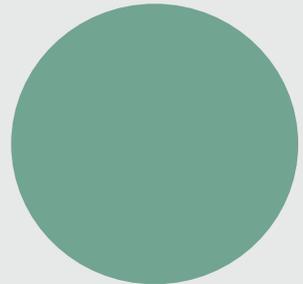
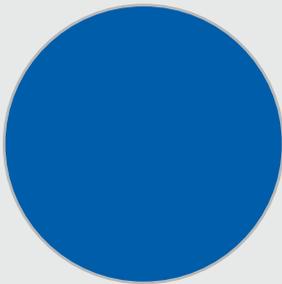
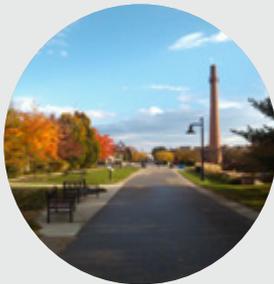
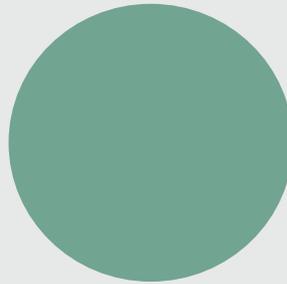
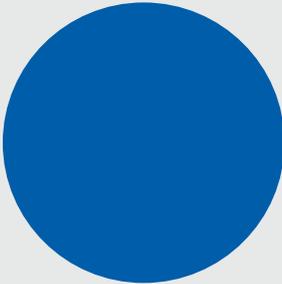


TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2018-2021



Adopted
May 12, 2017

Last Amended

April 10, 2018
May 11, 2018
June 8, 2018

August 8, 2018
September 14, 2018
November 9, 2018

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Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document used by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) to program funding for transportation projects. Pursuant to the most recent transportation legislation, Fixing America's Surface Transportation (FAST), the TIP must include at least four fiscal years. The TIP includes the list of priority projects to be carried out in each of the four years indicated in the document. The TIP must be consistent with the 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 how the BMCMPPO distributes transportation funding available among the various needs of the region. The TIP includes a four year list of projects within the metropolitan area. Inclusion in the TIP signifies a major milestone in the development process of a project, enabling the project to receive and spend federal transportation funds.

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

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

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

Funding the Transportation Improvement Program

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

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

Projected Revenues and Expenditures for Local Projects

STATE FY 2018											
	STP 2018	STP PYB	HSIP 2018	HSIP PYB	TAP 2018	TAP PYB	Bridge	RTP	Local Match	Total	
Total Revenue	\$2,750,132	\$31,768	\$470,684	\$-	\$155,801	\$-	\$277,200	\$200,000	\$1,675,953	\$5,561,539	
Total Expenditure	\$2,750,132	\$-	\$470,684	\$-	\$155,801	\$-	\$277,200	\$200,000	\$1,675,953	\$5,529,770	
Remaining	\$1	\$31,768*	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$31,769	
STATE FY 2019											
	STP 2019	STP PYB	HSIP 2019	HSIP PYB	TAP 2019	TAP PYB	Bridge	RTP	Local Match	Total	
Total Revenue	\$2,750,133	\$1,924,657	\$470,684	\$-	\$155,801	\$244,924	\$5,120	\$-	\$4,523,006	\$10,074,325	
Total Expenditure	\$2,750,133	\$1,813,836	\$470,684	\$-	\$155,801	\$244,924	\$5,120	\$-	\$4,523,006	\$9,963,504	
Remaining	\$-	\$110,821**	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$110,821	
STATE FY 2020											
	STP 2020	STP PYB	HSIP 2020	HSIP PYB	TAP 2020	TAP PYB	Bridge	RTP	Local Match	Total	
Total Revenue	\$2,750,133	\$1,273,199	\$470,684	\$-	\$155,801	\$-	\$115,840	\$-	\$3,425,643	\$8,191,300	
Total Expenditure	\$2,750,133	\$1,273,199	\$470,684	\$-	\$155,801	\$-	\$115,840	\$-	\$3,425,643	\$8,191,300	
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	
STATE FY 2021											
	STP 2021	STP PYB	HSIP 2021	HSIP PYB	TAP 2021	TAP PYB	Bridge	RTP	Local Match	Total	
Total Revenue	\$2,750,133	\$-	\$470,684	\$-	\$155,801	\$-	\$5,280	\$-	\$3,847,202	\$7,229,100	
Total Expenditure	\$2,750,133	\$-	\$470,684	\$-	\$155,801	\$-	\$5,280	\$-	\$3,847,202	\$7,229,100	
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	
SUMMARY											
	STP	STP PYB	HSIP	HSIP PYB	TAP	TAP PYB	Bridge	RTP	Local Match	Total	
Total Revenue	\$11,000,532	\$3,229,624	\$1,882,736	\$-	\$623,204	\$244,924	\$403,440	\$200,000	\$13,471,804	\$31,056,264	
Total Expenditure	\$11,000,531	\$3,087,035	\$1,882,736	\$-	\$623,204	\$244,924	\$403,440	\$200,000	\$13,471,804	\$30,913,674	
Remaining	\$1	\$142,589	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$142,590	

* This amount is a possible remainder from monthly/quarterly billing

** This amount is showing currently unspent funds from DES# 1601851 - 2nd Street/Bloomfield Road Multimodal Safety Improvements

Projected Revenues and Expenditures for Transit Projects

STATE FY 2018								
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	Farebox	Local Match	Total
Total Revenue	\$2,667,393	\$254,060	\$698,949	\$7,000,000	\$2,811,286	\$1,907,773	\$4,060,050	\$19,399,511
Total Expenditure	\$2,667,393	\$254,060	\$698,949	\$7,000,000	\$2,811,286	\$1,907,773	\$4,060,050	\$19,399,511
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
STATE FY 2019								
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	Farebox	Local Match	Total
Total Revenue	\$3,093,455	\$124,402	\$698,949	\$4,953,600	\$2,861,459	\$2,054,314	\$3,668,892	\$17,455,071
Total Expenditure	\$3,093,455	\$124,402	\$698,949	\$4,953,600	\$2,861,459	\$2,054,314	\$3,668,892	\$17,455,071
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
STATE FY 2020								
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	Farebox	Local Match	Total
Total Revenue	\$2,462,266	\$129,182	\$698,949	\$3,260,544	\$2,912,636	\$2,205,952	\$3,138,282	\$14,807,811
Total Expenditure	\$2,462,266	\$129,182	\$698,949	\$3,260,544	\$2,912,636	\$2,205,952	\$3,138,282	\$14,807,811
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
STATE FY 2021								
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	Farebox	Local Match	Total
Total Revenue	\$2,558,379	\$134,771	\$698,949	\$3,944,886	\$2,964,836	\$2,362,834	\$3,334,739	\$15,999,394
Total Expenditure	\$2,558,379	\$134,771	\$698,949	\$3,944,886	\$2,964,836	\$2,362,834	\$3,334,739	\$15,999,394
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
SUMMARY								
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	Farebox	Local Match	Total
Total Revenue	\$10,781,493	\$642,415	\$2,795,796	\$19,159,030	\$11,550,217	\$8,530,873	\$14,201,963	\$67,661,787
Total Expenditure	\$10,781,493	\$642,415	\$2,795,796	\$19,159,030	\$11,550,217	\$8,530,873	\$14,201,963	\$67,661,787
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-

Projected Revenues and Expenditures for State Projects

STATE FY 2018							
	NHPP	HSIP	STP	STPB	TIGER	State Match	Total
Total Revenue	\$1,509,200	\$9,900	\$-	\$5,596,242	\$4,758,331	\$1,337,461	\$13,211,134
Total Expenditure	\$1,509,200	\$9,900	\$-	\$5,596,242	\$4,758,331	\$1,337,461	\$13,211,134
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-
STATE FY 2019							
	NHPP	HSIP	STP	STPB	TIGER	State Match	Total
Total Revenue	\$4,849,055	\$594,000	\$1,379,303	\$1,000,000	\$-	\$1,224,328	\$9,046,686
Total Expenditure	\$4,849,055	\$594,000	\$1,379,303	\$1,000,000	\$-	\$1,224,328	\$9,046,686
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-
STATE FY 2020							
	NHPP	HSIP	STP	STPB	TIGER	State Match	Total
Total Revenue	\$450,000	\$1,399,144	\$1,989,200	\$-	\$-	\$504,260	\$4,342,604
Total Expenditure	\$450,000	\$1,399,144	\$1,989,200	\$-	\$-	\$504,260	\$4,342,604
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-
STATE FY 2021							
	NHPP	HSIP	STP	STPB	TIGER	State Match	Total
Total Revenue	\$6,799,436	\$-	\$-	\$-	\$-	\$1,313,047	\$8,112,483
Total Expenditure	\$6,799,436	\$-	\$-	\$-	\$-	\$1,313,047	\$8,112,483
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-
SUMMARY							
	NHPP	HSIP	STP	STPB	TIGER	State Match	Total
Total Revenue	\$13,607,691	\$2,003,044	\$3,368,503	\$6,596,242	\$4,758,331	\$4,379,096	\$34,712,907
Total Expenditure	\$13,607,691	\$2,003,044	\$3,368,503	\$6,596,242	\$4,758,331	\$4,379,096	\$34,712,907
Remaining	\$-	\$-	\$-	\$-	\$-	\$-	\$-

Performance Measures

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

National performance goals for Federal Highway programs:

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

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

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

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

Safety

The INDOT, the MPOs, FHWA, and Indiana Criminal Justice Institute (ICJI) are actively discussing and collaborating on the Safety Performance Measures and Safety Performance Targets. INDOT submitted their Safety Performance Measures by August 31, 2017. The MPOs had until February 27, 2018 to follow INDOT's submission to either support the INDOT Safety Targets or set independent targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five (5) specific 2018 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 = 814.9
2. Rate of fatalities per 100 million miles traveled = 1.036
3. Number of serious injuries = 3,479.8
4. Rate of serious injuries per 100 million miles traveled = 4.347, and
5. Number of non-motorized fatalities and non-motorized serious injuries = 417.0

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

Pavement and Bridge

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

Pavement Performance Measures:

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

Bridge Performance Measures:

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

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

System Performance

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

Reliability Performance Measures:

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

Freight Movement Performance Measure:

1. Truck Travel Time Reliability (TTTR) Index

CMAQ Measures:

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

PROJECT LIST FY 2018-2021
MONROE COUNTY



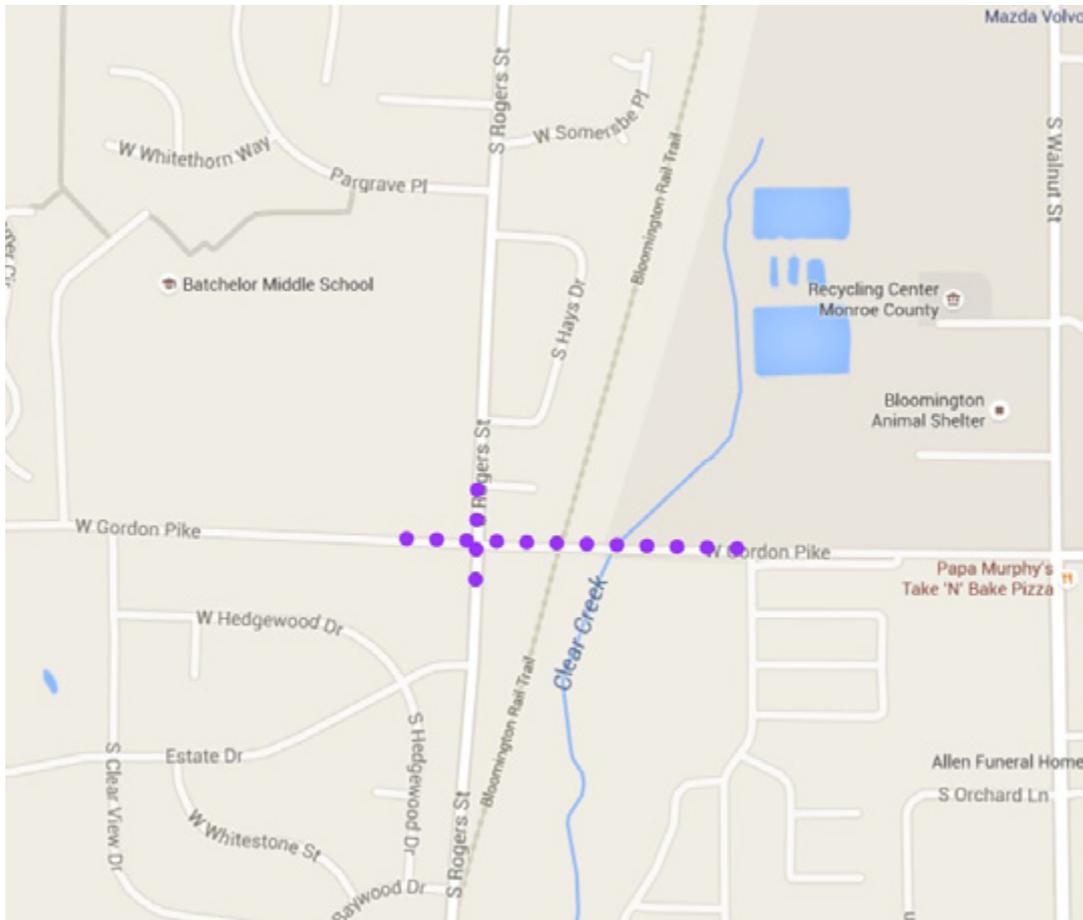
FULLERTON PIKE PHASE 2 ROADWAY

DES# 1500523

LETTING DATE: MARCH 6, 2019

Continue two lane roadway from western terminus of Phase 1 to approximately 500 feet west of Rogers Street to 1,000 feet east of Rogers Street. New roundabout at Rogers Street and Gordon Pike. Widened bridge over Clear Creek. Sidewalk will be constructed on the south side of the road and multiuse path on the north.

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



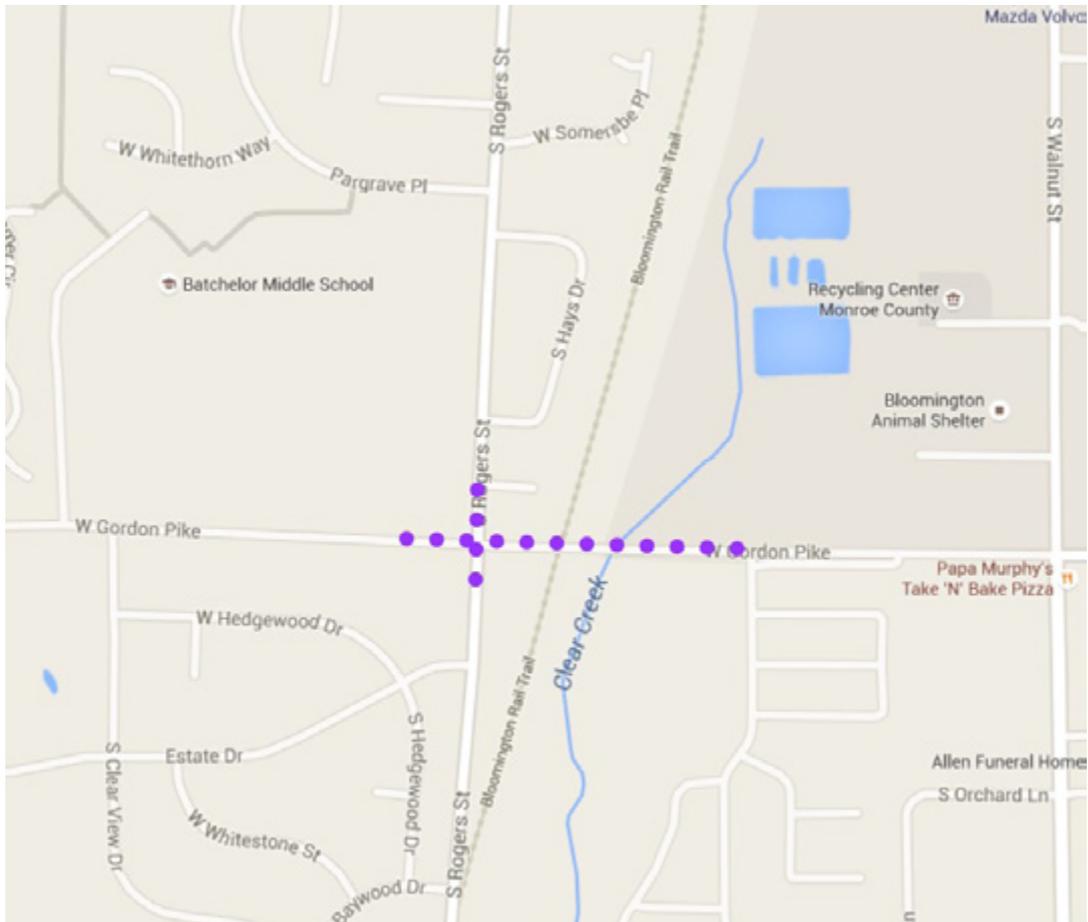
FULLERTON PIKE PHASE 2 BRIDGE

DES# 1600419

LETTING DATE: MARCH 6, 2019

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

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



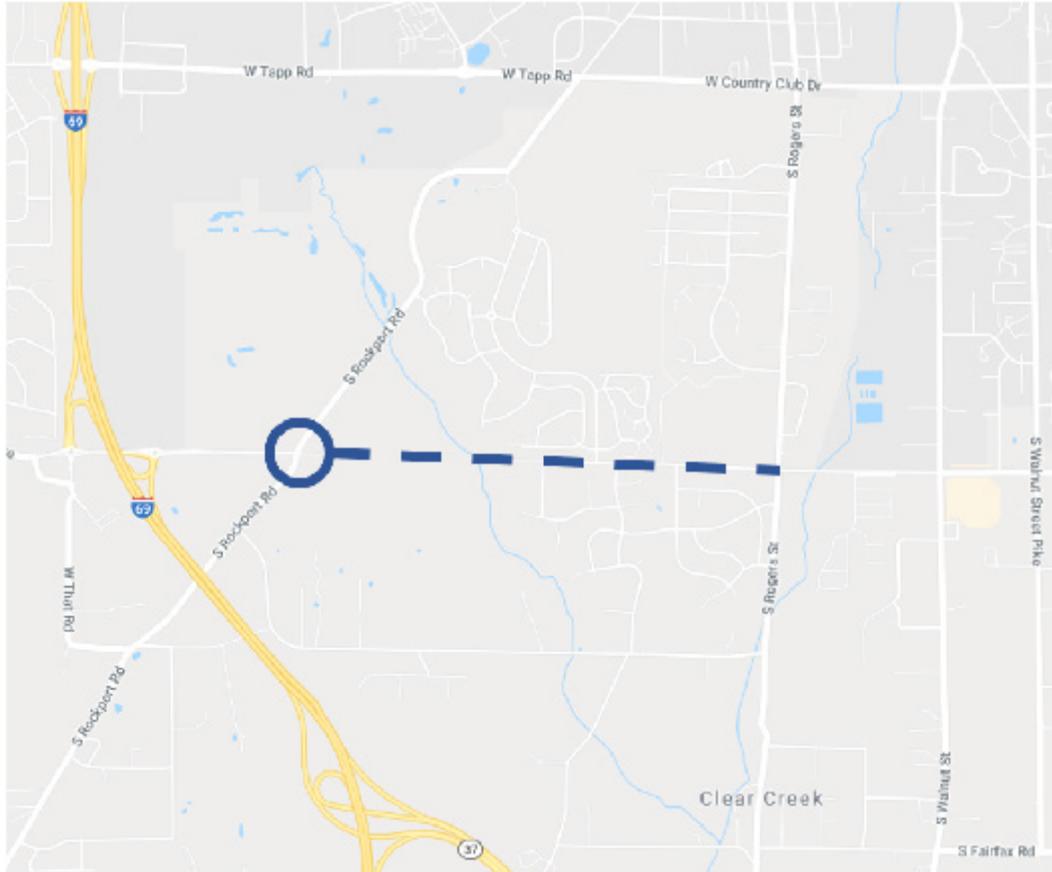
FULLERTON PIKE PHASE 3 WITH BRIDGE

DES# 1802977

LETTING DATE: MARCH 6, 2019

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	STP PYB	\$450,000	\$635,000	\$1,085,000
Totals			\$450,000	\$635,000	\$1,085,000



