

DELAWARE-MUNCIE
METROPOLITAN
PLAN COMMISSION



MAKING



PROGRESS



HAPPEN

DELAWARE MUNCIE
TRANSPORTATION
IMPROVEMENT
PROGRAM

FY
2014-2017

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DMTIP

Preface

PUBLICATION NOTICE

This program is the result of tax supported initiatives and as such is not subject to copyright. It has been financed in part through a grant from the United States Department of Transportation.

WORK PROGRAM FULFILLMENT

The Fiscal Year 2014-2017 Delaware-Muncie Transportation Improvement Program (DMTIP) fulfills in part Work Element Number 500 of the Delaware-Muncie Metropolitan Plan Commission's Fiscal Year 2013-2014 Unified Planning Work Program. The purpose of this document is to provide a comprehensive program of federally subsidized transportation improvement projects within the Muncie Metropolitan Planning Area.

DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION STAFF

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DMTIP

Policy

ENVIRONMENTAL JUSTICE ORDER FOR THE URBAN TRANSPORTATION PLANNING PROCESS

Per signature, this agency assures compliance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994. This compliance will be incorporated in the 20-Year Transportation Plan update, under separate section titled "Environmental Justice". This compliance follows guidelines established in the Executive order and the President's February 11, 1994 Memorandum on Environmental Justice. The goals of the Executive Order will be developed within the framework of existing requirements, primarily the National Environmental Policy Act (NEPA), Title VI of the Civil Rights Act of 1964, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (URA), the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other DOT applicable statutes, regulations and guidance that concern planning, social, economic, or environmental matters, public health or welfare, and Public Involvement.

Signature: _____

Name: Marta Moody

Title: Executive Director, Delaware-Muncie Metropolitan Plan Commission

Date: 4/26/10

**DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION
PUBLIC PARTICIPATION PLAN
2007**

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires that all Metropolitan Planning Organizations shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the Transportation Plan and Transportation Improvement Program (TIP). This includes providing adequate notice, providing timely information to various organizations, providing reasonable public access to technical and policy information, and seeking and considering the needs of those traditionally underserved by the existing transportation systems.

The Delaware-Muncie Metropolitan Plan Commission (DMMPC), the Metropolitan Planning Organization for the Muncie Urbanized Area (MPO), has developed a proactive public participation process in order to maximize community involvement in the transportation planning process. The process will involve citizens, freight shippers, airport authorities, transportation-related agencies (traffic/safety/enforcement), and the appropriate county, city and town officials. The process has been expanded to include new interested parties at the federal, state and local level so that those involved in matters such as wildlife habitat, land use, natural resources, conservation, historic preservation, non-emergency transportation, and regulatory actions have the opportunity to participate. The process has also been augmented to include appropriate consultations as a result of operating as an Air Quality Maintenance Area. The process is set up to include notices of document development, opportunities for input, presentation of draft plans at various public meetings and public hearings, public meetings to further develop draft plans, public notice of approval meetings for final plan documents, and submittal of the plan to the Indiana Department of Transportation (INDOT). The public comments received will be presented along with, and as a part of, the plans when they are considered at transportation subcommittee meetings and Plan Commission meetings for final approval.

The Public Participation Plan and process for the Delaware-Muncie Metropolitan Plan Commission is set forth in the following components.

Section I. General Policy Statement.

It is the policy of the DMMPC/MPO to allow access and input at all times from the general and transportation public on any transportation related plan or program. It is the policy of the DMMPC/MPO to assist the State of Indiana in achieving public participation as required by law for the State TIP and Transportation Plan and other components of transportation planning as set forth in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) by utilizing our local database, committee structures, and procedures. It is the policy of the DMMPC/MPO to carry out the Public Participation Plan and the transportation planning process, including matters relating to Transportation Conformity, in consultation with all interested parties

Section II. Public Participation Methodology

A. Database Development

1. General Public: A listing of neighborhood organizations shall be maintained as provided by the organizations and/or the Office of Community Development. A listing of individual citizens wishing notification shall be maintained as compiled from requests by such citizens. These listings will be kept on file at the DMMPC Office.
2. Transportation Public: A listing of affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties, including elected officials, shall be maintained and kept on file at the DMMPC Office. Contacts on this listing shall be

in addition to Committee members representing transportation interests. Other interested parties will include Air Quality consulting partners (EPA, IDEM, FHWA, FTA, INDOT, MCCOG), Army Corps of Engineers, Fish and Wildlife Service, National Park Service, Natural Resources Conservation Service, Indiana Department of Natural Resources, the State Historic Preservation Officer, transit users, pedestrian & bicycle facility users, the disabled, and the Chamber of Commerce.

