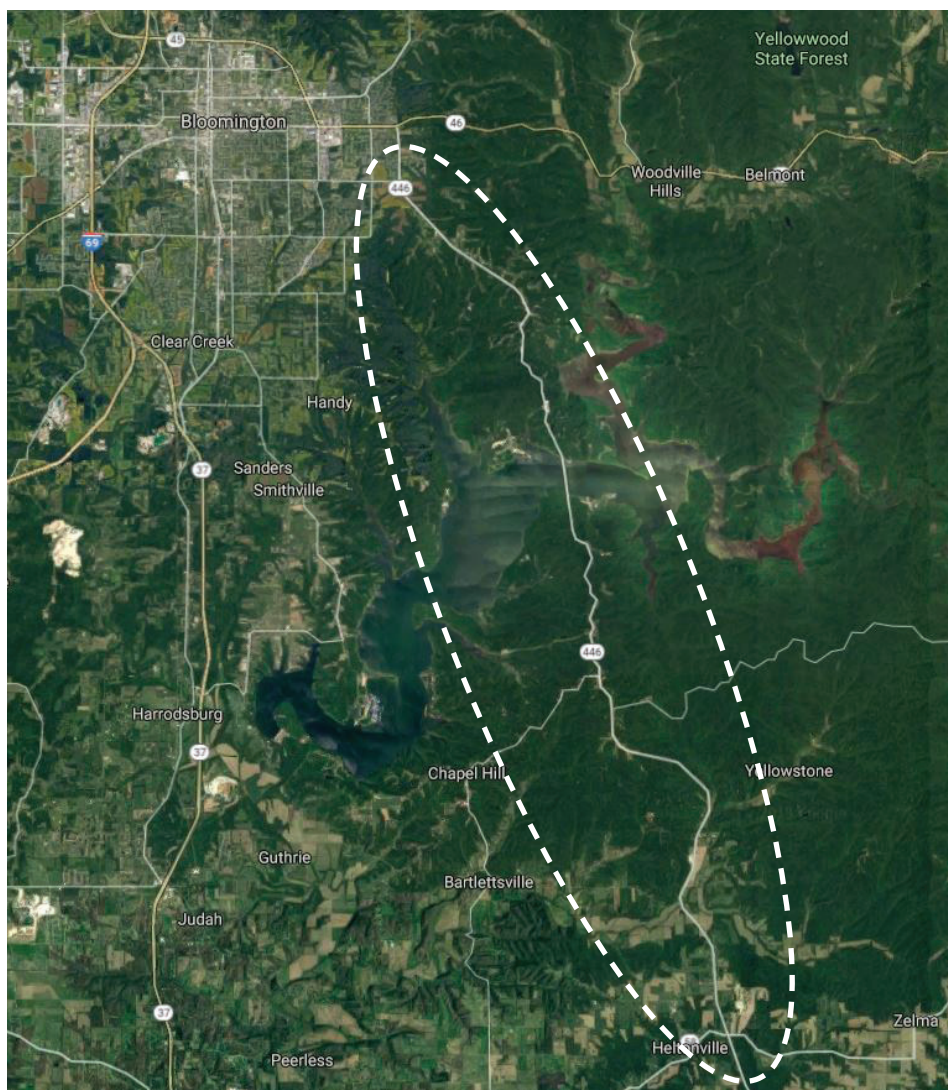
# STATE ROAD 446 HMA OVERLAY FROM 7.83 MILES N OF STATE ROAD 58 (CHAPEL HILL ROAD) TO 0.98 MILES S OF STATE ROAD 46 (E MOORES PIKE)

DES# 1801087

LETTING DATE: MARCH 4, 2020

This project will fund a hot-mix asphalt (HMA) overlay (structurally minor) to State Road 446 from its junction with Chapel Hill Road in Heltonville to the junction of E Moores Pike in Bloomington. This is for preventative maintenacne purposes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2024	STPB	\$3,377,601	\$844,400	\$4,222,001
TOTAL			\$3,377,601	\$844,400	\$4,222,001