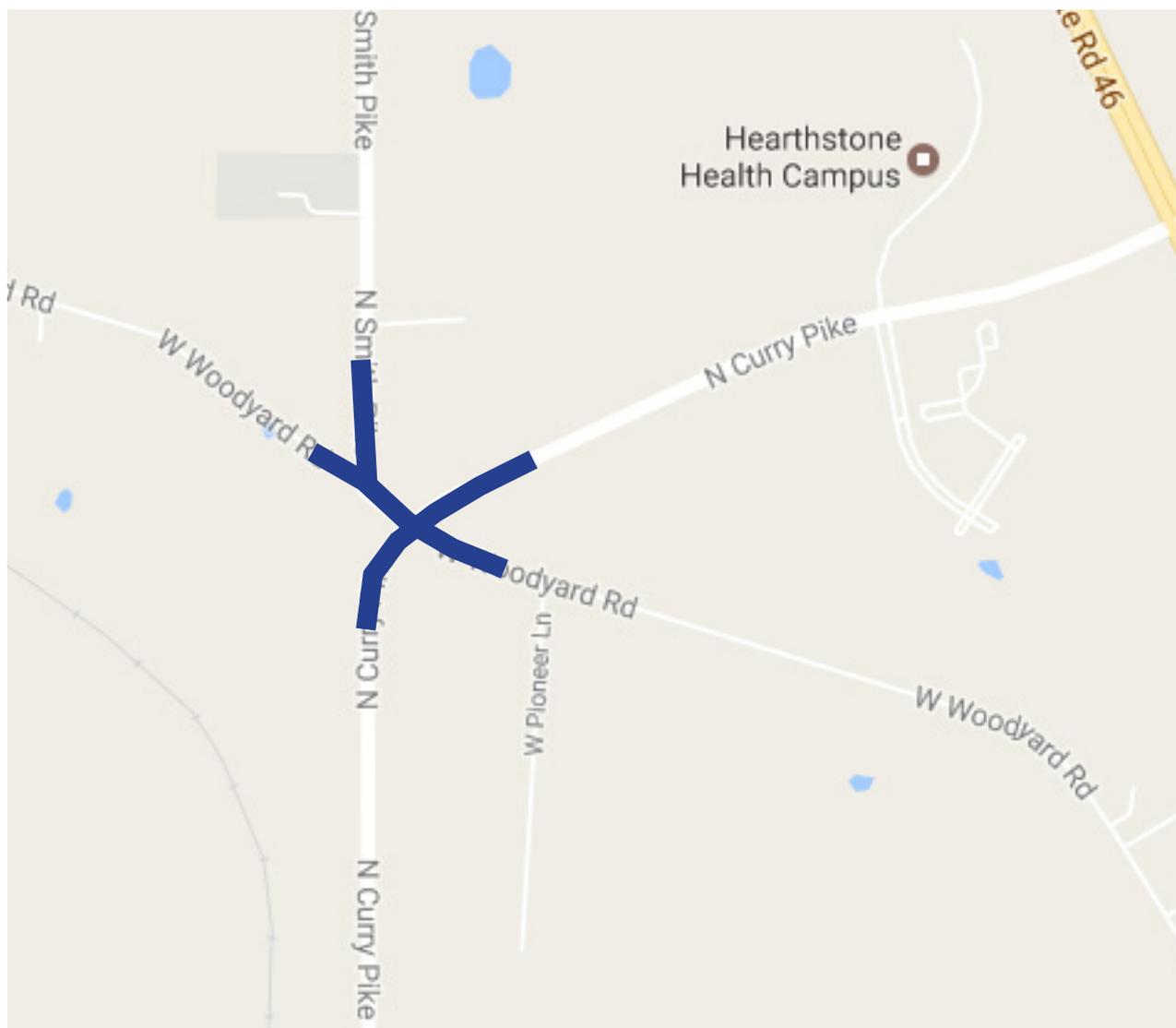
CURRY PIKE/WOODYARD ROAD/SMITH PIKE ROUNDABOUTS

DES# 1700733

LETTING DATE: DECEMBER 9, 2020

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

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



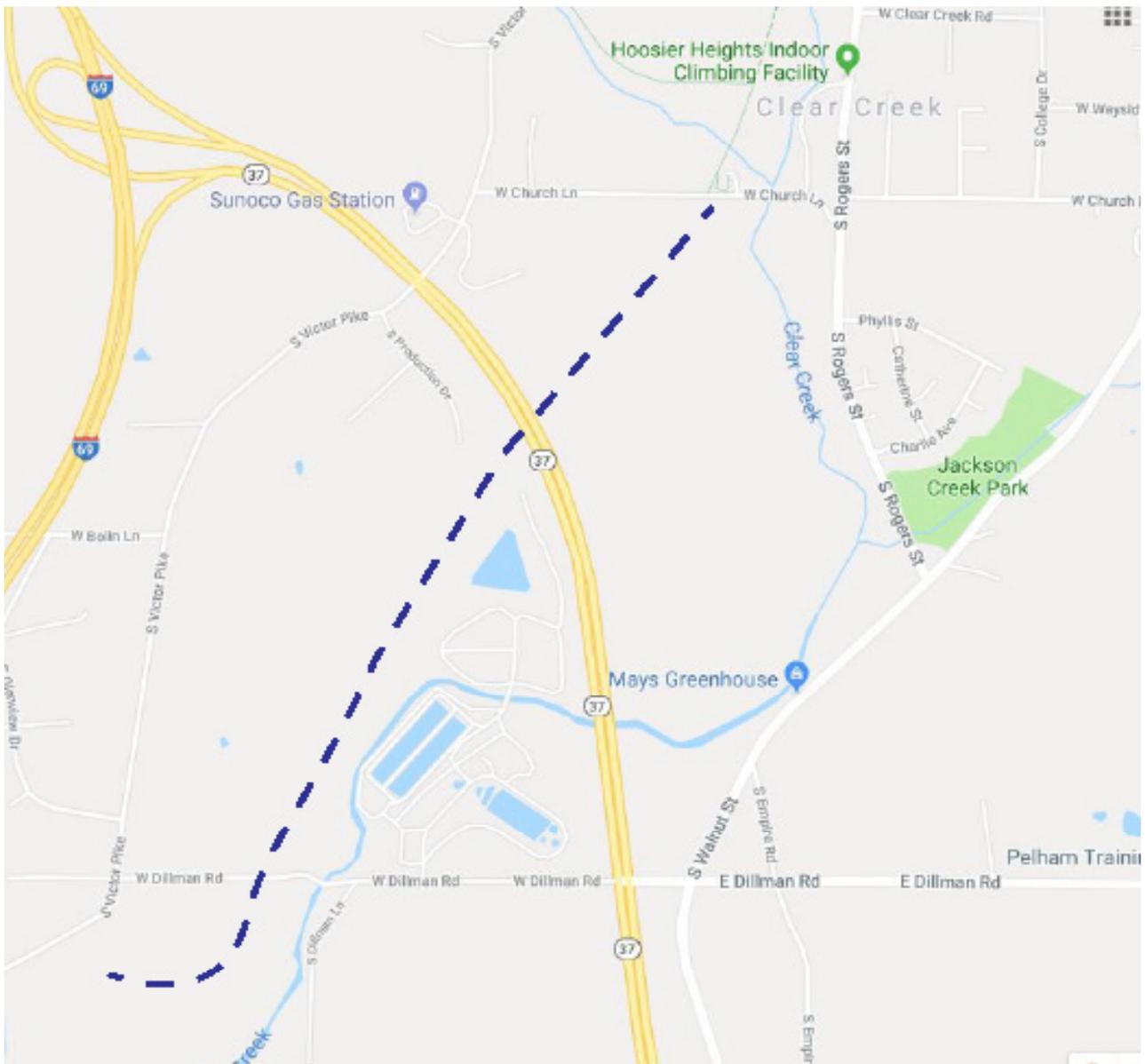
ILLINOIS CENTRAL TRAIL

DES# 1592323

LETTING DATE: JANUARY 18, 2018

Construction of a multi-use 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	2018	RTP	\$65,150	\$16,288	\$81,438
CN	2018	RTP	\$134,850	\$33,712	\$168,562
Totals			\$200,000	\$50,000	\$250,000



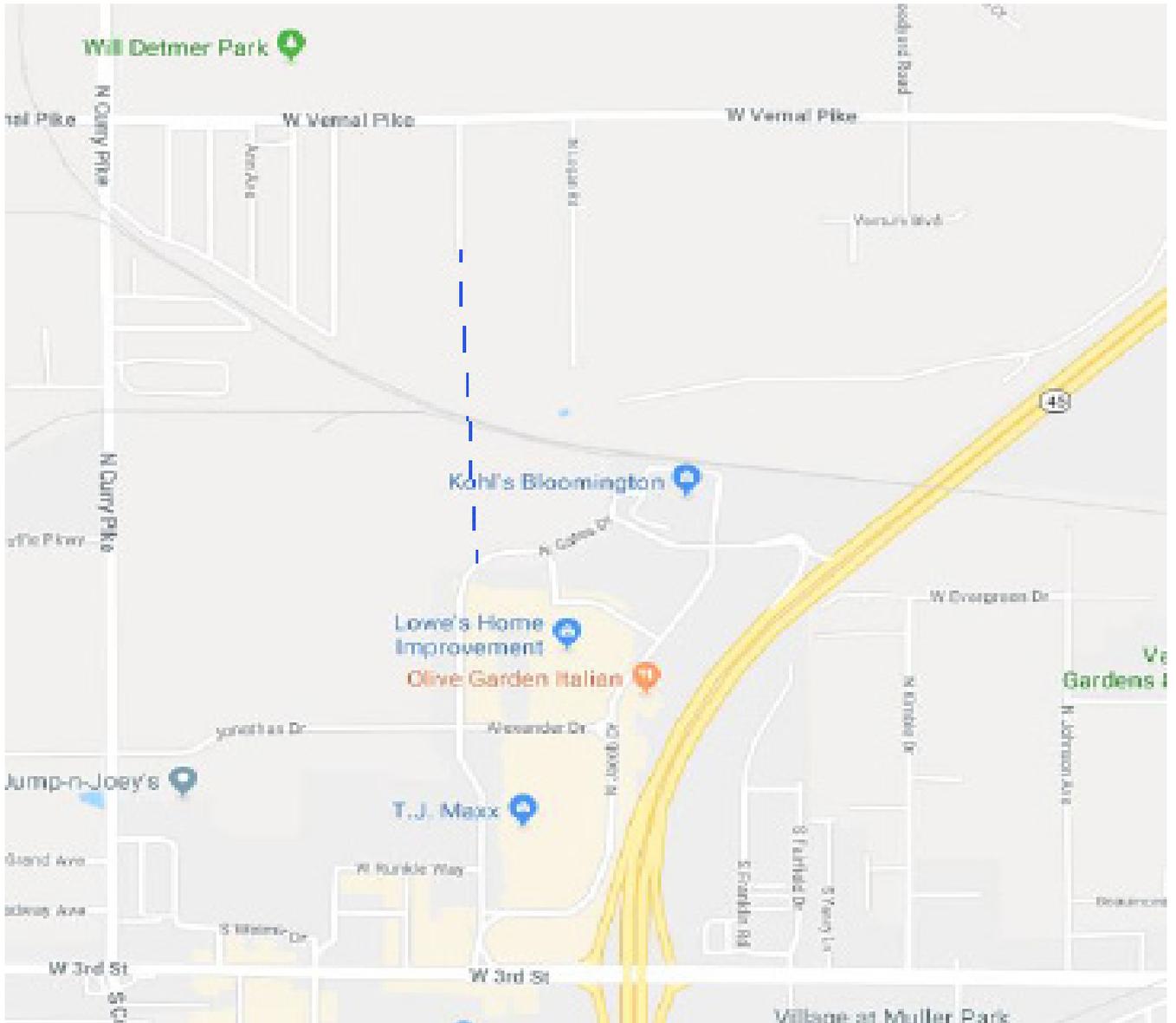
VERNAL PIKE CONNECTOR

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 multi-use path.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2019	Local		\$1,095,000	\$1,095,000
RW	2021	Local		\$1,045,000	\$1,045,000
Totals			\$0	\$2,140,000	\$2,140,000



BRIDGE SAFETY INSPECTION & INVENTORY

DES# 1500210

LETTING DATE: N/A

Bridge safety inspections and ratings.

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

SUMMARY OF PROGRAMMED EXPENDITURES FOR MONROE COUNTY

	2018	2019	2020	2021	Total
STP		\$2,703,642		\$1,000,133	\$3,703,775
STP PYB		\$1,813,836	\$450,000		\$2,263,836
TAP					\$0
TAP PYB					\$0
HSIP					\$0
HSIP PYB					\$0
Bridge	\$277,200	\$5,120	\$115,840	\$5,280	\$403,440
RTP	\$200,000				\$200,000
Total Federal	\$477,200	\$4,522,598	\$565,840	\$1,005,413	\$6,571,051
Total Local	\$549,300	\$2,961,269	\$863,960	\$2,146,187	\$6,520,716
Totals	\$1,026,500	\$7,483,867	\$1,429,800	\$3,151,600	\$13,091,767

PROJECT LIST FY 2018-2021
CITY OF BLOOMINGTON



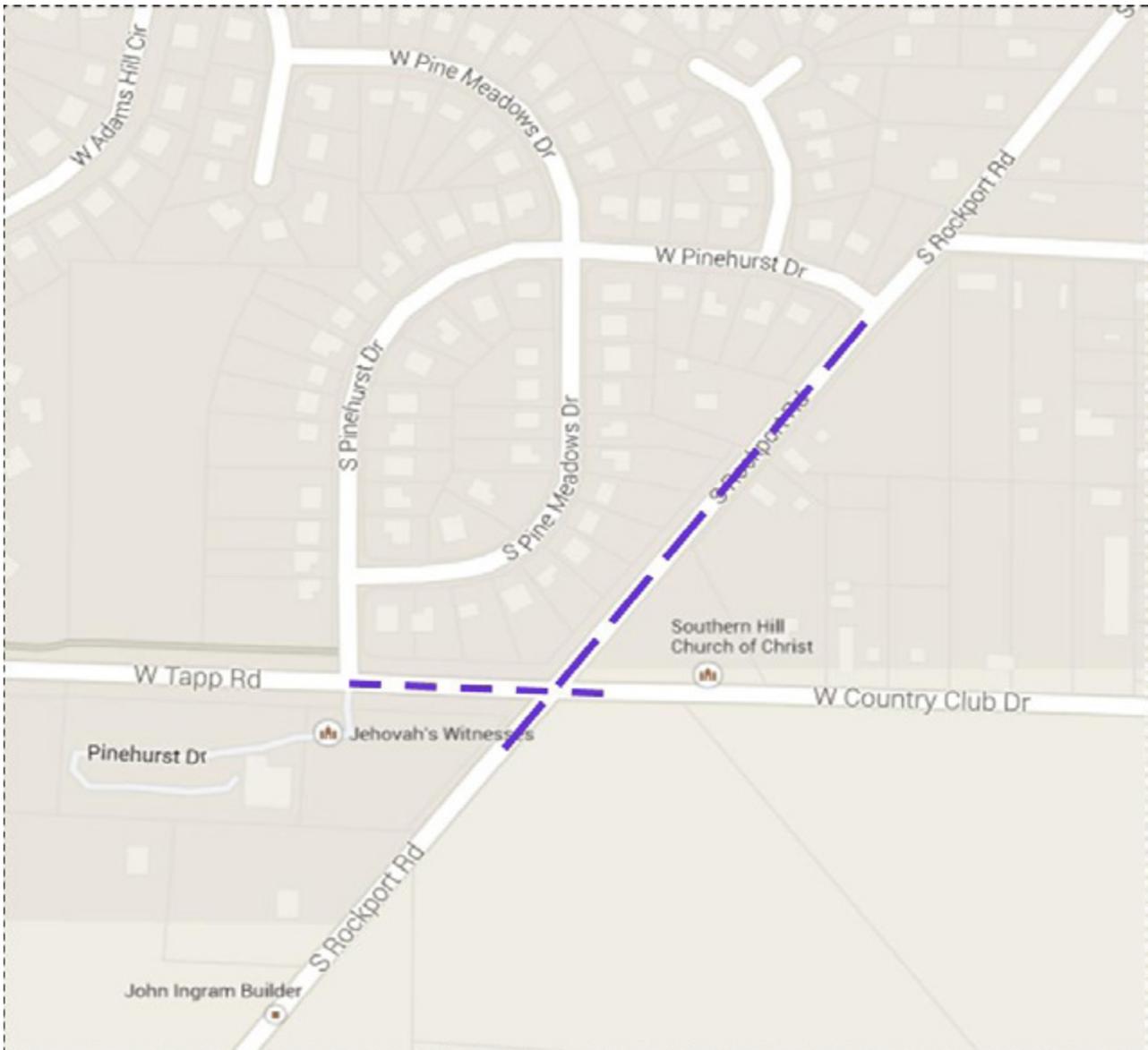
TAPP ROAD & ROCKPORT ROAD

DES# 0901730

LETTING DATE: MARCH 7, 2018

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	STP	\$314,718	\$78,680	\$393,398
CN	2018	STP	\$1,917,521	\$479,380	\$2,539,952
		Local		\$143,050	
Totals			\$2,232,239	\$701,110	\$2,933,349



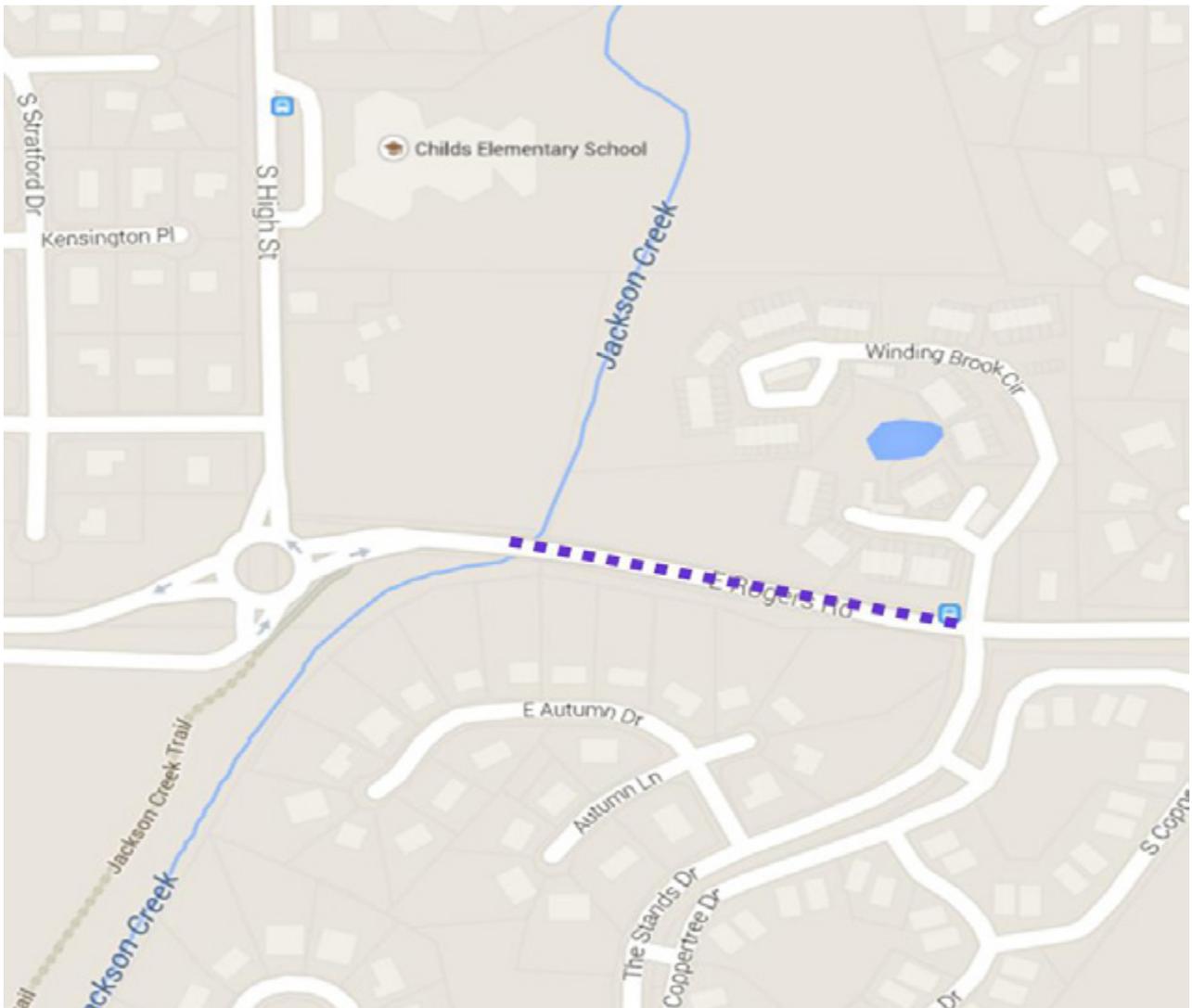
ROGERS ROAD MULTIUSE PATH

DES# 1500382

LETTING DATE: NOVEMBER 14, 2019

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2019	Local		\$25,000	\$25,000
CE	2020	Local		\$91,000	\$91,000
		STP PYB			
CN	2020	Local		\$152,000	\$700,000
		STP PYB	\$548,000		
Totals			\$548,000	\$ 268,000	\$816,000