B. Transportation Committees

1. Transportation and Planning Involvement Council (TAPIC): An existing committee comprised of citizens who are not a part of local government and who volunteer or are recruited by the DMMPC Office. Input from TAPIC members is forwarded to the other transportation committees and implementing agencies as applicable.
2. Technical Advisory Committee (TAC): An existing committee representing local government, private industry, transportation interest groups (i.e. airport, transit, freight) and others with technical expertise needed to provide input into the transportation planning process. Action from this committee provides the 1st step in a 3 step local approval process for Transportation Plans and Transportation Improvement Programs.
3. Administrative Committee (ADMIN): An existing committee representing implementing agencies and decision makers whose input is needed to formulate policy for transportation planning. Action from this committee provides the 2nd step in a 3-step local approval process for Transportation Plans and Transportation Improvement Programs. This is the Policy Committee.
4. Delaware-Muncie Metropolitan Plan Commission (DMMPC): An existing commission whose composition is prescribed by state law, representing citizens and elected officials of Muncie and Delaware County, Indiana, which has been designated as the Metropolitan Planning Organization (MPO) for the Muncie Urbanized Area. Action by the commission is the final step in a 3-step local approval process for Transportation Plans and Transportation Improvement Programs.
5. Ad-Hoc/Special Task Force Committees: An existing forum for creating a project specific committee to provide input for the 3-step local approval process. The membership would vary and would be geared toward the task at hand.

C. Notification Mediums

1. Web Site: The DMMPC/MPO developed a Delaware County internet web site (www.co.delaware.in.us) which will be enhanced and expanded. The web page will contain information related to planning efforts including transportation planning documents and the dates and times for meetings in the local input and approval process. Links will be added to other websites that serve the transportation public such as the Muncie Indiana Transit System site and the Cardinal Greenway site.
2. PLAN NEWS: A quarterly newsletter is produced by the MPO staff and distributed by mail to over 200 individuals and agencies throughout Muncie and Delaware County, Indiana, and is made available to the general public at the MPO office which is located in the Delaware County Building. The newsletter is on the office web page and has articles with summary information from transportation planning documents and lists a schedule of meetings for the planning process. Distribution of PLAN NEWS will be expanded to include electronic media – email and the website.
3. Newspapers: There is 1 newspaper of general circulation (as defined by law) for the Muncie, Delaware County, and east central Indiana communities - The Star Press. It publishes upcoming meetings as a regular feature and will list meetings from the transportation planning process. A regional minority newspaper, The Muncie Times, based in Muncie will be used to further inform the public of upcoming meetings in the planning process.
4. Public Posting: The DMMPC/MPO Office is located in the Delaware County Building, which contains all of the local governmental offices for Delaware County, Indiana. Notices and information dealing with transportation will be posted on the public bulletin board at the DMMPC/MPO Office and at City Hall.
5. Legal Notices: Legal notices, with date, time, place and subject matter information for Plan

Commission meetings concerning Transportation Plans or TIP's, will be published in The Star Press, being a newspaper of general circulation and authorized to publish legal notices for the Muncie/Delaware County area.

6. Individual Mailings: Notices will be mailed/emailed to individuals, by request and per the notification databases, specifying the dates and times for committee and Plan Commission meetings where Transportation Plans or TIP's are to be considered.

D. Annual Update Activities

1. Database Updates: The General Public and Transportation Public listings are updated on an annual basis in December/January of each year through contact with other governmental agencies and by research of various inventories and resources (phone book, city directory, Hill-Donnelly Cross Reference Directory, etc.).

2. Membership Drive for TAPIC: A membership drive is conducted in January/February of each year by contact with Community Development, the Citizens Action Coalition, other governmental offices, and other available sources.

3. Meeting Schedules: Annual meeting schedules for each committee are prepared in December of each year.

4. PLAN NEWS Mailing List: The mailing list for PLAN NEWS is updated in December/ January of each year to reflect changes in elected officials, appointments to committees, additions to the database, and individual requests.

5. Minority, Low-Income, and Traditionally Underserved Involvement Effort: In December/January of each year, an extra effort will be made to identify the minority, low-income, and traditionally underserved portions of Delaware County citizens using the most up to date census data and GIS technology; and to design strategies to involve them in the transportation planning process. That effort will continue to include providing information on meetings, the TIP and Transportation Plan documents in the Muncie Times and to applicable neighborhood associations.

Section III. Public Participation Procedures

A. TIP's and Transportation Plans

1. Distribution of Annual Meeting Schedules: Annual meeting schedules for all committees and the DMMPC will be forwarded to all members and all persons listed in the database at the beginning of the calendar year using the various notification mediums listed herein. Schedules are also posted in the Plan Commission Office at the Delaware County Building and on the Web Site. This component is aimed at early consultation and continuing involvement.