## SEYMOUR DISTRICT-WIDE BRIDGE TERMINAL JOINTS ASPHALT PATCHING

DES# 1901448

LETTING DATE: FEBRUARY 5, 2020

This project will fund the repair of bridge terminal joints at various locations throughout the Seymour District. The four locations within the BMCMPD that have been identified include State Route 45/46 southbound (NBI# 017145 at 046-53-07671), Interstate 69 northbound (NBI# 051345 at I69-112-09707 NB), Interstate 69 southbound (NBI# 051350 at I69-112-09708 SB), and W Vernal Pike & W 17th Street (NBI# 079012I69-119-10059).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	NHPP	\$3,694,292	\$923,573	\$4,617,865
TOTAL			\$3,694,292	\$923,573	\$4,617,865

## RAISED PAVEMENT MARKINGS AT VARIOUS LOCATIONS THROUGHOUT THE SEYMOUR DISTRICT

DES# 1902018

LETTING DATE: SEPTEMBER 15, 2021

This project will fund raised pavement markings throughout the Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2022	HSIP	\$405,000	\$45,000	\$450,000
TOTAL			\$405,000	\$45,000	\$450,000

## TRAFFIC SIGNAL VISIBILITY IMPROVEMENTS

DES# 1902020

LETTING DATE: MARCH 4, 2020

This project will fund traffic signal visibility improvements at various locations throughout Monroe County.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2023	HSIP	\$540,000	\$60,000	\$600,000
TOTAL			\$540,000	\$60,000	\$600,000

## DISTRICT-WIDE BRIDGE MAINTENANCE

DES# 1902890

LETTING DATE: NOVEMBER 10, 2020

This project will fund bridge maintenance at various locations to be determined as needed throughout the Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2021	STPB	\$800,000	\$200,000	\$1,000,000
TOTAL			\$800,000	\$200,000	\$1,000,000

## STATE ROAD 46 SIGNALS MODERNIZATION @ STATE ROAD 446 IN MONROE COUNTY

DES# 2000220

LETTING DATE: APRIL 7, 2021

This project will fund modernization of signals to improve safety throughout Monroe County.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2021	STPB	\$1,160,000	\$290,000	\$1,450,000
TOTAL			\$1,160,000	\$290,000	\$1,450,000

## I-69 INSTALLATION OF NEW CABLE RAIL SAFETY BARRIERS FROM STATE ROAD 445 (EXIT) TO STATE ROAD 37 (EXIT 114) IN MONROE COUNTY

DES# 1902884

LETTING DATE: MARCH 3, 2021

This project will fund new cable rail barriers at various locations to be determined as needed.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2021	NHPP	\$900,000	\$100,000	\$1,000,000
TOTAL			\$900,000	\$100,000	\$1,000,000

## STATEWIDE SAFETY CONSULTING (1)

DES# 2001708

LETTING DATE: VARIOUS

This project will fund safety consulting at various locations throughout the state.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2021	STPB	\$666,263	\$166,566	\$832,829
TOTAL			\$666,263	\$166,566	\$832,829

## STATEWIDE SAFETY CONSULTING (2)

DES# 2001709

LETTING DATE: VARIOUS

This project will fund safety consulting at various locations throughout the state.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2021	STPB	\$200,000	\$50,000	\$250,000
TOTAL			\$200,000	\$50,000	\$250,000

## SUMMARY OF PROGRAMMED EXPENDITURES FOR STATE PROJECTS

Funding Source	2020	2021	2022	2023	2024	Outlying Years	TOTAL
NHPP	\$11,543,359	\$2,047,036				\$1,120,108	\$14,710,503
HSIP	\$2,499,144		\$405,000	\$540,000			\$3,444,144
STP	\$4,149,200	\$7,446,263	\$1,680,000	\$1,680,000		\$1,368,654	\$16,324,117
Total Federal	\$18,191,703	\$9,493,299	\$2,085,000	\$2,220,000		\$2,488,762	\$34,478,764
Total State	\$3,987,110	\$2,160,973	\$465,000	\$480,000		\$622,123	\$7,715,206
Total	\$22,178,813	\$11,654,272	\$2,550,000	\$2,700,000	\$0	\$3,110,885	\$42,193,970