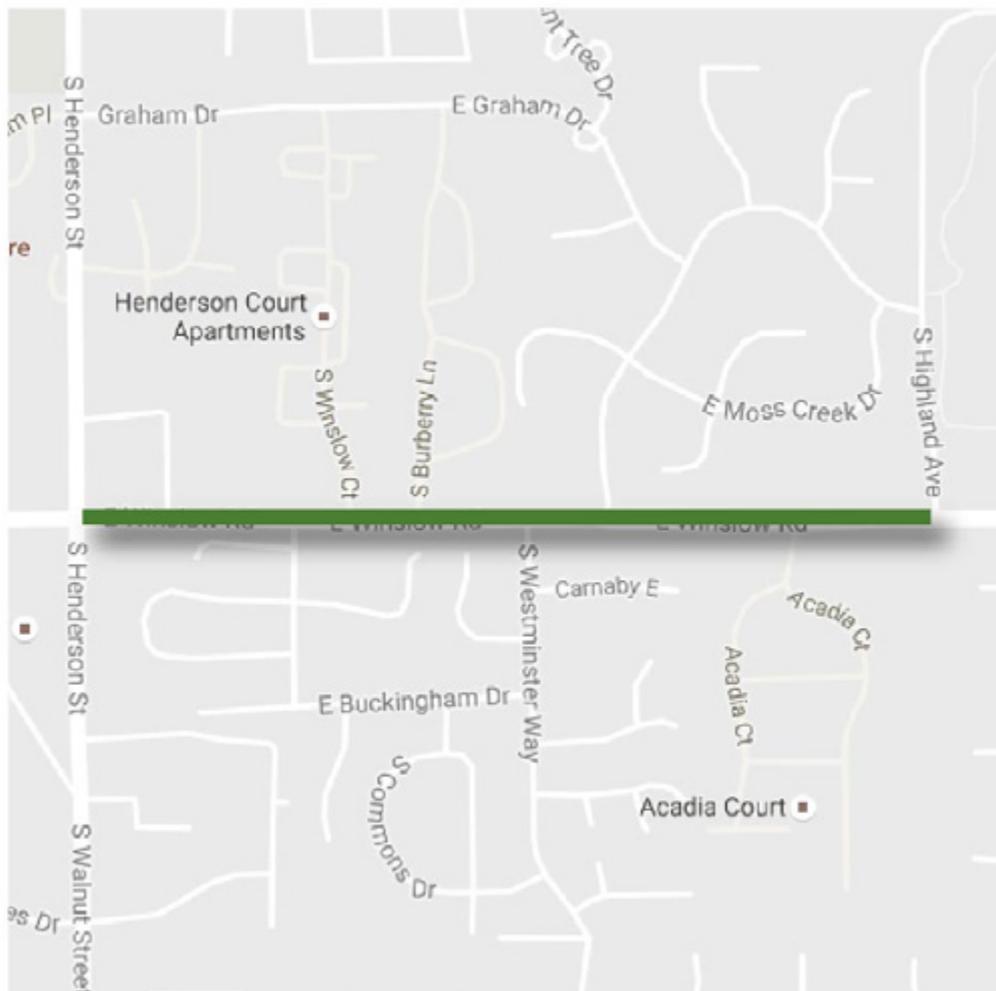
WINSLOW ROAD MULTIUSE PATH

DES# 1500383

LETTING DATE: NOVEMBER 14, 2019

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2019	Local		\$150,000	\$150,000
CE	2020	Local		\$110,500	\$110,500
		STP			
CN	2020	Local		180,000	\$850,000
		STP	\$590,000		
		STP PYB	80,000		
Totals			\$670,000	\$440,500	\$1,110,500



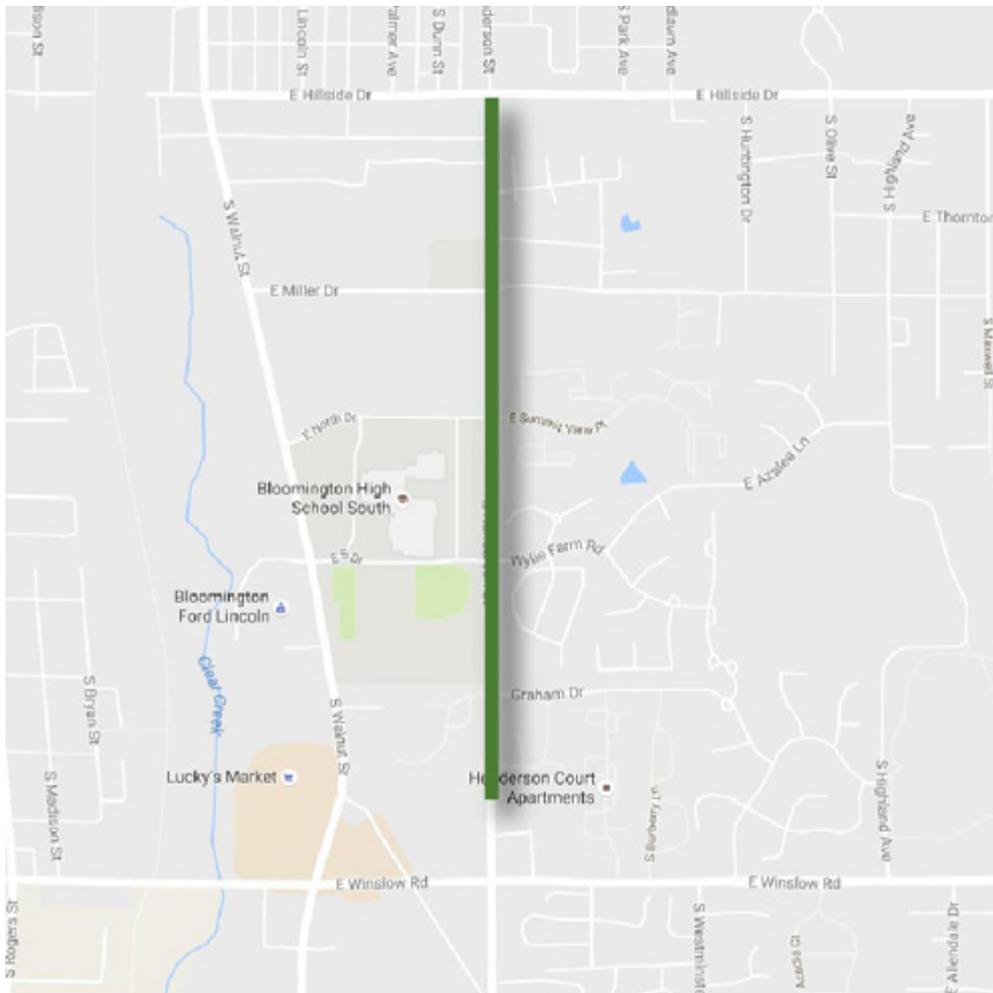
HENDERSON STREET MULTIUSE PATH

DES# 1500384

LETTING DATE: NOVEMBER 14, 2019

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2019	Local		\$115,000	\$115,000
CE	2020	Local		\$136,500	\$136,500
		STP			
CN	2020	Local		\$210,867	\$1,050,000
		STP	\$826,133		
		STP PYB	\$13,000		
Totals			\$839,133	\$462,367	\$1,301,500



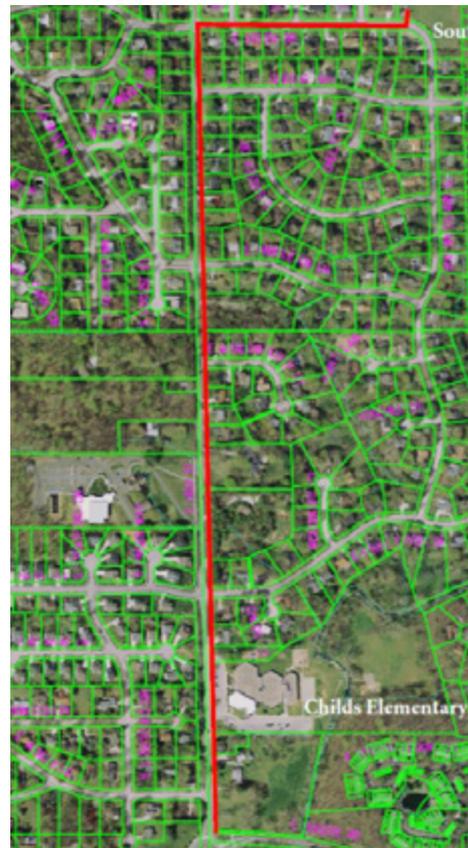
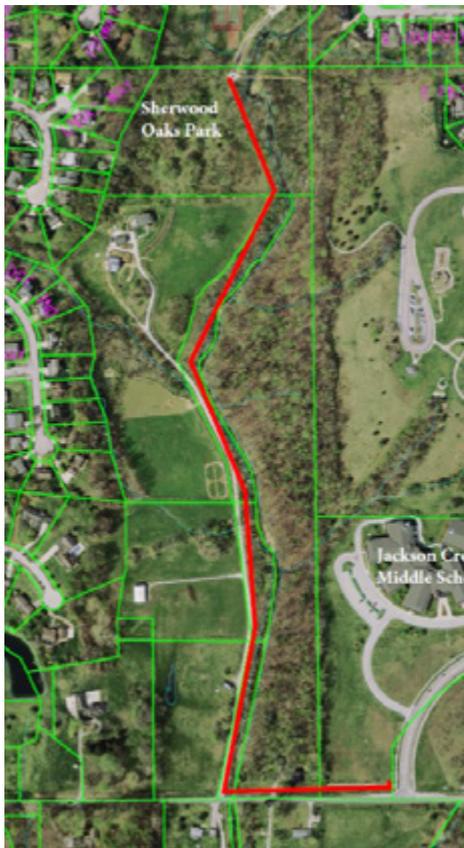
JACKSON CREEK TRAIL

DES# 1500398

LETTING DATE: NOVEMBER 11, 2020

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	TAP	\$155,801	\$44,199	\$400,000
	2019	TAP	\$155,801	\$44,199	
RW	2020	TAP	\$155,801	\$94,199	\$250,000
CE	2021	Local		\$270,000	\$270,000
CN	2021	Local		\$1,044,199	\$1,800,000
		TAP	\$155,801		
		STP	\$600,000		
Totals			\$1,223,204	\$1,496,796	\$2,720,000



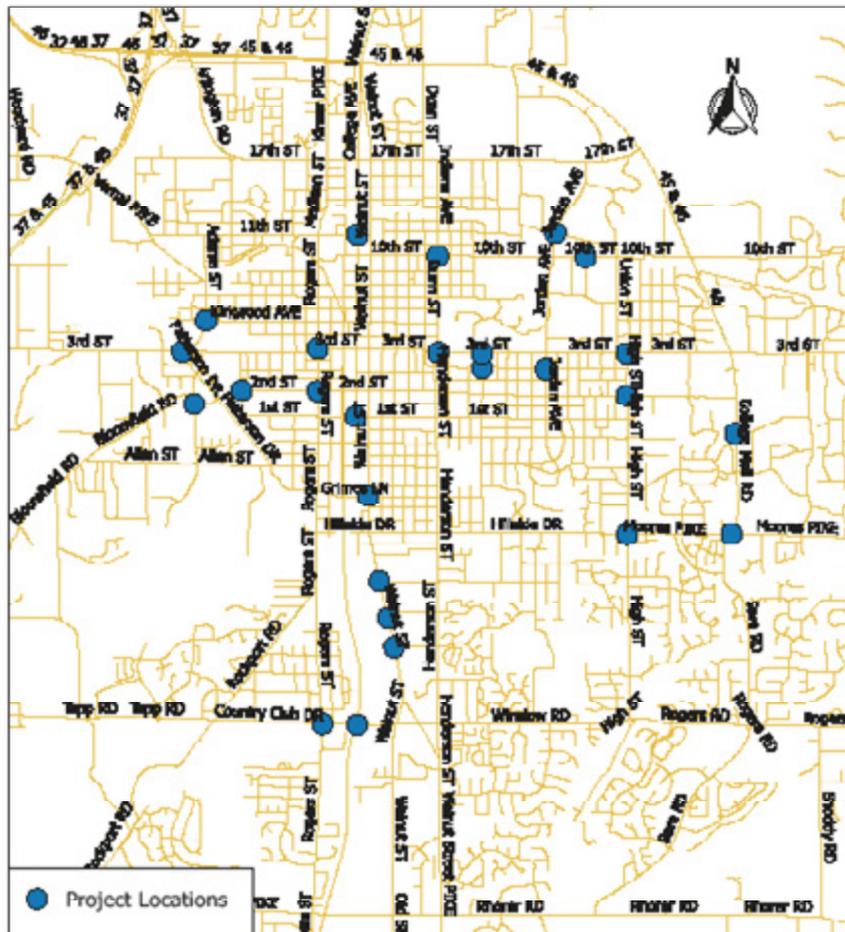
PEDESTRIAN SAFETY AND ACCESSIBILITY AT SIGNALIZED INTERSECTIONS

DES# 1600426

LETTING DATE: DECEMBER 13, 2017

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	HSIP	\$69,000	\$7,839	\$76,839
CN	2018	HSIP	\$401,684	\$44,631	\$773,760
		STP	\$247,402	\$80,043	
Totals			\$718,086	\$132,513	\$850,599



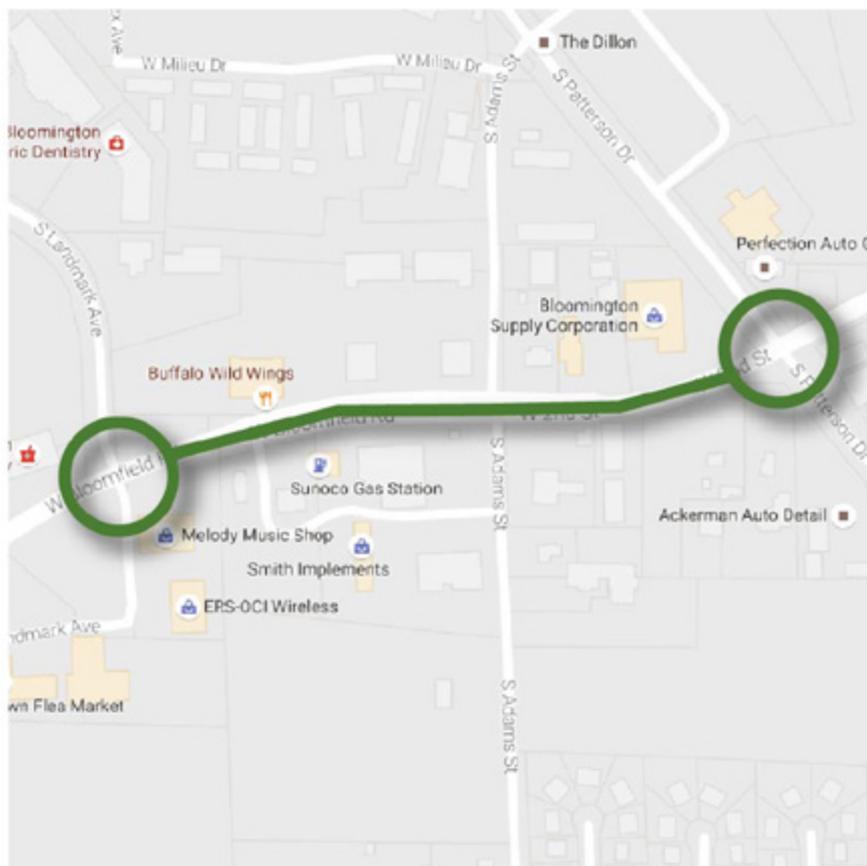
2ND STREET/BLOOMFIELD ROAD PEDESTRIAN SAFETY IMPROVEMENTS

DES# 1601851

LETTING DATE: JANUARY 16, 2019

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2018	Local		\$80,000	\$80,000
CE	2019	STP	\$20,491	\$122,916	\$173,407
		TAP PYB	\$30,000		
CN	2019	STP	\$26,000	\$610,622	\$1,433,051
		HSIP	\$470,684		
		TAP PYB	\$214,924		
		STP PYB	\$110,821		
Totals			\$872,920	\$813,538	\$1,686,458



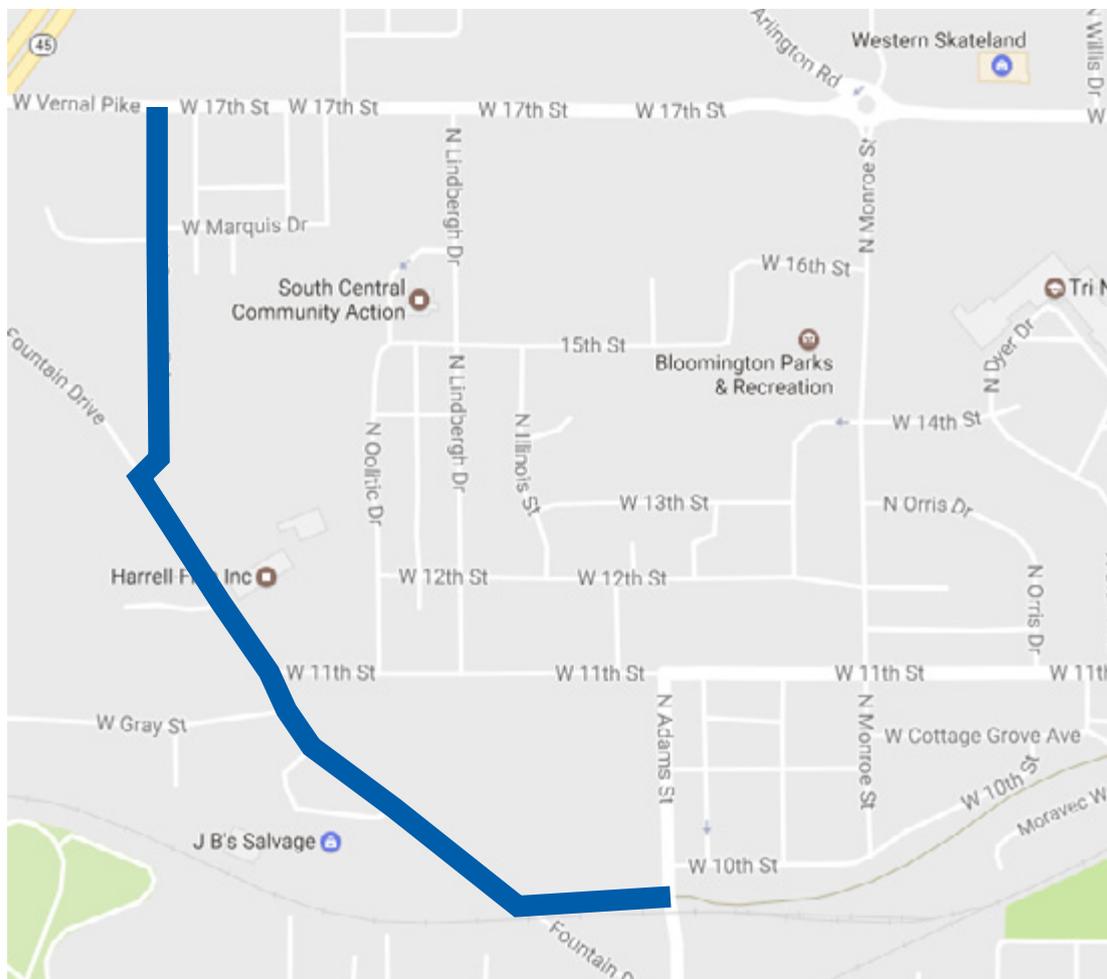
B-LINE TRAIL EXTENSION

DES# 1700735

LETTING DATE: NOVEMBER 11, 2020

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

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



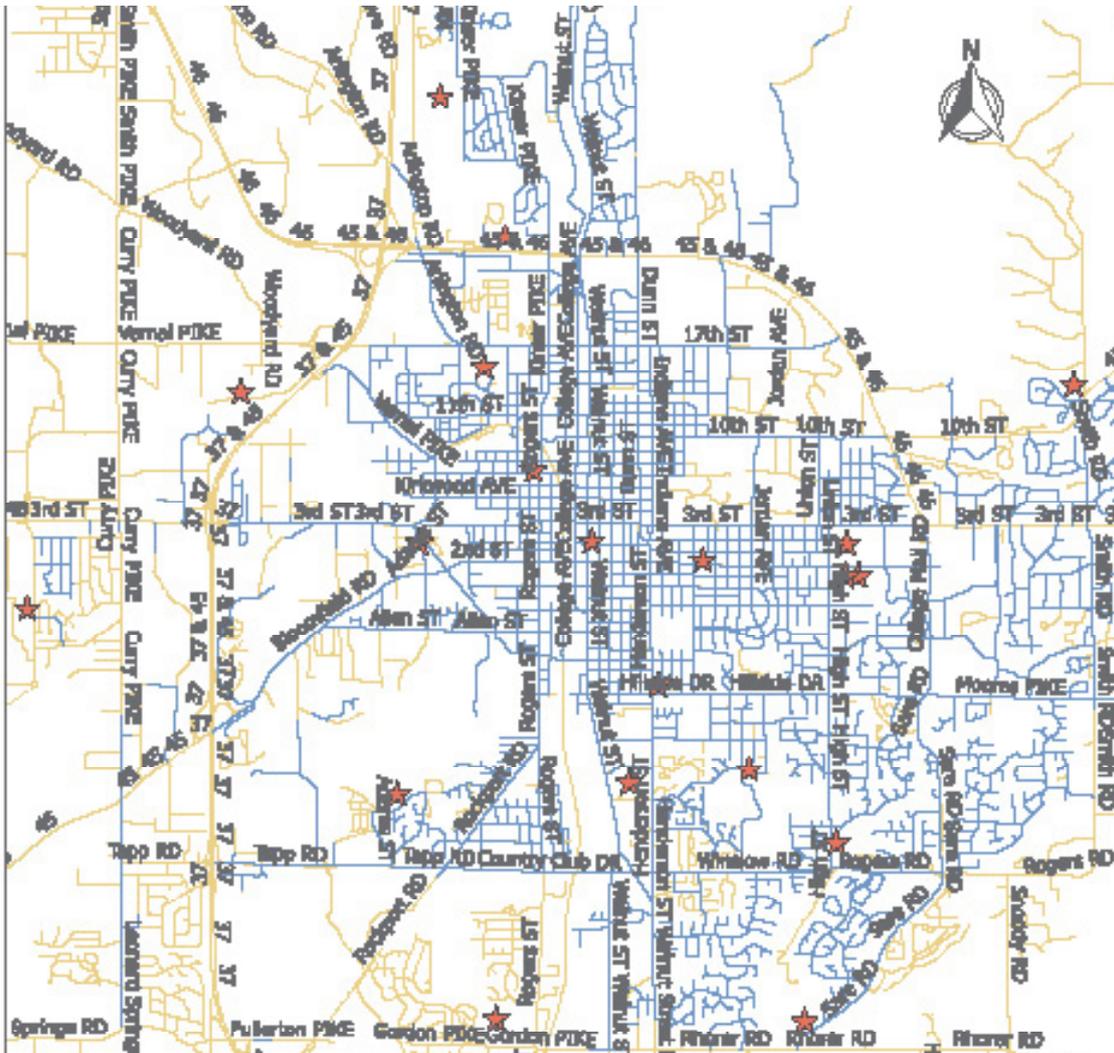
SCHOOL ZONE ENHANCEMENTS

DES# 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
PE	2018	Local		\$100,000	\$100,000
CE	2020	HSIP	\$60,684	\$6,742	\$70,000
		Local		\$2,574	
CN	2020	HSIP	\$410,000	\$90,000	\$500,000
Totals			\$470,684	\$199,316	\$670,000