## APPENDIX



# Glossary

ADA	Americans with Disabilities Act
BL or COB	City of Bloomington
BMCMPO	Bloomington-Monroe County Metropolitan Planning Organization
BT	Bloomington Transit
CAC	Citizens Advisory Committee
CE	Construction Engineering
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CN	Construction
EJ	Environmental Justice
Farebox	Farebox is all fare revenue from cash fares, passes, tickets, etc.
FAST	Fixing America's Surface Transportation Act of 2015
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 or STIP	Indiana Statewide Transportation Improvement Program
ISP	Indiana State Police
IU	Indiana University
LPA	Local Public Agency
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MC	Monroe County
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
PC	Policy Committee
PE	Preliminary Engineering
PMTF	Public Mass Transportation Fund
PYB	Prior Year Balance
RFI	Red Flag Investigation
RT	Rural Transit
RW	Right-of-Way
SHSP	Strategic Highway Safety Plan
STPB	Surface Transportation Program Block Grant
TAC	Technical Advisory Committee
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TIF	Tax Increment Financing District
TIP	Transportation Improvement Program



## Public Participation

The Public Participation Plan 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: [https://bloomington.in.gov/sites/default/files/2017-05/public\\_participation\\_plan.pdf](https://bloomington.in.gov/sites/default/files/2017-05/public_participation_plan.pdf).

## Transportation Improvement Programming Process

The TIP must achieve fiscal constraint by individual years and include only those projects for which funding has been identified using current or reasonably available revenue sources. The BMCMPPO in cooperation with the State of Indiana and area transit operators develop the TIP financial plan by providing the BMCMPPO with information early in the TIP development process (Figure 1). The information provided by these groups concerns the likely amount of Federal and State funding available to the BMCMPPO in order to enable the BMCMPPO to conduct adequate financial planning.

The BMCMPPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must jointly determine that new, or amended, TIP documents conform to 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 is in an air quality attainment area.

Projects listed in the TIP typically originate in the Metropolitan Transportation Plan (MTP) 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 Transportation Improvement Program (TIP). The TIP therefore serves as a strategic management tool that accomplishes the objectives of the BMCMPPO MTP.

Project prioritization is an important element of the TIP since the demand for Federal-aid transportation projects often exceeds the level of available Federal funds. The Indiana Department of Transportation prioritizes State highway projects in the TIP. Resource availability for Monroe County, the Town of Ellettsville, Bloomington Transit, Indiana University Campus Bus, Area 10's Rural Transit, and the City of Bloomington determines local project prioritizations. Transportation improvement projects in the BMCMPPO's urbanized area often achieve prioritization 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

The type of activity scheduled and the Federal funding category determine locally initiated project priorities. Additional project prioritization influences include state and local policy-level decision-making and the availability of Federal, State, and local funds. Wherever possible, technical and non-technical factors jointly determine projects which have the greatest need for implementation.

The BMCMPPO evaluates Transportation Improvement Program amendments pursuant to the procedures outlined in the Public Participation Plan. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The adopted TIP must receive approval from the BMCMPPO Policy Committee and the Governor of the State of Indiana and conformity determinations 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

Transportation Improvement Program amendments are subject to the BMCMPPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should have compatibility with that of the STIP.

## Complete Streets Compliance

The BMCMPPO Policy Committee first adopted a Complete Streets Policy in 2009 with subsequent updated adoptions in 2013 and 2018. The expressed purpose of the policy is assurance 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 must demonstrate compliance with the policy where applicable. The BMCMPPO Citizens Advisory Committee, the Technical Advisory Committee, and the Policy Committee review this information for consistent policy adherence. The Policy Committee further certifies through resolution that applicable projects are either compliant or exempt from the Complete Streets Policy. The BMCMPPO Complete Streets Policy can be found online at: <http://bloomington.in.gov/media/media/application/pdf/4425.pdf>, and a description of compliance for each local project in this TIP under the Complete Streets Policy can be seen in Table 2.