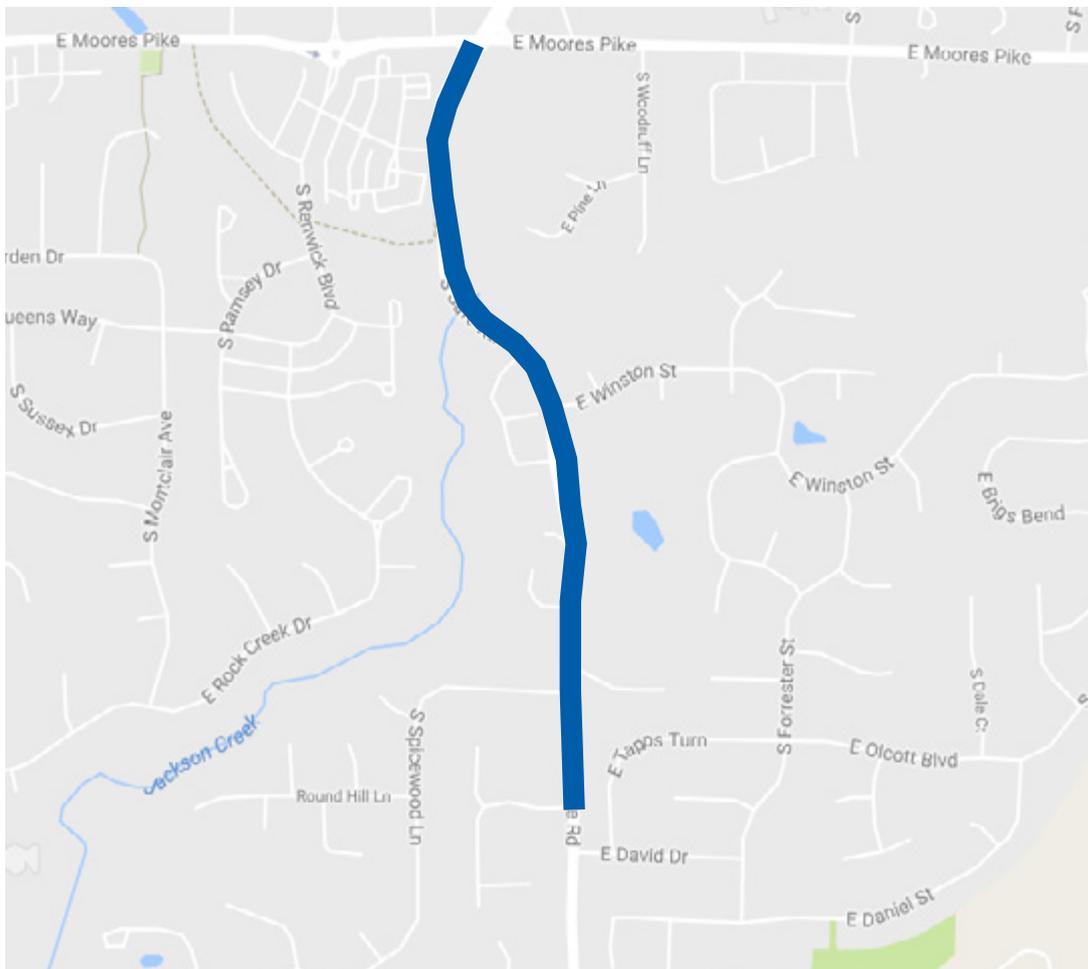
SARE ROAD MULTIUSE PATH

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
PE	2018	STP	\$270,491	\$68,831	\$339,322
RW	2019	Local		\$144,000	\$144,000
CE	2020	STP		\$273,500	\$273,500
CN	2020	Local		\$583,801	\$2,100,000
		STP	\$1,334,000		
		STP PYB	\$182,199		
Totals			\$1,786,690	\$1,070,132	\$2,856,822



CROSSWALK IMPROVEMENTS

DES# 1700976

LETTING DATE: DECEMBER 9, 2020

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

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

SUMMARY OF PROGRAMMED EXPENDITURES FOR CITY OF BLOOMINGTON

	2018	2019	2020	2021	Total
STP	\$2,750,132	\$46,491	\$2,750,133	\$1,750,000	\$7,296,756
STP PYB		\$110,821	\$823,199		\$934,020
TAP	\$155,801	\$155,801	\$155,801	\$155,801	\$623,204
TAP PYB		\$244,924			\$244,924
HSIP	\$470,684	\$470,684	\$470,684	\$470,684	\$1,882,736
HSIP PYB					\$0
Total Federal	\$3,376,617	\$1,028,721	\$4,199,817	\$2,376,485	\$10,981,640
Total Local	\$1,126,653	\$1,561,737	\$2,561,683	\$1,701,015	\$6,951,088
Totals	\$4,503,270	\$2,590,458	\$6,761,500	\$4,077,500	\$17,932,728

PROJECT LIST FY 2018-2021
BLOOMINGTON TRANSIT



OPERATIONAL ASSISTANCE

DES# 1500497, 1500498, 1700763, 1700764

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

Funding Source	2018	2019	2020	2021	Total
5307	\$2,103,969	\$2,146,049	\$2,188,970	\$2,232,749	\$8,671,737
5310	\$106,260				\$106,260
PMTF	\$2,508,656	\$2,558,829	\$2,610,006	\$2,662,206	\$10,339,697
Fares	\$1,907,773	\$2,054,314	\$2,205,952	\$2,362,834	\$8,530,873
Local Match	\$1,705,457	\$1,739,566	\$1,774,358	\$1,809,845	\$7,029,226
Totals	\$8,332,115	\$8,498,758	\$8,779,286	\$9,067,634	\$34,677,793

PURCHASE PASSENGER SHELTERS

DES# 1500492, 1700765

Purchase passenger shelters in 2019 and 2021.

Funding Source	2018	2019	2020	2021	Total
5307		\$38,245		\$41,305	\$79,550
Local Match		\$9,561		\$10,326	\$19,887
Totals	\$0	\$47,806	\$0	\$51,631	\$99,437

PURCHASE MAJOR VEHICLE COMPONENTS

DES# 1500493, 1500494, 1700766, 1700767

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

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

PURCHASE BT ACCESS VEHICLES

DES# 1500495, 1500496, 1700768, 1700769

Purchase (3) BT Access Vehicles in 2018 and (2) vehicles in each Fiscal Year there after.

Funding Source	2018	2019	2020	2021	Total
5310	\$128,800	\$104,832	\$109,025	\$113,386	\$456,043
Local Match	\$36,200	\$26,208	\$27,256	\$28,347	\$108,011
Totals	\$165,000	\$131,040	\$136,281	\$141,733	\$574,054

SUPPORT VEHICLE REPLACEMENT

DES# 1500502, 1500503, 1700770

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

Funding Source	2018	2019	2020	2021	Total
5307	\$28,000		\$57,600	\$60,000	\$145,600
Local Match	\$7,000		\$14,400	\$15,000	\$36,400
Totals	\$35,000	\$0	\$72,000	\$75,000	\$182,000

TWO-WAY RADIO COMMUNICATIONS EQUIPMENT

DES# 1500504

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

Funding Source	2018	2019	2020	2021	Total
5307	\$200,000				\$200,000
Local Match	\$50,000				\$50,000
Totals	\$250,000	\$0	\$0	\$0	\$250,000

35 FOOT HYBRID BUS REPLACEMENT

DES# 1500505, 1500506, 1700771, 1700772

Replacement of two 35 foot hybrid buses in 2018, four in 2019, three in 2020, and four in 2021. Note: This project is illustrative in nature until such time as a Federal grant is awarded.

Funding Source	2018	2019	2020	2021	Total
5339	\$1,680,000	\$2,880,000	\$2,352,000	\$3,000,000	\$5,352,000
Local Match	\$420,000	\$720,000	\$588,000	\$750,000	\$1,338,000
Totals	\$2,100,000	\$3,600,000	\$2,940,000	\$3,750,000	\$6,690,000

REPLACE FARE COLLECTION EQUIPMENT

DES# 1500507

Replacement of fare collection equipment on buses and at garage facility with swipe card and transfer printing capability for fixed route and BT Access buses. Add vending equipment for passes at downtown transit center. Note: This project is illustrative in nature until such time as a Federal grant is awarded.

Funding Source	2018	2019	2020	2021	Total
5339		\$1,200,000			\$1,200,000
Local Match		\$300,000			\$300,000
Totals	\$0	\$1,500,000	\$0	\$0	\$1,500,000

MOBILITY MANAGEMENT PROGRAM

DES# 1500266, 1500268, 1700773, 1700774

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

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

25 FOOT HYBRID BUS REPLACEMENT

DES# 1700695

Replacement of one 25 foot hybrid bus in FY 2019.

Funding Source	2018	2019	2020	2021	Total
5307		\$61,760			\$61,760
Local Match		\$15,440			\$15,440
Totals	\$0	\$77,200	\$0	\$0	\$77,200

REPAIR/MAINTENANCE OF OPERATIONS FACILITY

DES# 1700696, 1700775, 1700776, 1700777

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

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

PARATRANSIT FLEET SECURITY CAMERAS

DES# 1700698

Retrofit paratransit vehicle fleet with security camera technology.

Funding Source	2018	2019	2020	2021	Total
5307	\$40,000				\$40,000
Local Match	\$10,000				\$10,000
Totals	\$50,000	\$0	\$0	\$0	\$50,000

BUS TRACKING/PASSENGER COUNTING/VOICE ANNUNCIATOR TECHNOLOGY

DES# 1700697

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

Funding Source	2018	2019	2020	2021	Total
5307		\$640,000			\$640,000
Local Match		\$160,000			\$160,000
Totals	\$0	\$800,000	\$0	\$0	\$800,000

40 FOOT DIESEL BUS REPLACEMENT

DES# 1700780

Replacement of three 40 foot diesel buses in 2018. Note: This project is illustrative in nature until such time as a Federal grant is awarded.

Funding Source	2018	2019	2020	2021	Total
5339	\$1,120,000				\$1,120,000
Local Match	\$280,000				\$280,000
Totals	\$1,400,000	\$0	\$0	\$0	\$1,400,000

GRIMES LANE FACILITY - HVAC KEY ELEMENT REPLACEMENTS

DES# 1801384, 1801385, 1801386, 1801390

Replacement of key elements of the HVAC system at the Bloomington Transit Grimes Lane Facility.

Funding Source	2018	2019	2020	2021	Total
5307	\$120,000	\$24,960	\$25,958	\$26,997	\$197,915
Local Match	\$30,000	\$6,240	\$6,490	\$6,749	\$49,479
Totals	\$150,000	\$31,200	\$32,448	\$33,746	\$247,394

SUMMARY OF PROGRAMMED EXPENDITURES FOR BLOOMINGTON TRANSIT

	2018	2019	2020	2021	Total
5307	\$2,667,393	\$3,093,455	\$2,462,266	\$2,558,379	\$10,781,493
5310	\$254,060	\$124,402	\$129,182	\$134,771	\$642,415
5339	\$2,800,000	\$4,080,000	\$2,352,000	\$3,000,000	\$12,232,000
PMTF	\$2,508,656	\$2,558,829	\$2,610,006	\$2,662,206	\$10,339,697
Fares	\$1,907,773	\$2,054,314	\$2,205,952	\$2,362,834	\$8,530,873
Local	\$2,593,513	\$3,033,955	\$2,469,609	\$2,681,980	\$10,779,057
Totals	\$12,731,395	\$14,944,955	\$12,229,015	\$13,400,170	\$53,305,535

PROJECT LIST FY 2018-2021

RURAL TRANSIT



OPERATION OF RURAL TRANSIT

DES# 1801834, 1801902, 1802041, 1802042

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

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

SUMMARY OF PROGRAMMED OPERATIONAL EXPENDITURES FOR RURAL TRANSIT

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

PROJECT LIST FY 2018-2021

INDIANA UNIVERSITY CAMPUS BUS



BUS REPLACEMENT

DES# 1700783, 1700784, 1700785, 1700786

Replacement of nine 40-foot low floor diesel buses with new 35-foot low floor diesel buses in FY 2018 and replacement of two buses per year in FY 2019-2021. Note: This project is illustrative in nature until such time as a Federal grant is awarded.

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

SUMMARY OF PROGRAMMED EXPENDITURES FOR INDIANA UNIVERSITY CAMPUS BUS

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

PROJECT LIST FY 2018-2021
INDIANA DEPARTMENT OF TRANSPORTATION



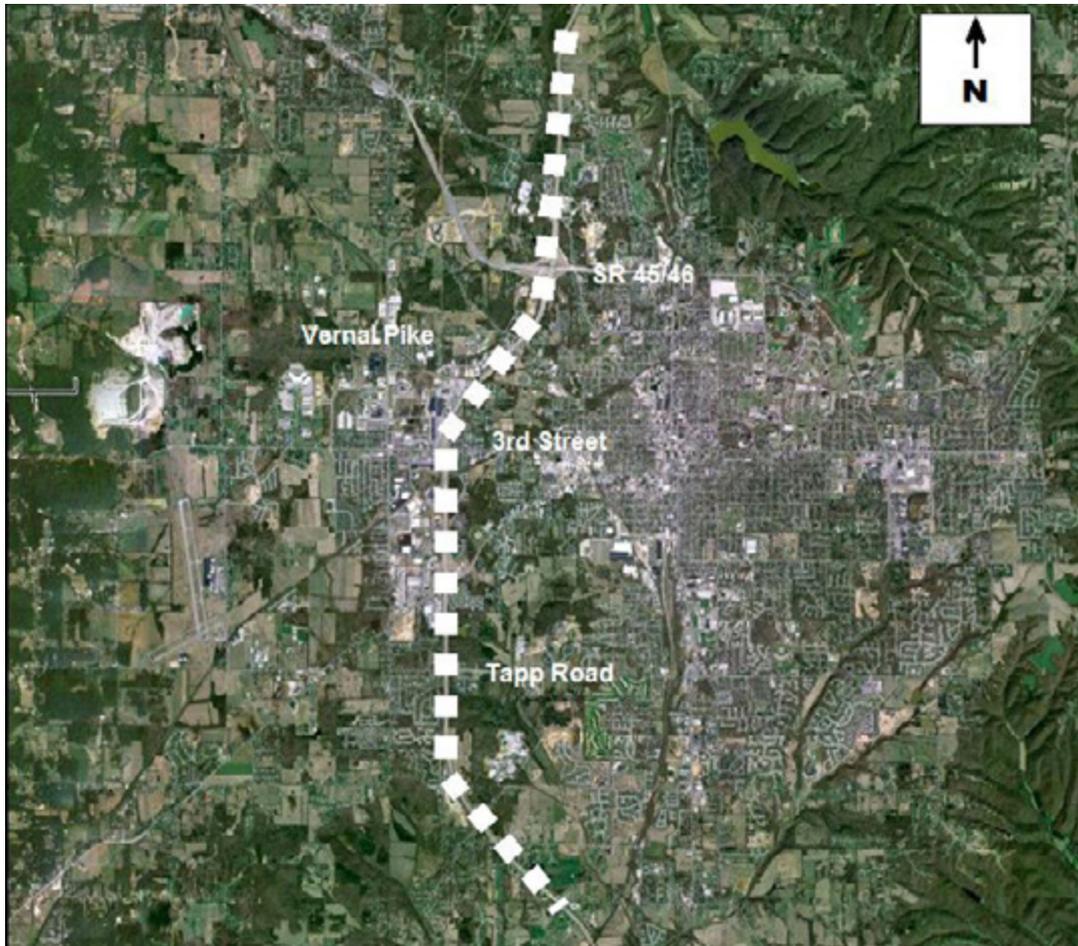
I-69 SECTION 5 ROADWAY RECONSTRUCTION

DES# 1382776, 1297885

LETTING DATE: N/A

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

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



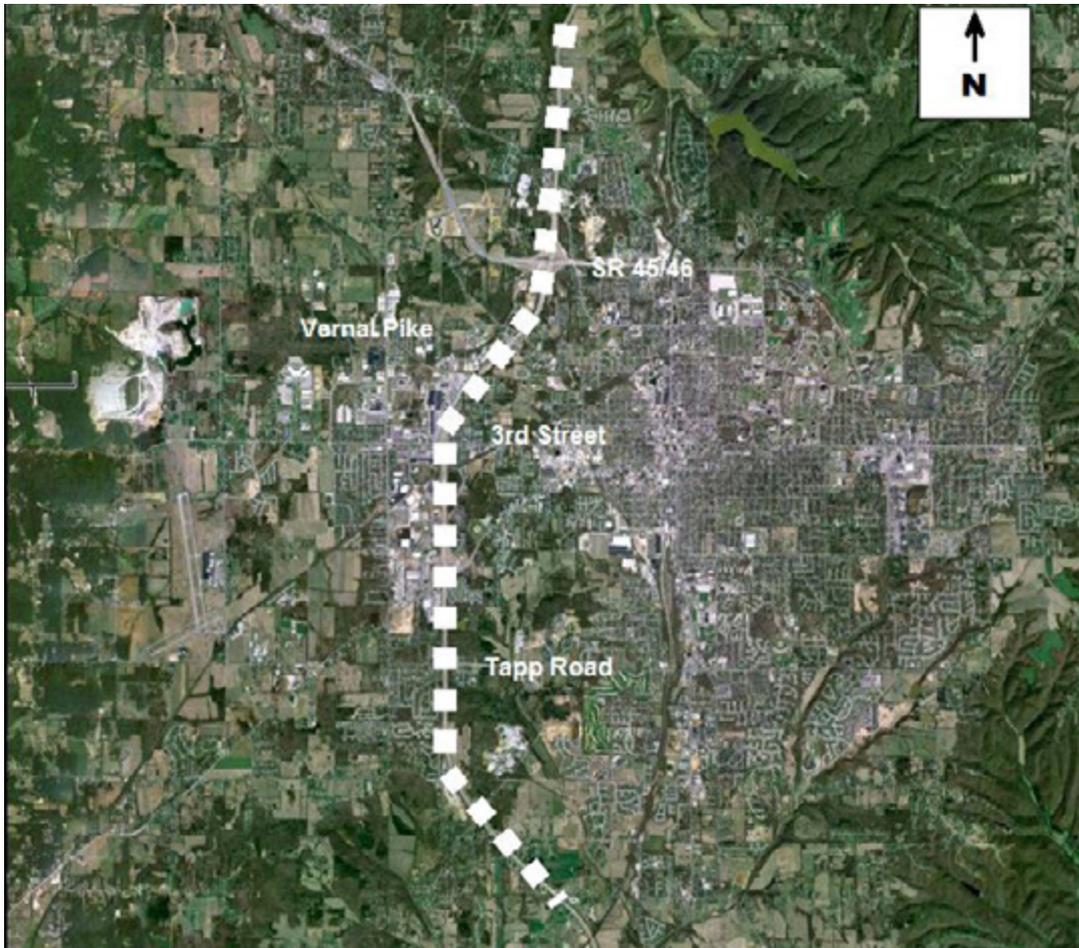
I-69 SECTION ENVIRONMENTAL MITIGATION

DES# 1600654, 1297885

LETTING DATE: N/A

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

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



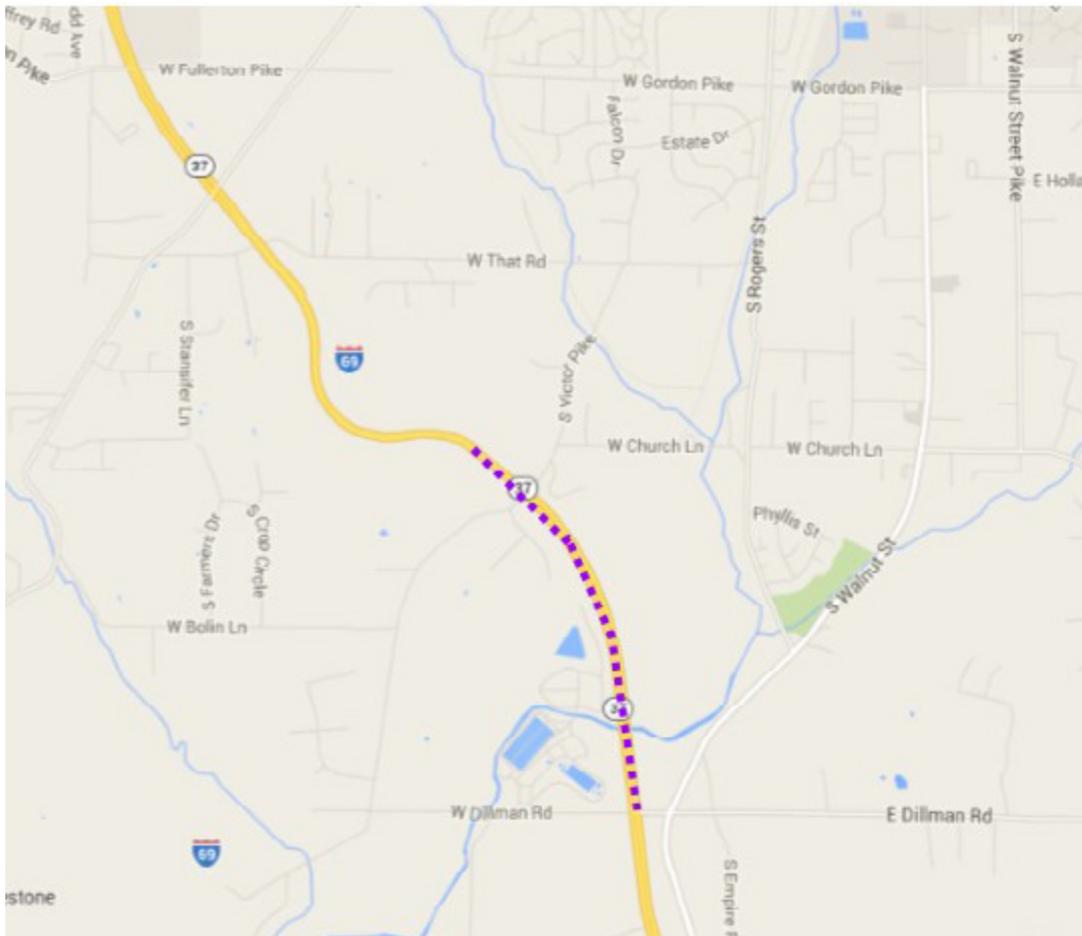
SR 37 PAVEMENT PROJECT

DES# 1400095

LETTING DATE: TBD

Repaving of SR37 from Dillman Road to I-69.

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



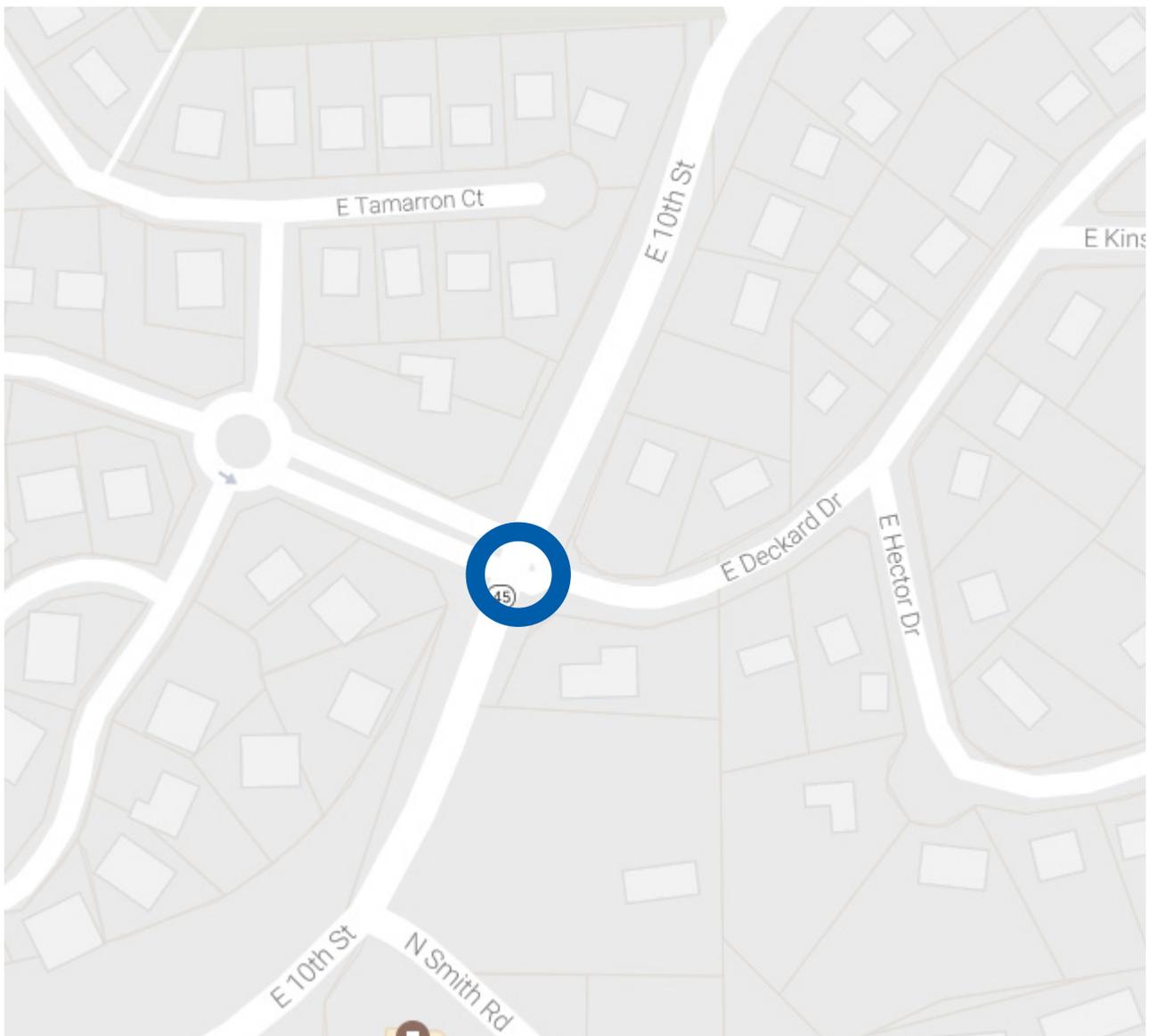
HAWK SIGNAL AT SR 45 & TAMARRON DRIVE

DES# 1601926

LETTING DATE: TBD

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

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



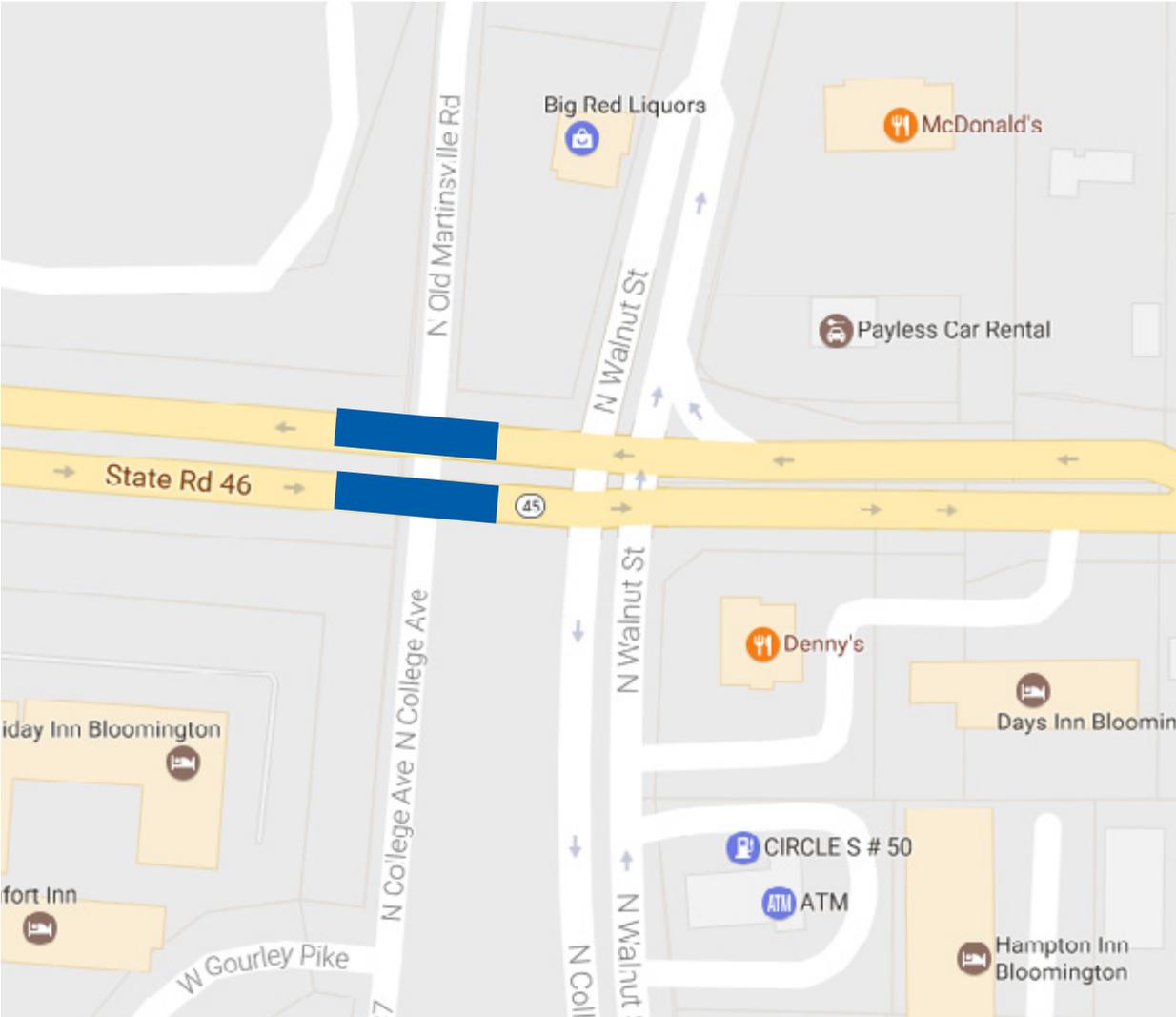
STATE ROAD 45 BRIDGE OVER CASCADE ROAD BRIDGE DECK OVERLAY

DES# 1600100, 1600081

LETTING DATE: TBD

Pavement overlay of existing bridge deck.

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



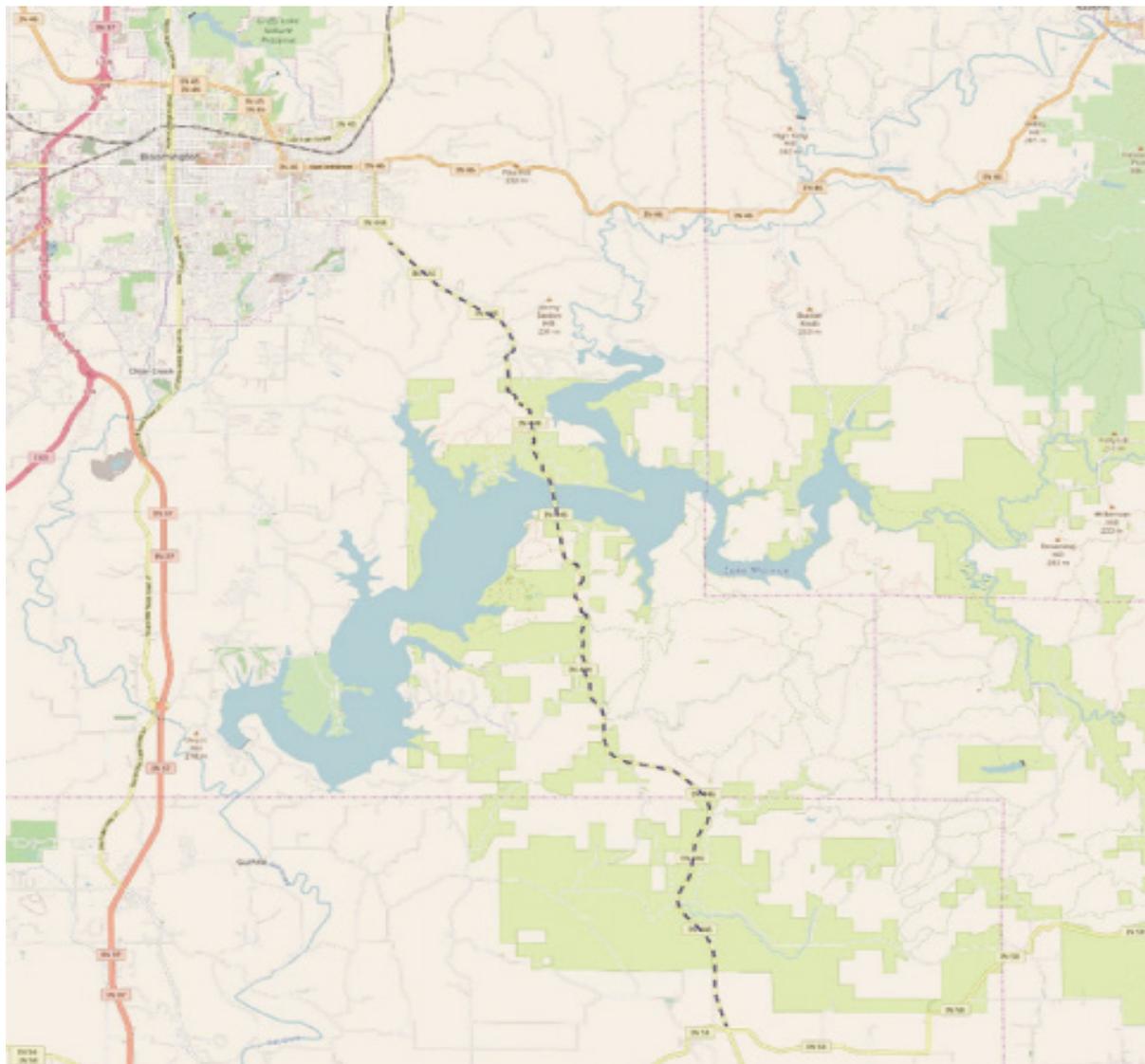
SR 446 - 7.83 MILES NORTH OF SR 58 TO 0.98 MILES SOUTH OF SR 46

DES# 180987

LETTING DATE: TBD

This project will fund construction of hot mix asphalt (HMA) overlay, preventative maintenance on SR 446, 7.83 miles north of SR 58 (Chapel Hill Road) to 0.98 miles south of SR 46 (E. Moore's Pike)

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2019	NHPP	\$88,000	\$17,600	\$105,600
CN	2021	NHPP	\$2,307,354	\$461,471	\$2,768,825
Totals			\$2,395,354	\$479,071	\$2,874,425



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
PE	2019	NHPP	\$100,000	\$25,000	\$125,000
CN	Outlying Years	NHPP	\$654,579	\$163,645	\$818,224
RW	2021	NHPP	\$20,000	\$5,000	\$25,000
Totals			\$774,579	\$193,645	\$968,224



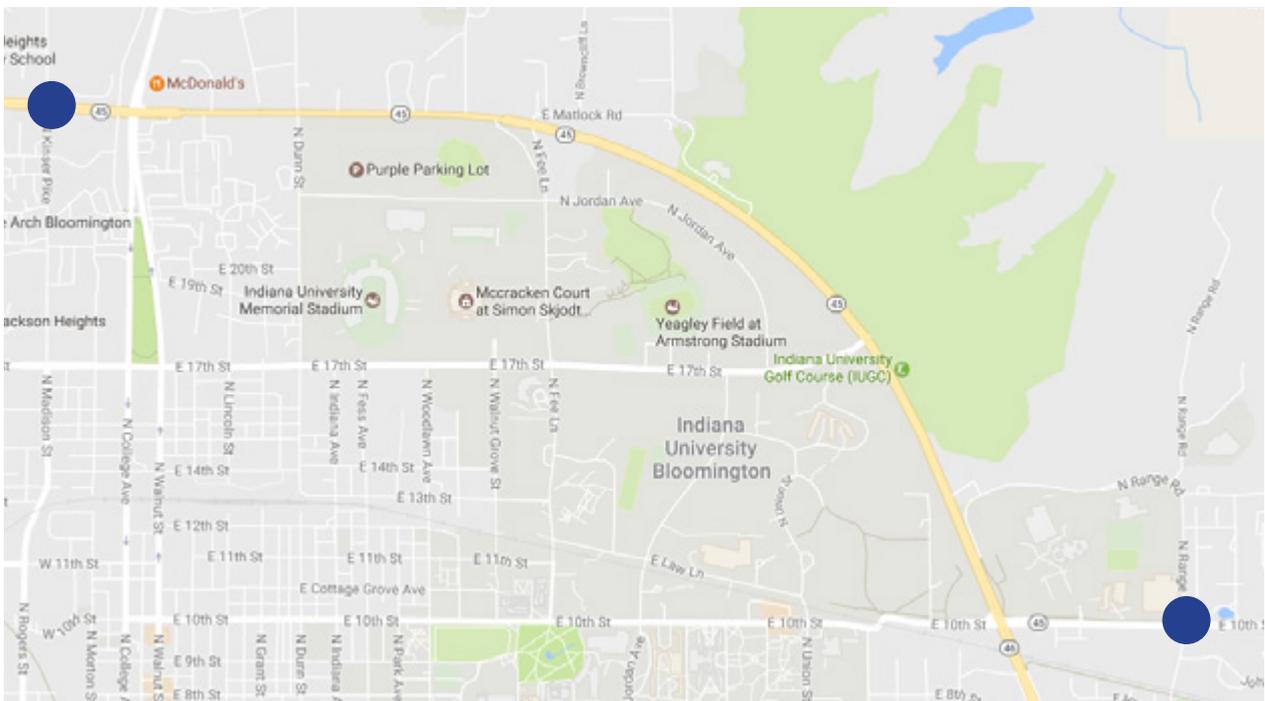
STATE ROAD 45/PETE ELLIS DRIVE AND STATE ROAD 45/46/KINSER PIKE SIGNAL UPGRADES

DES# 1700142

LETTING DATE: TBD

Traffic signal equipment upgrades.

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



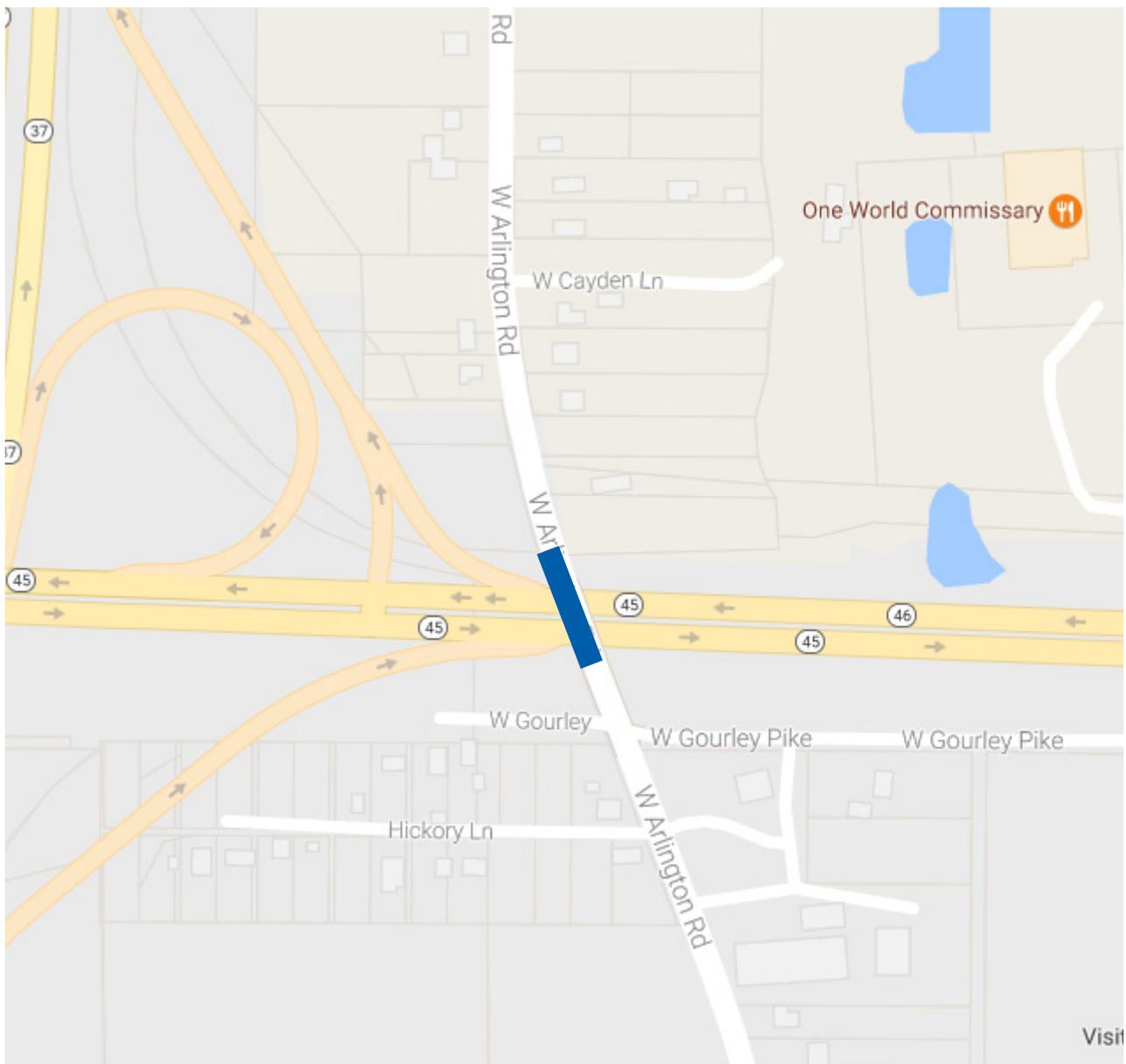
STATE ROAD 45/46, 0.15 MILE E OF SR 37 (ARLINGTON RD) OVER SR 45/46 BRIDGE PAINTING