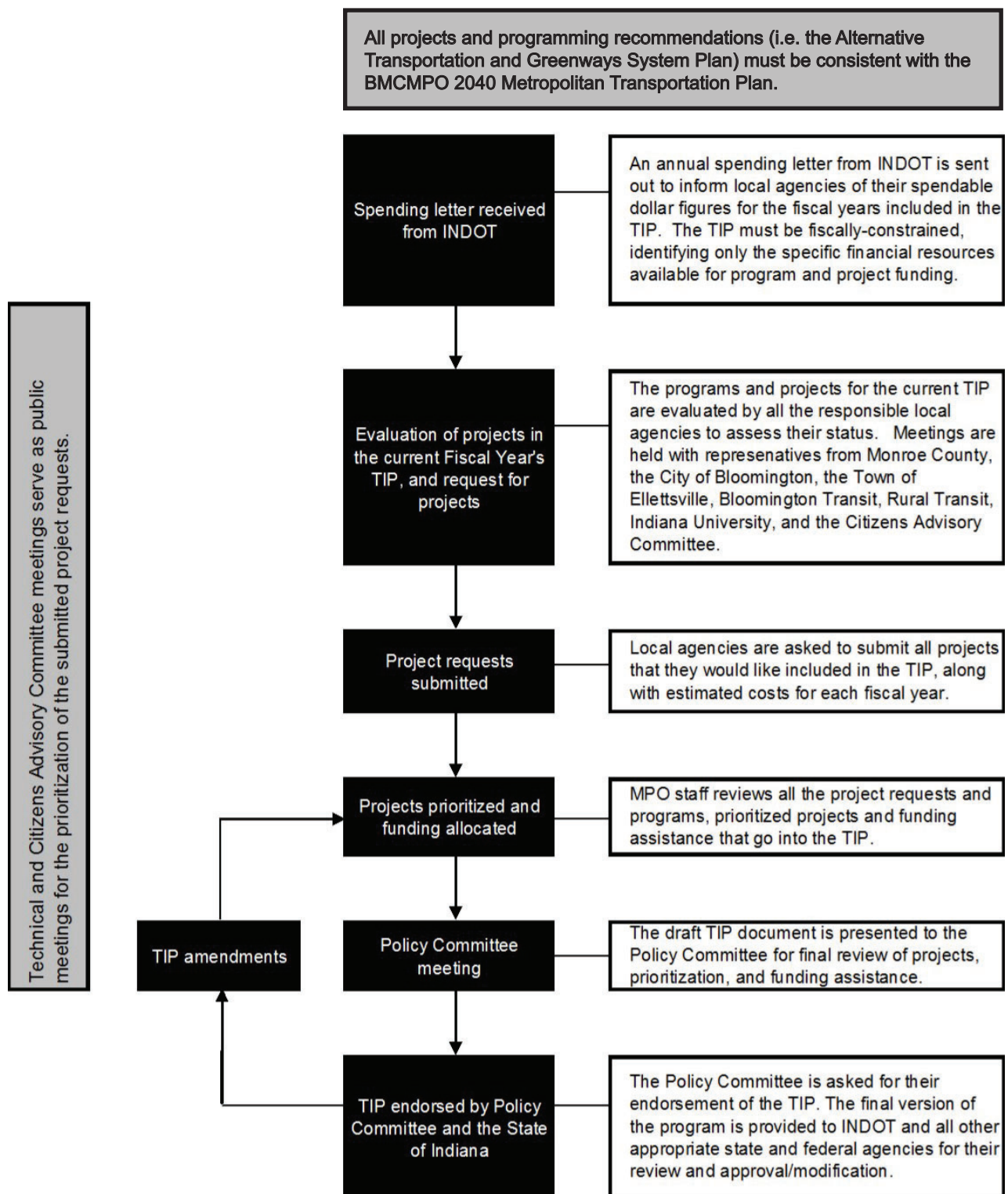


Figure 2: Transportation Improvement Programming Process

Table 2: Complete Streets Policy Compliance of Local Projects

2018 Complete Streets Policy - Compliance of New Local Projects					
LPA	Project	Brief Description	Compliant	Exempt	N/A
Please Note: The BMCMPPO Complete Streets Policy does not apply to Bloomington Transit, Rural Transit, IU Campus Bus, nor INDOT.					
MC	Bicycle Safety Inlet Repair Locations	<b>Bicycle &amp; Pedestrian Safety</b> - Repair/replacement of roadway stormwater drainage inlets at multiple locations that present hazards for bicyclists.	•		
MC	Fullerton Pike - Phase III	<b>New/Expanded Road &amp; Bridge</b> - Construction from Rockport Road east 0.80 miles to the intersection with Gordon Pike & Wickens Street; road reconstruction along Gordon Pike beginning at Wickens Street & extending east 0.40 miles to a point approximately 465 feet west of the Rogers Street intersection. Includes construction of a new sidewalk, a new multiuse pathway, and new roundabout at Rockport Road.	•		
MC	Karst Farm Greenway - Phase II-B, Section 1	<b>Bicycle &amp; Pedestrian Safety</b> - Reconstruction of Indiana Rail Road grade crossing (USDOT 341563T) at Loesch Road allowing for safe bicycle & pedestrian passage and a future extension of the Karst Farm Greenway northward to the Town of Ellettsville.	•		
BL	1st Street Reconstruction	<b>Roadway Reconstruction</b> - Reconstruct portions of 1st Street to include continuous and accessible sidewalks on both sides of the street; install enhanced pedestrian crosswalks; improve/replace the traffic signal equipment at 1st Street & College Street; replace old underground utility infrastructure; provide accessible accommodations for existing transit stops, thereby improving multi-modal safety & connectivity to facilitate dense, infill redevelopment of a current hospital site in a central city area where the short trip lengths are particularly conducive to walking and bicycling.	•		
BL	17th Street Reconstruction	<b>Bicycle &amp; Pedestrian, Roadway &amp; Transit Safety</b> - Multiuse pathway construction on the north side of 17th Street from Monroe Street to Grant Street; address sidewalk maintenance needs by updating pedestrian curb ramps on the south side of 17th Street within the project limits; provide accessible accommodations for existing transit stops; improve safety for the traffic signal at the 17th Street and Madison Street intersection (ranked #33 in the most recent BMCMPPO Crash Report for crash total); and, improve the 17th Street and College Street intersection through geometric modifications to improve motor vehicle safety (improving lane alignments across the intersection).	•		