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
Totals			\$280,000	\$70,000	\$350,000



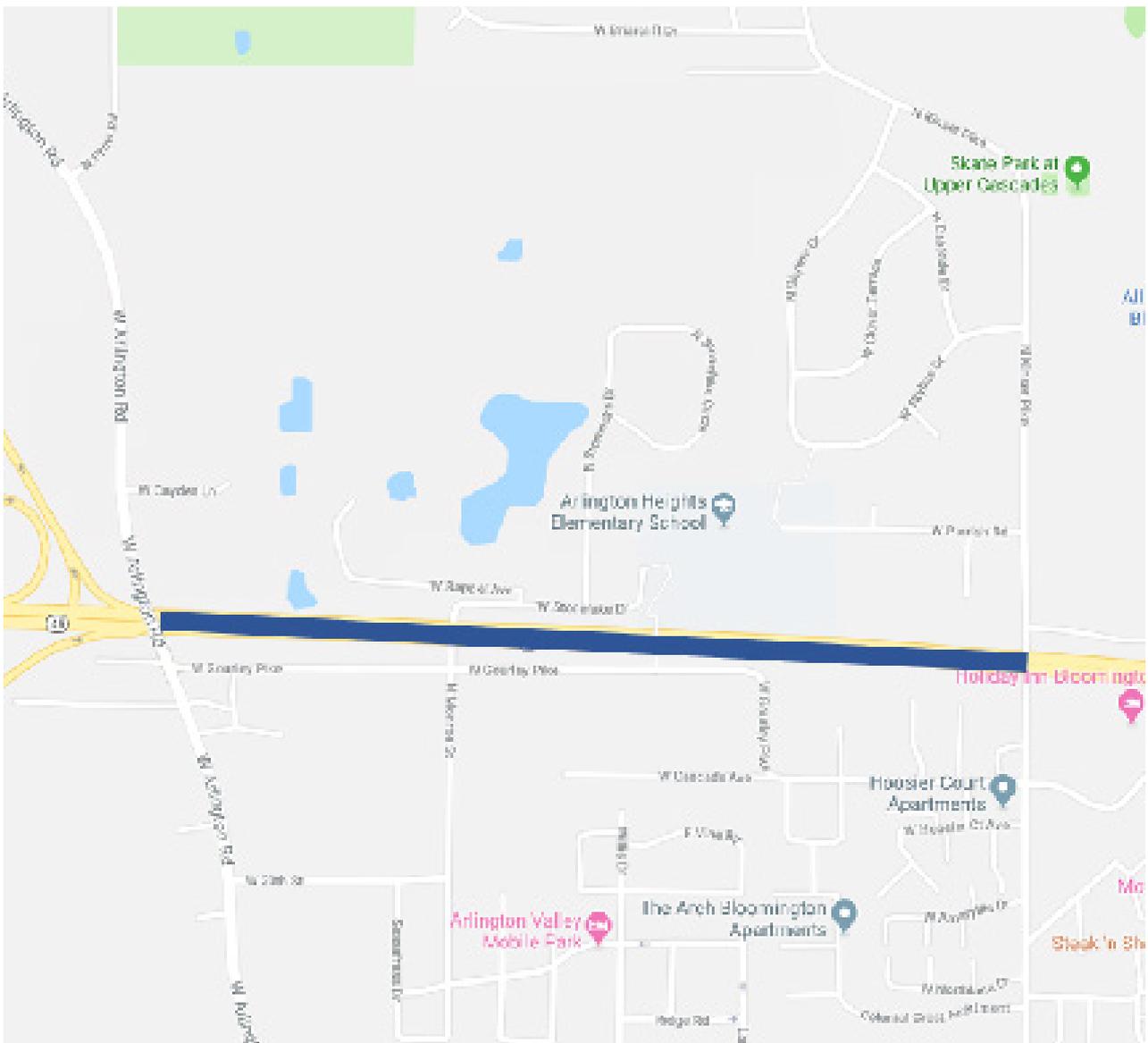
STATE ROAD 45/46, 0.20 MILES E OF I-69 (ARLINGTON ROAD) TO 0.93 MILES E OF I-69 (KINSER PIKE)

DES# 1700198

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2019	NHPP	\$800,000	\$200,000	\$1,000,000
RW	2021	NHPP	\$240,000	\$60,000	\$300,000
Totals			\$1,040,000	\$260,000	\$1,300,000



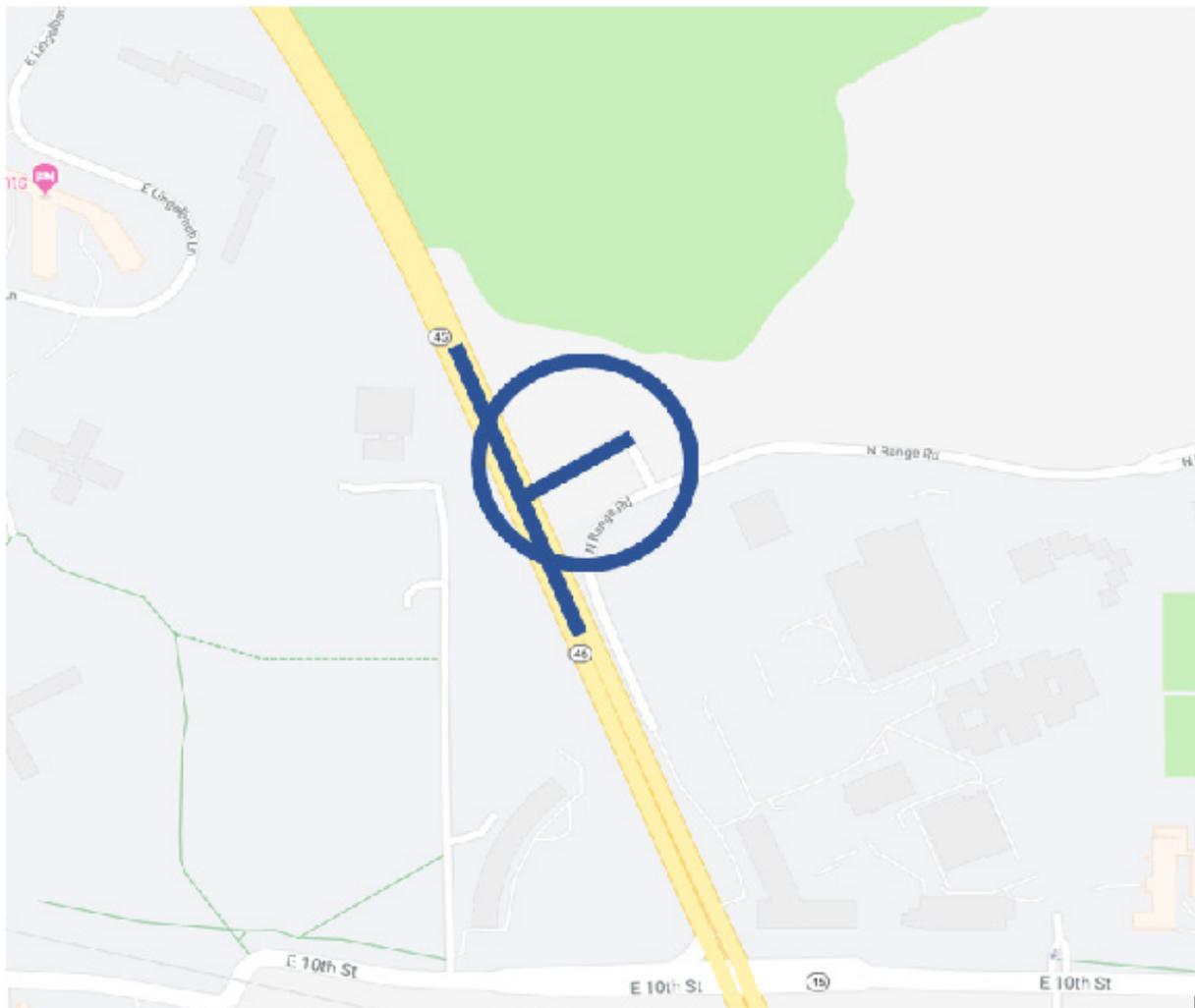
STATE ROAD 45/46 AT THE INTERSECTION OF 14TH STREET

DES# 1801525

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	STP	\$2,000,000	\$500,000	\$2,500,000
RW	2021	NHPP	\$8,000	\$2,000	\$10,000
Totals			\$2,008,000	\$502,000	\$2,510,000



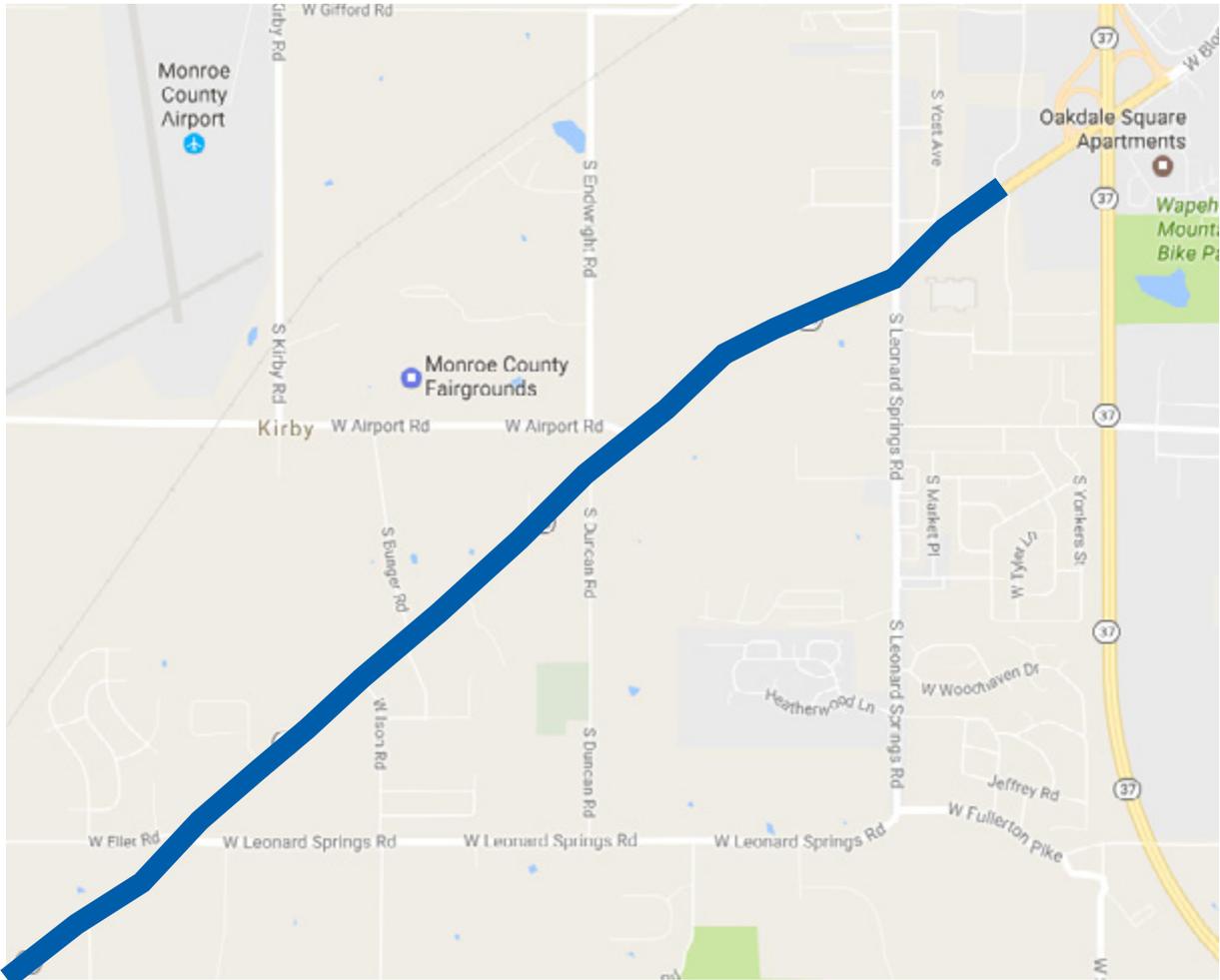
STATE ROAD 45 PAVEMENT OVERLAY

DES# 1602142

LETTING DATE: TBD

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

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



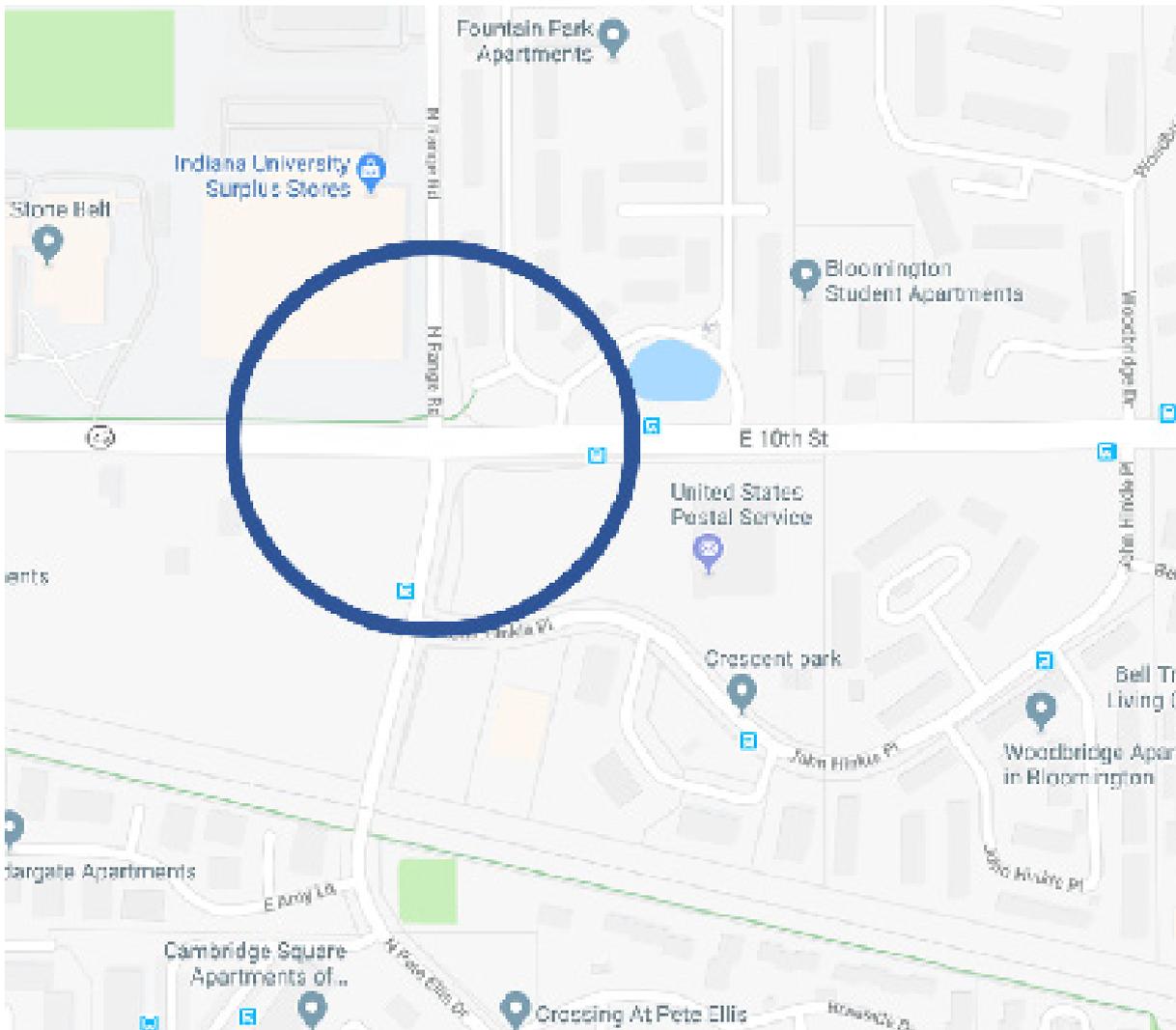
STATE ROAD 45 AT THE INTERSECTION OF PETE ELLIS DRIVE

DES# 1800199

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2019	STP	\$188,000	\$47,000	\$235,000
CN	Outlying Years	STP	\$1,368,654	\$342,163	\$1,710,817
RW	2021	STP	\$40,000	\$10,000	\$50,000
Totals			\$1,596,654	\$399,163	\$1,995,817



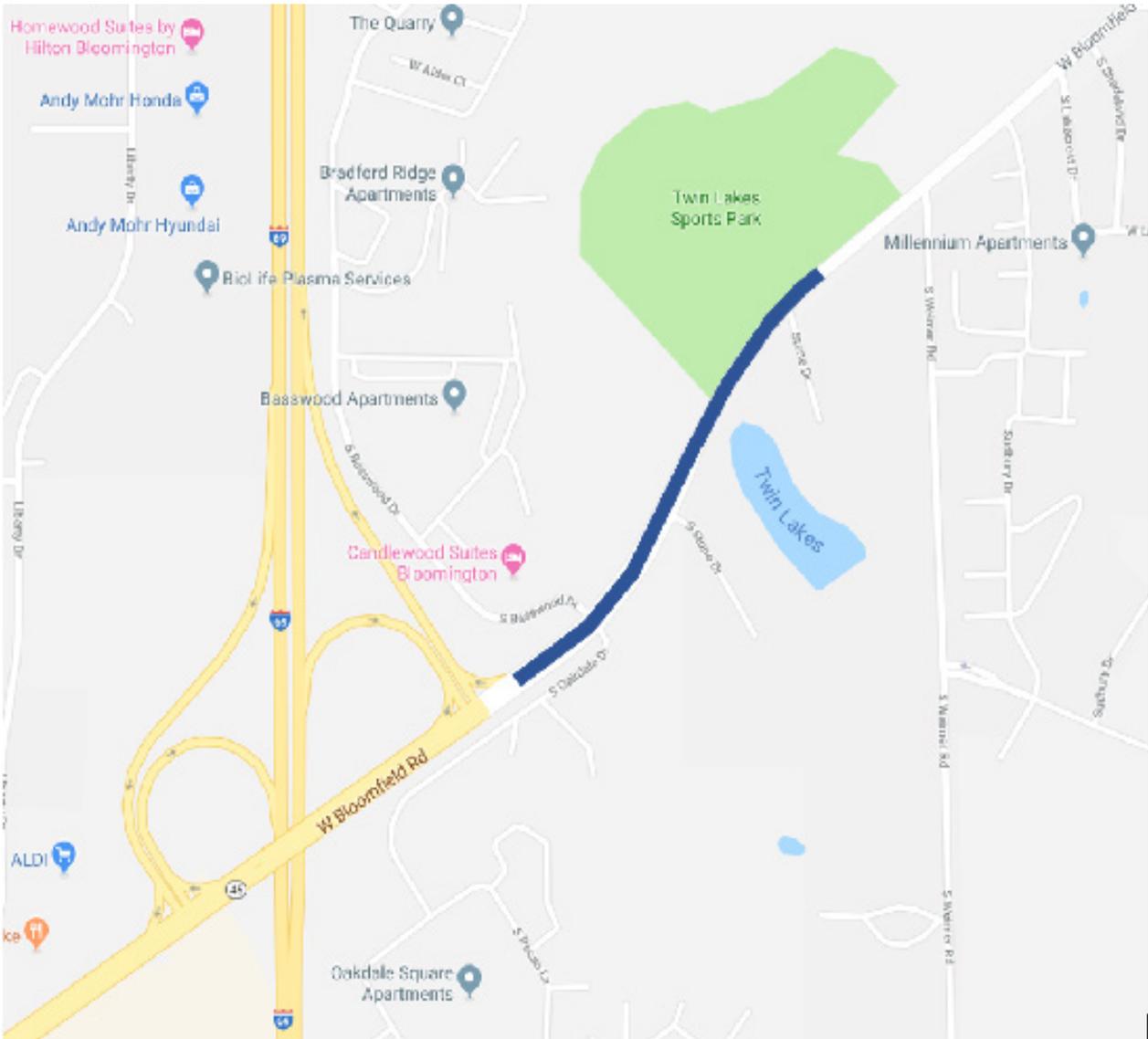
STATE ROAD 45 FROM I-69 TO 0.38 MILES E OF I-69 (END OF CONCRETE)

DES# 1801946

LETTING DATE: TBD

Concrete pavement restoration (CPR).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	NHPP	\$2,200,000	\$550,000	\$2,750,000
Totals			\$2,200,000	\$550,000	\$2,750,000