BL	Downtown Curb Ramps - Phase 3	<b>Safety</b> - Modify or reconstruct curb ramps in the downtown Bloomington area to meet current ADA accessibility guidelines, including curb bump-outs, accessible connections to transit stops, or other modifications based on site-specific context. Locations will be prioritized to focus on locations with low accessibility compliance and high levels of interaction between pedestrians and motor vehicles.	•		
BL	Guardrail Replacement	<b>Safety</b> - Upgrading guardrail end treatments to meet current standards including replacing/improving/installing guardrail runs with a primary focus on motor vehicle, freight, and transit vehicle safety ensuring compliance with the BMCMPPO Complete Streets Policy by not adding guardrail in any location or manner that would prevent safe & comfortable use of the right-of-way by any mode of transportation.	•		
BL	Signal Timing	<b>Systems Operational Efficiency &amp; Safety</b> - A focus on updating yellow & all-red clearance intervals with current best practices. Additional improvements may include optimized progression along corridors, leading pedestrian intervals, and other signal phasing changes.	•		
BT	Battery Electric Bus Acquisition	<b>Rolling Stock Capital Replacement</b> - Acquisition of one (1) 35-foot battery electric bus, charging station, and charging station installation services for replacement of one (1) diesel/hybrid bus.			•

## Red Flag Investigations

The National Environmental Policy Act of 1969 (NEPA) established policy intended to protect the nation's social, economic, and environmental resources from adverse 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.

The BMCMPPO staff conducts a draft RFI for each new project not expected to obtain a Programmatic Categorical Exclusion (PCE). The subsequent transmission of each draft RFI to the associated local public agency aids project development.

Local public agencies may require additional studies and or permitting to comply with NEPA and other federal, state, and local regulations for each project. Table 3 shows the potential impacts for each of the RFI projects examined by the BMCMPPO staff for development of this TIP. Statewide sources recommended by the Indiana Department of Transportation served as the data foundation.