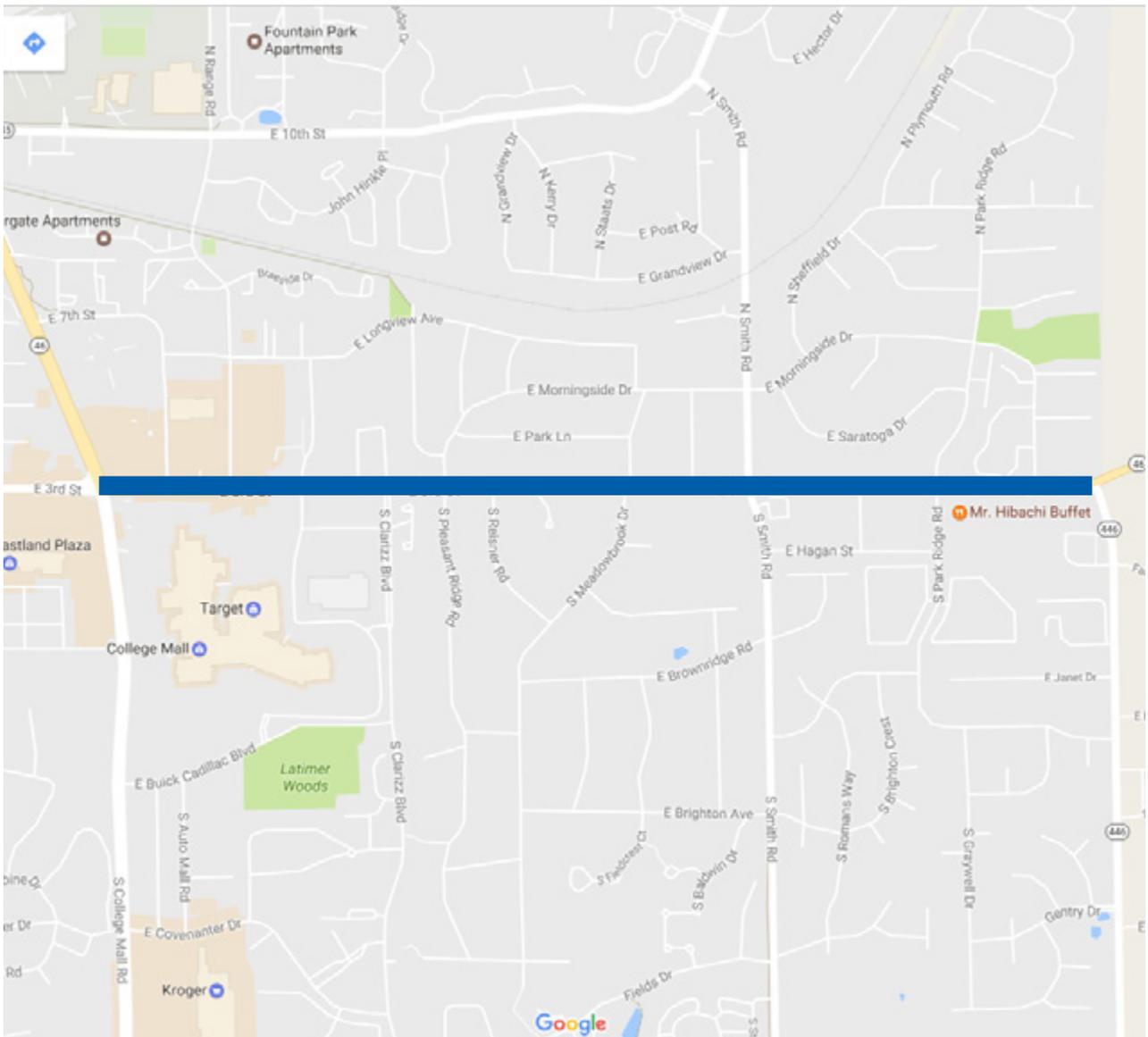
STATE ROAD 46 PAVEMENT OVERLAY

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
PE	2018	NHPP	\$9,000	\$1,000	\$10,000
CN	2021	NHPP	\$526,955	\$58,551	\$585,506
Totals			\$535,955	\$59,551	\$595,506



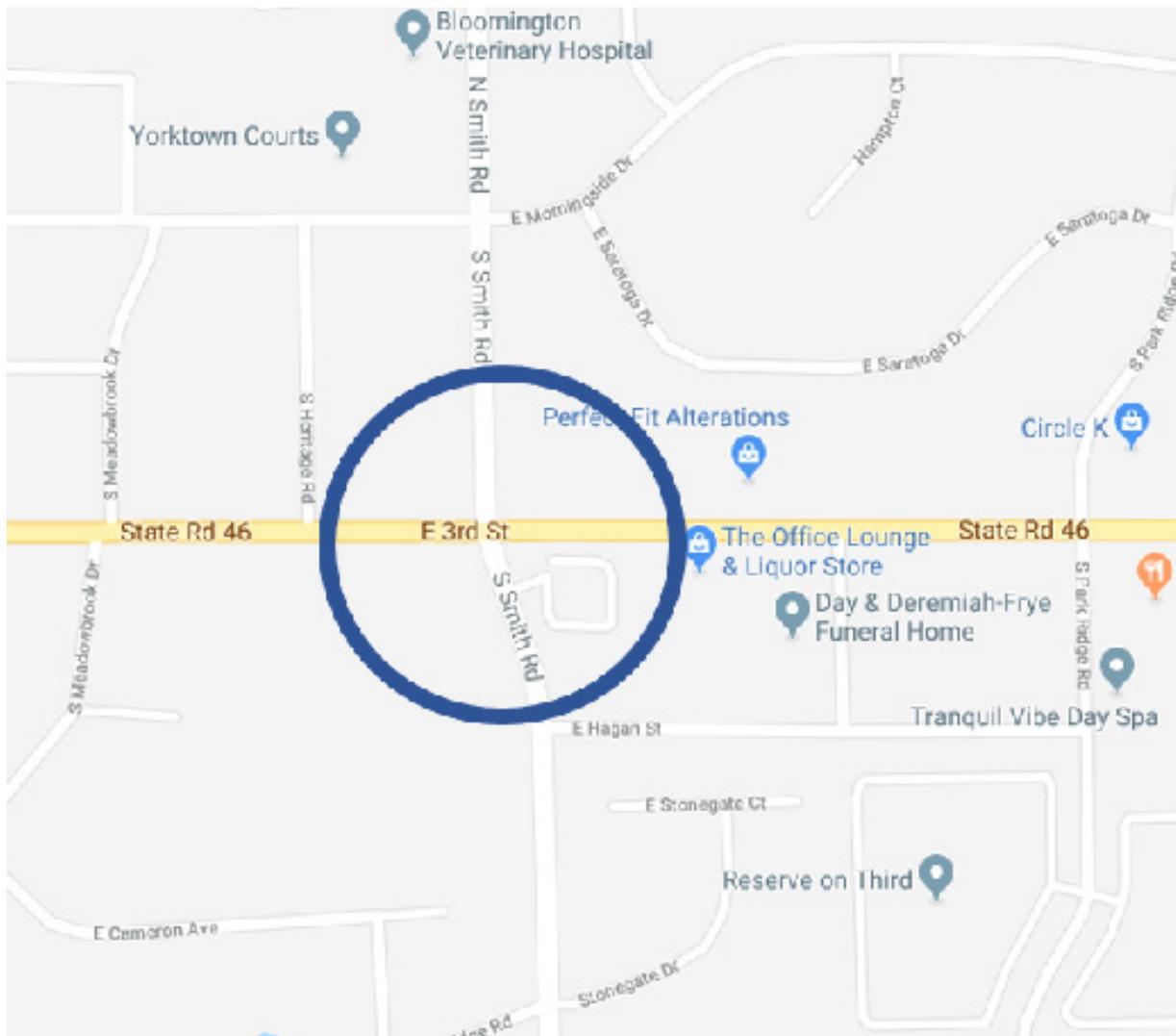
STATE ROAD 46 AT THE INTERSECTION OF SMITH ROAD

DES# 1800208

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2019	NHPP	\$80,000	\$20,000	\$100,000
CN	Outlying Years	NHPP	\$465,259	\$116,315	\$581,574
RW	2021	NHPP	\$40,000	\$10,000	\$50,000
Totals			\$585,259	\$146,315	\$731,574



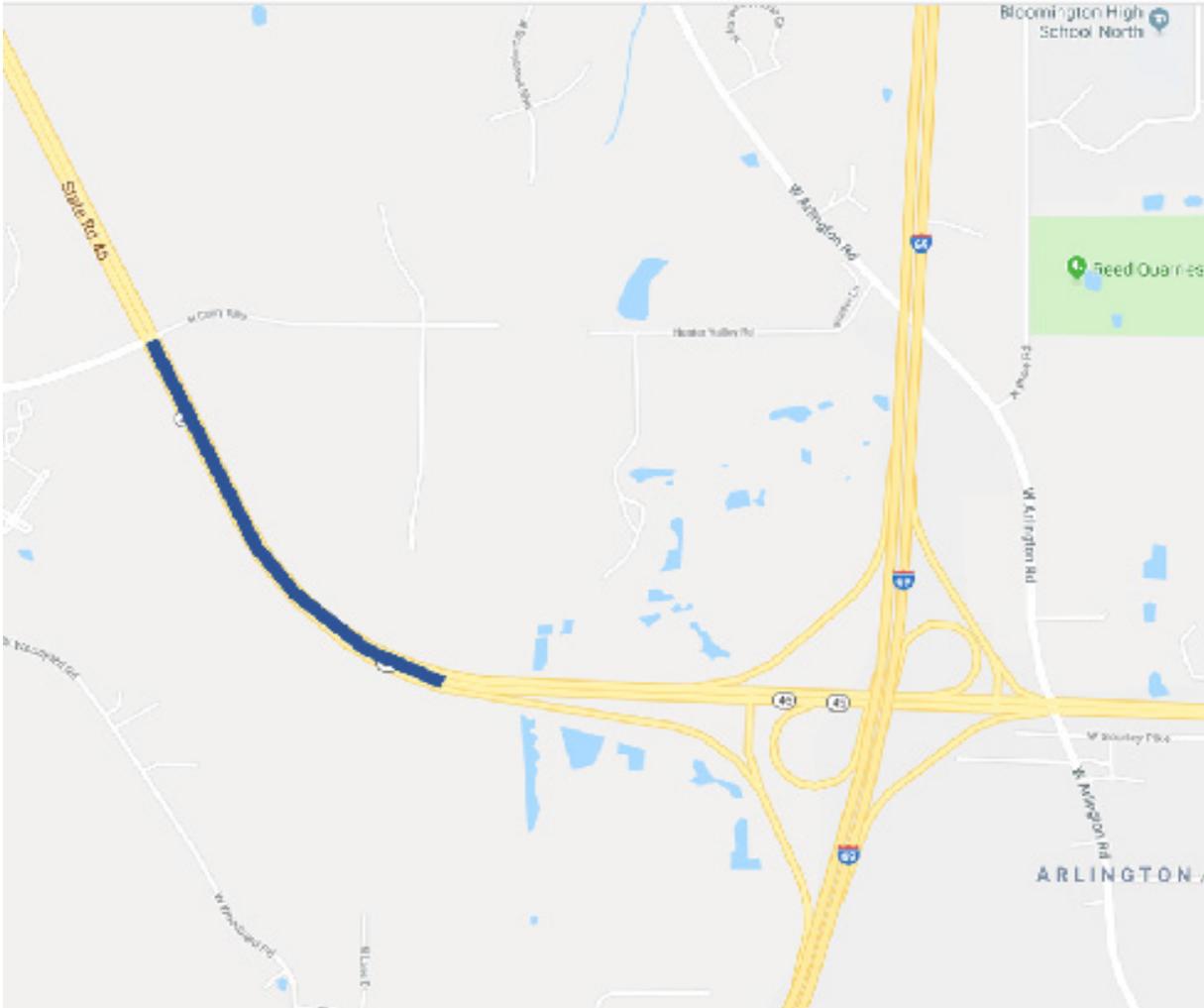
STATE ROAD 46 FROM 0.44 MILES W OF I-69 TO I-69

DES# 1801945

LETTING DATE: TBD

Pavement replacement, new pavement concrete construction (PCC).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	NHPP	\$2,200,000	\$550,000	\$2,750,000
Totals			\$2,200,000	\$550,000	\$2,750,000



SEYMOUR DISTRICT RAISED PAVEMENT MARKINGS

DES# 1700213

LETTING DATE: TBD

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

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

SEYMOUR DISTRICT BRIDGE MAINTENANCE AND REPAIR

DES# 1801948

LETTING DATE: TBD

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

STATEWIDE ON-CALL PAVEMENT DESIGNS

DES# 1600463

LETTING DATE: VARIOUS

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	STPB	\$1,121,115	\$280,279	\$1,401,394
Totals			\$1,121,115	\$280,279	\$1,401,394

STATEWIDE ON-CALL GEOTECHNICAL INVESTIGATIONS

DES# 1600479

LETTING DATE: VARIOUS

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	STPB	\$1,862,327	\$465,582	\$2,327,909
Totals			\$1,862,327	\$465,582	\$2,327,909

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	Local Match	Total
PE	2018	STPB	\$1,280,000	\$320,000	\$1,600,000
Totals			\$1,280,000	\$320,000	\$1,600,000

TRUCK PARKING INFORMATION MANAGEMENT SYSTEM - TIMS

DES# 1600436

LETTING DATE: TBD

This project involves implementation of a regional truck parking information management system (TIMS) using existing ITS technology on I-65, I-70 and I-94 to help truckers more quickly and reliably identify accurate and up-to-date information about the availability of safe truck parking for needed rest and overnight stays. Federal Transportation Investment Generating Economic Recovery (TIGER) Grant funds shall support the entire cost of the project.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN/CE	2018	TIGER	\$4,758,331		\$4,758,331
Totals			\$4,758,331	\$0	\$4,758,331

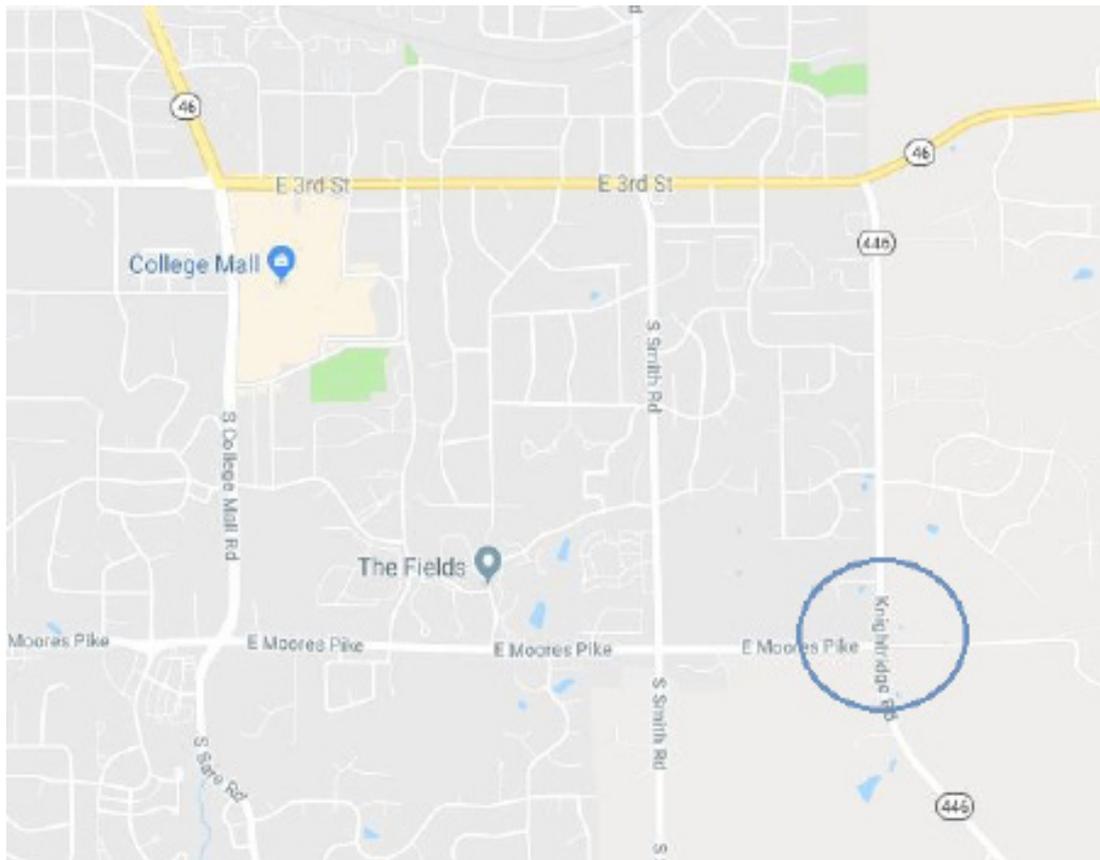
SR446 AT LAMPKINS RIDGE ROAD SAFETY PROJECT

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	Local Match	Total
CN	2020	STP	\$300,000		\$300,000
Totals			\$300,000	\$0	\$300,000



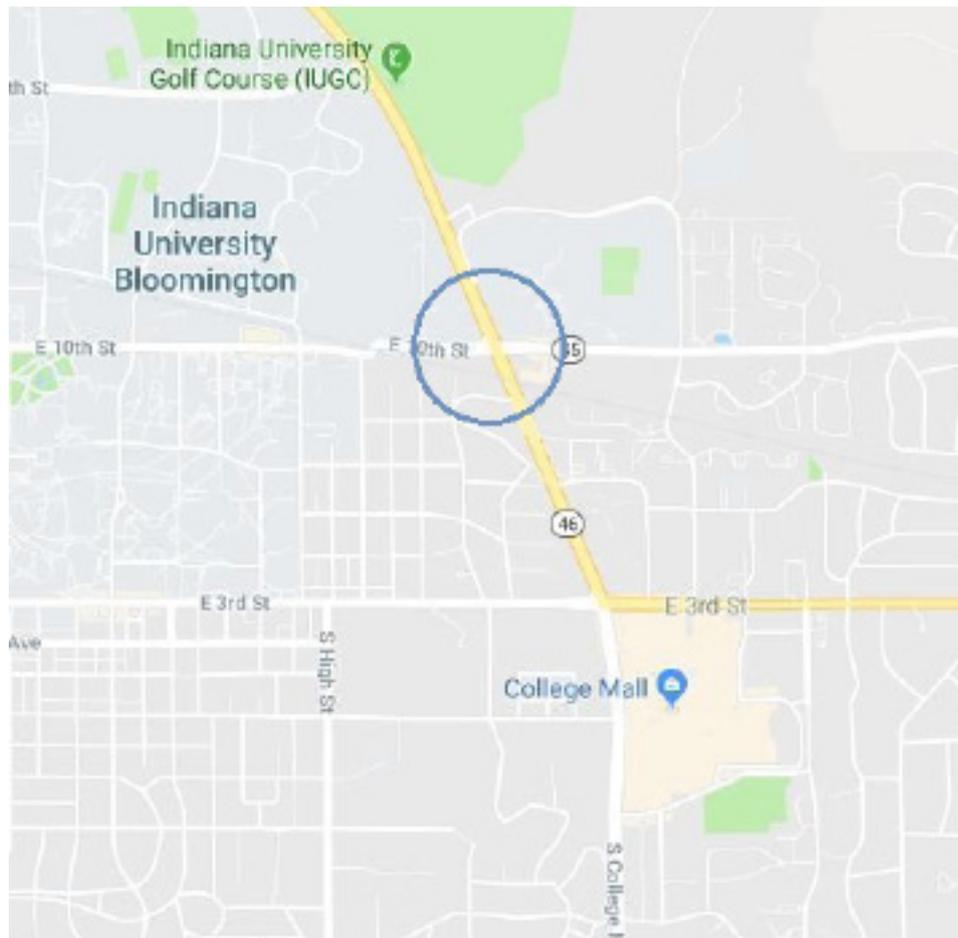
SR46/SR45 AT SR45/10TH STREET STATEWIDE SAFETY PROJECT

DES# 1702224

LETTING DATE: TBD

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

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2020	STP	\$889,200	\$98,800	\$988,000
Totals			\$889,200	\$98,800	\$988,000



INDIANA STATE POLICE PATROLS

DES# 1702393

LETTING DATE: TBD

This project will fund statewide Indiana Police patrols on various Indiana Interstates.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2018	STPB	\$1,000,000		\$1,000,000
CN	2019	STPB	\$1,000,000		\$1,000,000
Totals			\$2,000,000		\$2,000,000

ADA APPROVED SIDEWALK RAMPS AT THE INTERSECTION SR 45/46 AT 10TH STREET

DES# 172119

LETTING DATE: TBD

This project will fund construction at the intersection of SR 45/46 and 10th Street.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2018	STPB	\$332,800	\$83,200	\$416,000
Totals			\$332,800	\$83,200	\$416,000

INDOT DRONE

DES# 1900008

LETTING DATE: MAY 31, 2019

This project will fund a drone to monitor existing assets.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2019	STP	\$13,578	\$3,394	\$16,972
Totals			\$13,578	\$3,394	\$16,972

INDIANA STATE POLICE DRONES

DES# 1900010

LETTING DATE: MAY 31, 2019

This project will fund drones for the Indiana State Police to monitor existing assets.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2019	STP	\$60,178	\$15,046	\$75,224
Totals			\$60,178	\$15,046	\$75,224

BRIDGE DECK OVERLAY, SR 37 SOUTHBOUND LANE

DES# 1802627

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	Local Match	Total
PE	2019	NHPP	\$96,000	\$19,200	\$115,200
CN	2021	NHPP	\$893,648	\$178,730	\$1,072,378
Totals			\$989,648	\$197,930	\$1,187,578