Table 3: Number of Potential Impacts by Project

Number of Potential Impacts							
Project	Agency	Infrastructure	Mining/ Mineral Exploration	Hazardous Materials	Water Resources	Ecological Resources	Cultural Resources
Bicycle Safety Inlet Repair	MC	0	0	0	0	0	0
Fullerton Pike - Phase III	MC	TBD	TBD	TBD	TBD	TBD	TBD
Karst Farm Greenway - Phase II-B, Section 1	MC	TBD	TBD	TBD	TBD	TBD	TBD
1st Street Reconstruction	BL	TBD	TBD	TBD	TBD	TBD	TBD
17th Street Reconstruction	BL	TBD	TBD	TBD	TBD	TBD	TBD
Downtown Curb Ramps - Phase 3	BL	TBD	0	0	0	0	0
Guradrail Replacement	BL	0	0	0	TBD	TBD	0
Signal Timing	BL	0	0	0	0	0	0
Battery Electric Bus Acquisition	BT	0	0	0	0	0	0

## Air Quality

The BMCMPPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must determine the conformity of all new or amended TIP documents with the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). Amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (EPA) conformity regulation are the only exceptions to this requirement. The Bloomington-Monroe County Metropolitan Planning Organization is exempt from the air quality requirements because it is an air quality attainment area.



## Self Certification

### TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and the Bloomington Monroe County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

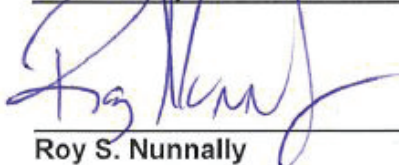
**Bloomington Monroe County Metropolitan  
Planning Organization**

  
Patrick Martin

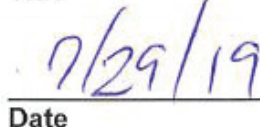
**Senior Transportation Planner**  
Title

  
Date

**Indiana Department of Transportation**

  
Roy S. Nunnally

**Director, INDOT**  
**Technical Planning & Programming**  
Title

  
Date

## Letters of Approval



### INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758  
Indianapolis, Indiana 46204

PHONE: (866) 849-1368  
FAX: (317) 234-8365

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

June 20, 2019

Mr. Patrick Martin, Senior Transportation Planner  
Bloomington-Monroe County Metropolitan Planning Organization  
401 North Morton Street, Suite 130  
Bloomington, IN 47402

#### **Transportation Improvement Program (TIP) Approval**

Dear Mr. Martin:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2020-2024 Transportation Improvement Program for the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO). State and locally initiated transportation projects were reviewed for accuracy and compliance under the Fixing America's Surface Transportation (FAST Act).

It is my pleasure to inform you that on behalf of Governor Eric Holcomb, I approve your FY 2020-2024 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2020-2024 timeline and will be included by reference in the FY 2020-2024 Indiana Statewide Improvement Program (STIP). However, projects not shown by reference will be amended into the STIP upon request.

If you should have any questions, please feel free to contact Roy Nunnally at 317-234-1692.

Sincerely,

A handwritten signature in blue ink that reads "Heather Kennedy for".

Joe McGuinness, Commissioner  
Indiana Department of Transportation

JM/EN

cc: Heather Kennedy  
Brad Steckler  
Roy Nunnally  
Adam Makuley  
Erica Tait  
Michael McNeil  
Tony McClellan  
Robin Bolte/Karlei Metcalf  
File

[www.in.gov/dot/](http://www.in.gov/dot/)  
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Transportation Improvement Program  
Fiscal Year 2020-2024





U.S. Department  
of Transportation

**Federal Transit Administration**  
Region V  
200 West Adams St., Suite 320  
Chicago, IL 60606-5253

**Federal Highway Administration**  
Indiana Division  
575 N. Pennsylvania St., Rm 254  
Indianapolis, IN 46204-1576

July 2, 2019

Joe McGuinness  
Commissioner  
Indiana Department of Transportation  
100 N Senate Ave. N955  
Indianapolis, IN 46204

Dear Mr. McGuinness:

This letter documents the Federal Highway Administration (FHWA) and the Federal Transit Administration's (FTA) review of Indiana's State Fiscal Year 2020-2024 Statewide Transportation Improvement Program (STIP) and the Federal Planning Finding as required under 23 CFR 450.220(b).

In order to approve the STIP document, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) contained by reference or directly incorporated into the STIP, FHWA and FTA must determine, through a Federal Planning Finding, that each MPO TIP is based on a continuing, cooperative, and comprehensive (3-C) planning process. In addition, the Federal Planning Finding is based upon the extent that all the projects in the STIP are the result of a planning process in accordance with 23 USC 134 & 135 and 49 USC 5303 & 5304.

FHWA and FTA have identified the following strengths of the statewide and metropolitan transportation planning processes:

- The Indiana Department of Transportation (INDOT), MPOs and transit operators worked together to establish performance measures and targets. They established routine meetings between key INDOT and MPO staff on the safety, congestion, freight, bridge, pavement, and other measures. Subcommittees were formed between INDOT, the MPOs and FHWA. INDOT incorporated the performance measures into the 2045 Long-Range Statewide Transportation Plan (LRTP), STIP and Transportation Asset Management Plan (TAMP). All but one of the MPOs adopted INDOT's performance measures targets.
- The various performance measure subcommittees developed written procedures that were adopted into INDOT's Planning Roles and Responsibilities Cooperation Operation Manual (PRRCOM). The procedures addressed how to develop and share information related to the 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, and the collection of data for the state asset management plan for the National Highway System.

- INDOT held regional meetings with the MPOs and Rural Planning Organizations (RPOs) in the development of its 2045 LRTP and FY 2020-2024 STIP during late fall 2017 through early 2018.
- INDOT increased its public outreach methods by hosting a virtual town hall meeting on transportation needs as part of input into the 2045 LRTP and the STIP. INDOT employed an on-line community survey that resulted in increased feedback and expanded the number of public meetings locations on the LRTP and STIP. Finally, INDOT created a QR Scanner app for the LRTP and STIP that linked these documents for interested persons to view electronically.
- The MPOs, INDOT, US Environmental Protection Agency, Indiana Department of Environmental Management, FTA and FHWA effectively collaborated to meet the requirements of the 1997 ozone standards.

FHWA and FTA also identified the following areas for improvement in the statewide and metropolitan transportation planning processes:

- INDOT needs to ensure projects selected by its Mobility Asset Management Team are provided earlier to the Transportation Management Areas (TMAs) MPOs for analysis in Congestion Management Process (CMP) and inclusion in the MPO's MTP.
- INDOT needs to ensure staff is knowledgeable of and fulfilling its responsibilities per the FHWA and INDOT Stewardship and Oversight Agreement and the PRRCOM. It is important INDOT follow these documents in conducting its oversight of the statewide and metropolitan planning processes.

FHWA and FTA will follow up with our observations leading to the above areas for improvement and work with you on how to best address them. In the meantime, we offer the following suggestions as possible approaches for improving the statewide and metropolitan transportation planning processes:

- We recommend INDOT work in coordination with FHWA and FTA to establish reoccurring staff and management level meetings to discuss state and federal policies, practices, procedures, and internal controls to ensure adequate stewardship and oversight of the transportation planning process in Indiana.
- We also encourage INDOT to explore and take advantage of opportunities for enhanced technical assistance, such as National Highway Institute and National Transit Institute courses on statewide and metropolitan planning and other related topics, peer exchanges, and other Transportation Planning Capacity Building program opportunities, which can be found at <https://planning.dot.gov/>.

This letter constitutes the documented Federal Planning Finding for Indiana's planning process. Based on our review of the information provided, including fiscal constraint information, air



quality determinations, public involvement, and the statewide and MPO planning certifications, FHWA and FTA approves Indiana's fiscal years 2020-2023 of the FY 2020-2024 STIP. We consider the projects in the 5<sup>th</sup> year for informational purposes as our approval is not to exceed more than four years per 23 CFR 450.218(l).

If you have any questions, please feel free to contact Joyce Newland with FHWA at (317) 226-5353 / [joyce.newland@dot.gov](mailto:joyce.newland@dot.gov) or Cecilia Crenshaw with FTA at (312) 705-1268 / [cecilia.crenshaw@dot.gov](mailto:cecilia.crenshaw@dot.gov).

Sincerely,



Kelley Brookins  
Regional Administrator  
FTA Region V

Sincerely,



Mayela Sosa  
Division Administrator  
FHWA Indiana Division

cc: (transmitted by e-mail)  
Brad Steckler, INDOT  
Roy Nunnally, INDOT  
Karen Hicks, INDOT  
Jay Mitchell, INDOT

# Resolutions