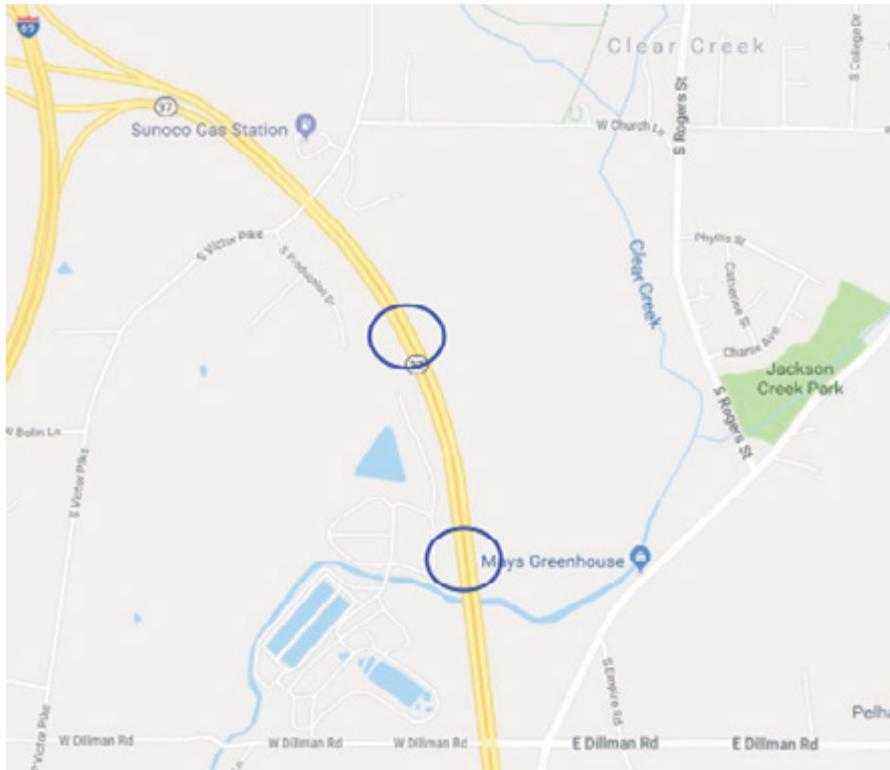
BRIDGE DECK OVERLAY, SR 37 NORTHBOUND LANE

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	Local Match	Total
PE	2019	NHPP	\$96,000	\$19,200	\$115,200
CN	2021	NHPP	\$853,388	\$170,678	\$1,024,066
Totals			\$949,388	\$189,878	\$1,139,266



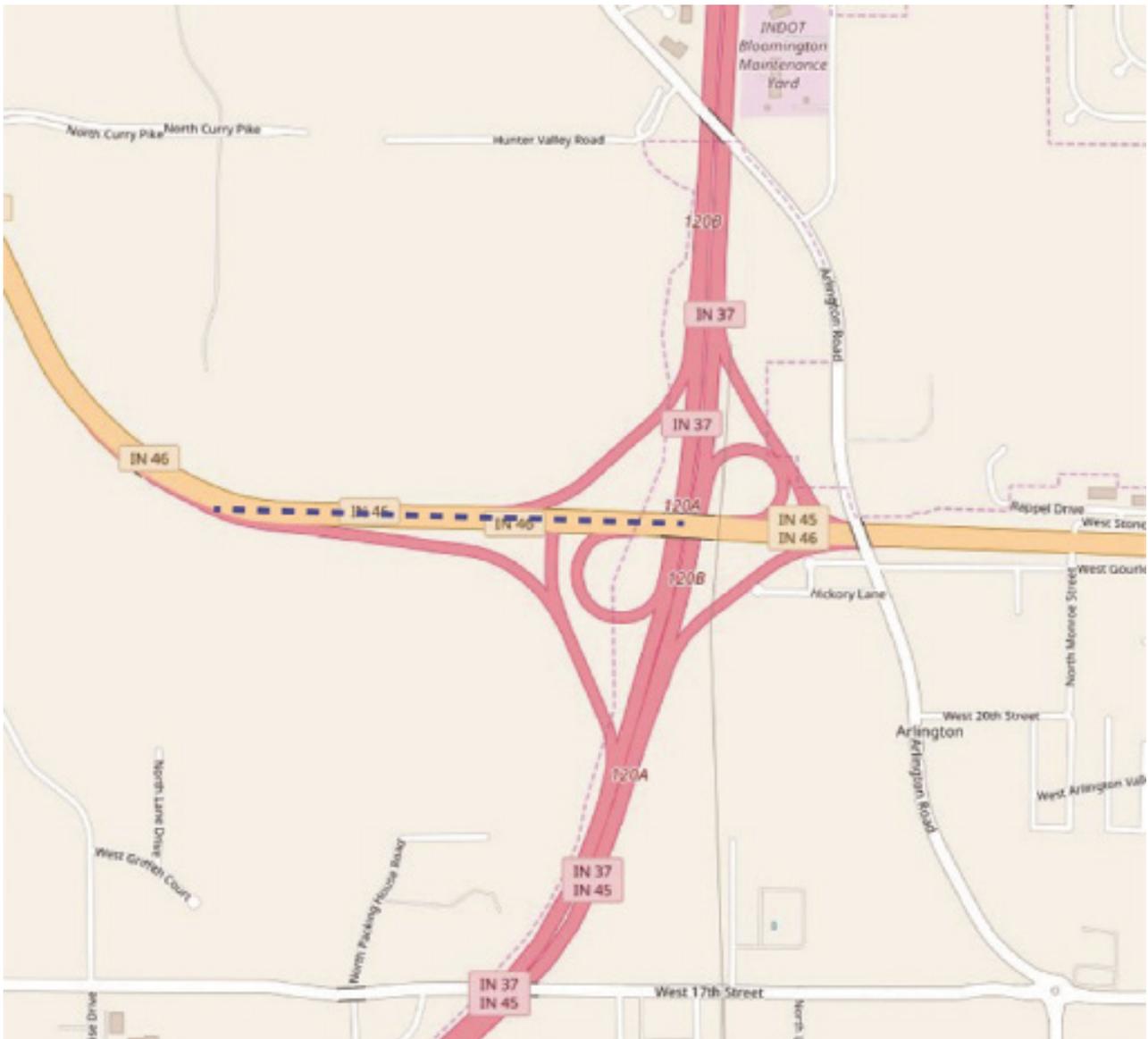
SR 46 - 0.44 MILES WEST OF I-69 TO I-69

DES# 180971

LETTING DATE: TBD

This project will fund construction of concrete pavement restoration on SR 46 0.44 miles west of I-69 to I-69.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2019	NHPP	\$8,000	\$1,600	\$9,600
CN	2021	NHPP	\$827,347	\$165,469	\$992,816
Totals			\$835,347	\$167,069	\$1,002,416



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	Local Match	Total
PE	2019	NHPP	\$16,000	\$3,200	\$19,200
CN	2021	NHPP	\$158,023	\$31,605	\$189,628
Totals			\$174,023	\$34,805	\$208,828

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	Local Match	Total
PE	2019	NHPP	\$16,000	\$3,200	\$19,200
CN	2021	NHPP	\$158,023	\$31,605	\$189,628
Totals			\$174,023	\$34,805	\$208,828



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



SURVEY EQUIPMENT

DES# 1900007

LETTING DATE: MAY 31, 2019

This project will fund survey equipment for various locations and capital oversight.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2019	STP	\$1,133,505	\$283,377	\$1,416,882
Totals			\$1,133,505	\$283,377	\$1,416,882

INDIANA STATE POLICE SURVEY EQUIPMENT

DES# 1900144

LETTING DATE: MAY 31, 2019

This project will fund Indiana State Police survey equipment for various locations and capital oversight.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2019	STP	\$172,042	\$43,011	\$215,053
Totals			\$172,042	\$43,011	\$215,053

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
Totals			\$1,039,144	\$115,460	\$1,154,604

SUMMARY OF PROGRAMMED EXPENDITURES FOR STATE PROJECTS

	2018	2019	2020	2021	Total
NHPP	\$1,509,200	\$4,849,055	\$450,000	\$6,799,436	\$13,607,691
HSIP	\$9,900	\$594,000	\$1,999,144		\$2,003,044
STP		\$1,379,303	\$1,989,200		\$3,368,503
STPB	\$5,596,242	\$1,000,000			\$6,596,242
TIGER	\$4,758,331				\$4,758,331
State	\$1,337,461	\$1,224,328	\$504,260	\$1,313,047	\$4,379,096
Total	\$13,211,134	\$9,046,686	\$4,342,604	\$8,112,483	\$34,712,907

APPENDIX



Glossary

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

Public Participation

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

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

Transportation Improvement Programming Process

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

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

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

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

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

Projects initiated locally are jointly prioritized according to the type of activity scheduled in the TIP and the Federal funding category. The process of prioritizing projects is also influenced by state and local policy-level decision making and the availability of Federal, state, and local funds. Wherever possible,

technical and non-technical factors are jointly used to identify projects which have the greatest need for implementation.

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

Amendment Process

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

Complete Streets Compliance

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

Figure 1: Transportation Improvement Programming Process

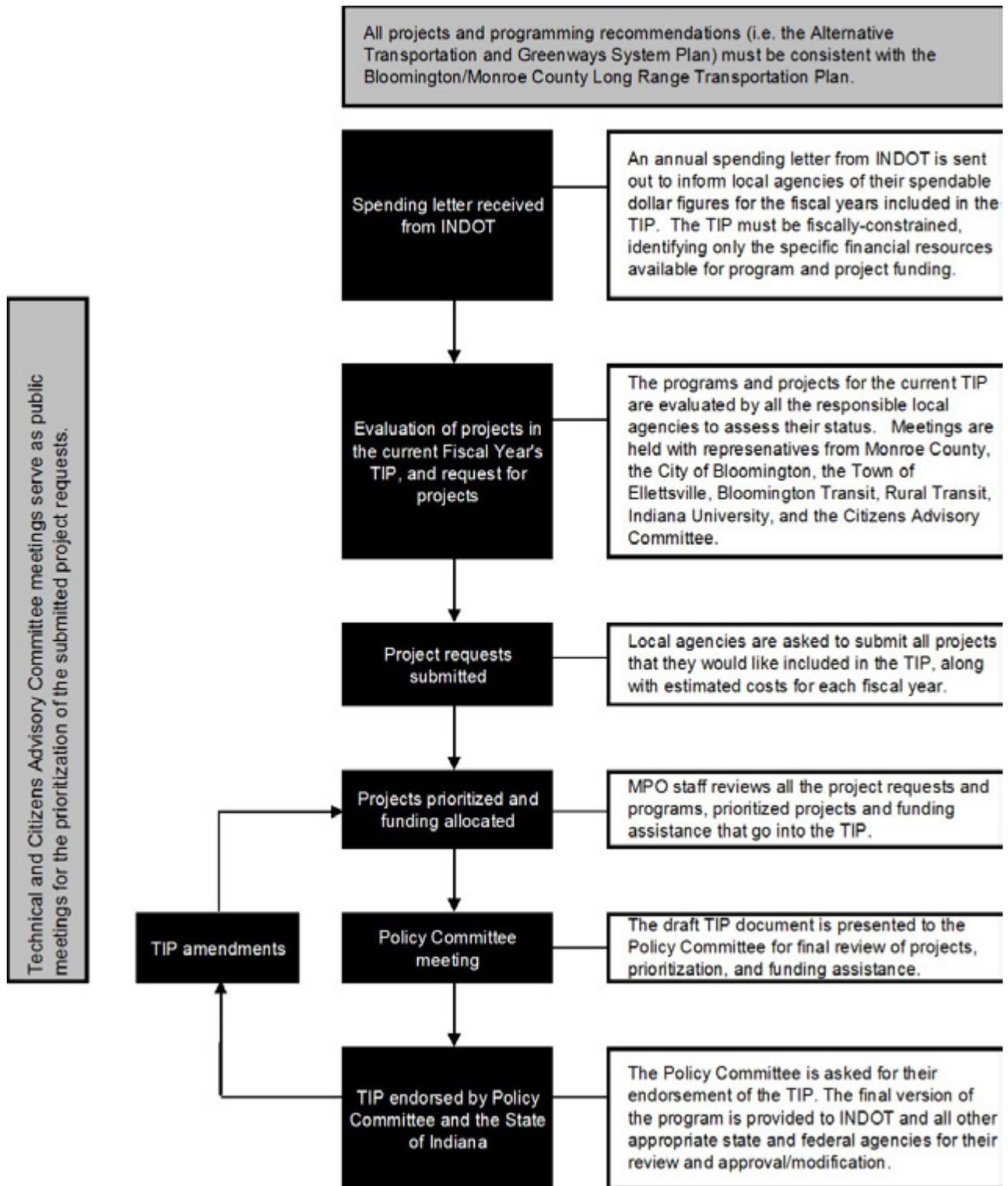


Figure 2: Complete Streets Policy Compliance of Local Projects

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

Red Flag Investigations

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

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

Project	Agency	Number of Potential Impacts					
		Infrastructure	Mining/ Mineral Exploration	Hazardous Materials	Water Resources	Ecological Resources	Cultural Resources
4th & Rogers Pedestrian Island	City of Bloomington	45	1	46	55	39	4
17th Street Reconstruction	City of Bloomington	8	0	15	112	39	13
Moore's Pike Guard Rail	City of Bloomington	11	0	1	83	39	0
Allen & Walnut RRFB	City of Bloomington	27	0	40	59	39	0
Woodlawn Railroad Crossing	City of Bloomington	17	2	14	64	39	3
Rogers Road Sidepath	City of Bloomington	17	0	0	85	39	0
Henderson Street Sidepath	City of Bloomington	37	0	35	158	39	0
Winslow Road Sidepath	City of Bloomington	34	0	21	142	39	0
Jackson Creek Trail Extensions	City of Bloomington	13	0	0	145	39	0

Air Quality

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

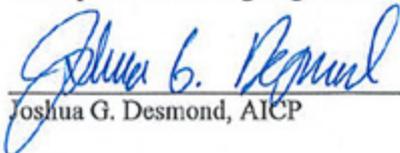
Self Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336 Self-certification and Federal Certifications, the Indiana Department of Transportation and the Bloomington/Monroe County Metropolitan Planning Organization for the Bloomington Urbanized Area 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 USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provision 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.

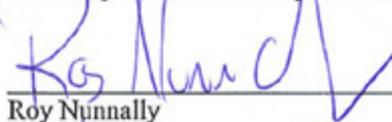
Bloomington/Monroe County MPO
Metropolitan Planning Organization


Joshua G. Desmond, AICP

MPO Director
Title

5/3/2017
Date

Indiana Department of Transportation
State Department of Transportation


Roy Nunnally

Planning Director
Title

5/5/17
Date

Letter of Approval



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204

PHONE: (317) 234-1692
FAX: (317) 233-0958

Eric Holcomb, Governor
Joe McGuinness, Commissioner

June 1, 2017

Mr. Josh Desmond, AICP, Director
Bloomington-Monroe County Metropolitan Planning Organization
401 North Morton Street, Suite 130
Bloomington, IN 47402

Transportation Improvement Program (TIP) Approval

Dear Mr. Desmond:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2018-2021 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 2018-2021 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2018-2021 timeline and will be included by reference in the FY 2018-2021 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 black ink, appearing to read "Joe McGuinness".

Joe McGuinness, Commissioner
Indiana Department of Transportation

JM/EN

cc: Trevor Mills
Roy Nunnally
Jay Dumontelle
Antonio Johnson
Michael McNeil
Tony McClellan
Robin Bolte/Karlei Metcalf
File

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Resolutions



Bloomington/Monroe County Metropolitan Planning Organization

ADOPTION RESOLUTION FY 2017-09

RESOLUTION ADOPTING THE FISCAL YEARS 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on May 12, 2017.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, in cooperation with the State, the BMCMPPO must develop and maintain, and has developed and maintained, a Transportation Improvement Program which illustrates how federal funds will be expended on transportation projects within the urbanized area over the next four fiscal years; and

WHEREAS, public comment on the proposed FY 2018-2021 TIP was sought and received during the public comment period from April 11, 2017 through May 11, 2017; and

NOW, THEREFORE, BE IT RESOLVED:

- (1) That the Bloomington/Monroe County Metropolitan Planning Organization adopts the Fiscal Year 2018-2021 Transportation Improvement Program; and
- (2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee upon this 12th day of May 2017.

A handwritten signature in blue ink that reads "Kent McDaniel".

Kent McDaniel
Chair, Policy Committee
Bloomington/Monroe County MPO

A handwritten signature in blue ink that reads "Josh Desmond".

Attest: Josh Desmond
MPO Director
Bloomington/Monroe County MPO



ADOPTION RESOLUTION FY 2018-02

RESOLUTION AMENDING THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on September 11, 2017.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, in cooperation with the State, the BMCMPO must develop and maintain a Transportation Improvement Program which illustrates how federal funds will be expended on transportation projects within the urbanized area over the next four fiscal years; and

NOW, THEREFORE, BE IT RESOLVED:

- (1) That the Bloomington/Monroe County Metropolitan Planning Organization hereby amends the *FY 2016-2019 Transportation Improvement Program* and the *FY 2018-2021 Transportation Improvement Program* as follows:

All funding figures represent the updated & approved amounts, superseding any prior listings for this project

Action	Agency	Project Name	DES#	Phase	Fiscal Year	Funding Source	Federal Funding Amount
Add	INDOT	Statewide On-Call Pavement Designs	1600463	PE	2018	STPB	\$1,121,115.26

Action	Agency	Project Name	DES#	Phase	Fiscal Year	Funding Source	Federal Funding Amount
Add	INDOT	Statewide On-Call Geotechnical Investigations	1600479	PE	2018	STPB	\$1,862,327.20

Action	Agency	Project Name	DES#	Phase	Fiscal Year	Funding Source	Federal Funding Amount
Add	INDOT	Statewide On-Call Pavement Designs	1701469	PE	2018	STPB	\$1,280,000.00



Action	Agency	Project Name	DES#	Phase	Fiscal Year	Funding Source	Federal Funding Amount
Add	INDOT	Truck Parking Information Management System (TIMS)	1600436	CN/CE	2018	TIGER	\$4,758,331.00

- (2) That the adopted documents shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning and Transportation Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee upon this 11th day of September 2017.

Kent McDaniel
Chair, Policy Committee, BMCMPPO

Joshua Desmond, AICP
Director, BMCMPPO



ADOPTION RESOLUTION FY 2018-03

RESOLUTION AMENDING THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on October 13, 2017.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, in cooperation with the State, the BMCMPPO must develop and maintain a Transportation Improvement Program which illustrates how federal funds will be expended on transportation projects within the urbanized area over the next four fiscal years; and

NOW, THEREFORE, BE IT RESOLVED:

- (1) That the Bloomington/Monroe County Metropolitan Planning Organization hereby amends the *FY 2018-2021 Transportation Improvement Program* as follows:

All funding figures represent the updated & approved amounts, superseding any prior listings for this project

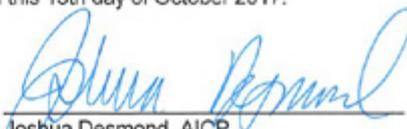
Action	Agency	Project Name	DES#	Phase	Fiscal Year	Funding Source	Federal Funding Amount
Add	INDOT	SR446 at Lampkins Ridge Rd Safety Project & Various Locations in the Seymour District	1700317	CN	2020	STP	\$300,000
Add	INDOT	SR46/SR45 at SR45/10 th Street Statewide Safety Project	1702224	CN	2020	STP	\$988,000

- (2) That the adopted documents shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning and Transportation Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee upon this 13th day of October 2017.



Lisa J. Ridge
Vice-Chair, Policy Committee, BMCMPPO



Joshua Desmond, AICP
Director, BMCMPPO



ADOPTION RESOLUTION FY 2018-05

RESOLUTION AMENDING THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on February 9, 2018.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, in cooperation with the State, the BMCMPPO must develop and maintain a Transportation Improvement Program which illustrates how federal funds will be expended on transportation projects within the urbanized area over the next four fiscal years; and

NOW, THEREFORE, BE IT RESOLVED:

- (1) That the Bloomington/Monroe County Metropolitan Planning Organization hereby amends the FY 2018-2021 Transportation Improvement Program as follows:

All funding figures represent the updated & approved amounts, superseding any prior listings for this project

Action	Agency	Project Name	DES#	Phase	Fiscal Year	Funding Source	Federal Funding Amount
Add	INDOT	Statewide Indiana State Police Patrols for specified contracts	1702393	CN	2018	STPB	\$1,000,000
					2019		\$1,000,000
Add	INDOT	ADA Approved Sidewalk Ramps at the intersection SR 45/46 at 10 th Street	1702119	CN	2020	STP	\$988,000
Modify	COB	2 nd St. & Bloomfield Rd. Multiuse Path & Intersection Improvements	1601851	RW	2018	None	\$0
				CE	2019	STPB	\$20,491
				CE	2019	TAP PYB	\$30,000
				CN	2019	STPB	\$26,000
				CN	2019	HSIP	\$470,684
				CN	2019	TAP PYB	\$214,924
				CN	2019	STPB PYB	\$31,768

- (2) That the adopted documents shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning and Transportation Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee upon this 9th day of February 2018.



Bloomington/Monroe County Metropolitan Planning Organization



Lisa Ridge
Chair, Policy Committee, BMCMPPO



Patrick Martin
Senior Transportation Planner, BMCMPPO