2. Requests for Public Input: Requests will be distributed near the beginning of the process through the Web Site, PLAN NEWS, individual mailings, public postings and the newspaper. The content of the requests will identify the document and specify the meetings and/or presentations that will be used to gather input. Public input may be presented at the meetings, in written or verbal form, or at the MPO Office in written form at any time. This component is aimed at ensuring early consultation for the TIP and Transportation Plan documents.

3. Notice of Public Meetings & Presentations: A specific notice will be forwarded to all members and persons in the General Public and Transportation Public database at least 10 days prior to the presentations and the series of meetings at which the Transportation Plan or TIP will be under consideration.

4. Notice of Public Hearing: A notice of public hearing will be published in The Star Press for the DMMPC meeting at which the Transportation Plan or TIP will be presented for final consideration. This meeting may also be used as an additional opportunity for public comment if the final documents differ significantly from the version that was made available for public comment (as set forth in Item 3) and raises new material issues which interested parties could not reasonably have foreseen.

5. Public Involvement Documentation: Public input and comment will be on record in the Plan Commission Office and will be included in the TIP and Transportation Plan documents. Where

significant comments are received, a summary, analysis and report on the disposition of comments will be included in the documents.

6. Legislative Process: When a component of the Transportation Plan is a part of the Delaware-Muncie Comprehensive Plan of the DMMPC, the public hearing process will be extended to include action by the legislative body (Board of Commissioners, City Council) with all of the normal notification required by law for a public hearing.

B. Major Amendments for Non-Exempt Projects

The standard process for major amendments adding non-exempt projects to the Transportation Plan and/or the TIP, requiring air quality conformity determinations, shall be the same as presented above in Section III-A(2-5).

C. Minor Amendments

Transportation Plan and/or TIP amendments adding an exempt project shall be accomplished through the TAC and the Policy Committee public meetings. Emergency exempt Transportation Plan and/or TIP project amendments may be faxed, emailed or hand delivered to Committee members for approval and documentation.

D. Administrative Amendments

Transportation Plan and/or TIP amendments involving changes to existing projects shall be accomplished through approval by the TAC and the Policy Committee members which may be obtained by fax, email or hand delivery.

E. General Guidelines for Public Events/Participation

1. During development of Transportation Plan updates, the DMMPC/MPO will provide at least one open house presentation extending into evening hours to maximize attendance, at an accessible location, and utilizing an interactive GIS viewing station.
2. Public meetings will be held at locations accessible to users of wheelchairs. Interpreters or other auxiliary aids will be arranged if requested 10 days in advance.
3. Information and final documents will be made available on the DMMPC/MPO website.
4. GIS technology and other visualization techniques will be used during public meetings and events, and in Transportation Plan and TIP documents.
5. Should Delaware County become a non-attainment area, the DMMPC/MPO will hold an annual meeting to review planning assumptions and the plan development process with interested parties and the general public.
6. Information involving both major and minor amendments will be forwarded to the DMMPC/MPO air quality partners for consultation.

Section IV. Evaluation of Public Involvement Process

The Public Participation Plan will be evaluated at the end of each year to determine its effectiveness in assuring that the process provides full and open access to all. The strategies to encourage participation from citizens from minority, low-income and traditionally under-served portions of the population will be adjusted as needed to best assure their access to the process. If a lack of input is deemed the result of flaws within the public participation process, an amendment will be prepared and processed to upgrade the Public Participation Plan so it will provide public comment and involvement.

Section V. Participation Plan Amendment Process

1. Notice: Notice of any proposed amendment to this Public Participation Plan shall be given by the methods set forth in Section 3 with the notice to include specific information that written comments on the amendment may be filed in the DMMPC/MPO Office for 45 days from the date of the notice.
2. Approval Process: Any proposed amendment to this Plan will go through the 3-step local approval process (TAC, ADMIN, and DMMPC).

Section VI. Definitions/Abbreviations

1. ADMIN: The Administrative Committee, which is the Policy Committee.
2. DMMPC: The Delaware-Muncie Metropolitan Plan Commission.
3. EPA: The Environmental Protection Agency.
4. Exempt Project: A project that does not add capacity to the surface transportation network.
5. FHWA: The Federal Highway Administration.
6. FTA: The Federal Transit Administration.
7. GIS: Geographic Information System.
8. IDEM: The Indiana Department of Environmental Management.
9. INDOT: The Indiana Department of Transportation.
10. MCCOG: The Madison County Council of Governments, the Anderson Metropolitan Planning Organization.
11. MPO: Metropolitan Planning Organization, the agency charged with carrying out federal requirements for transportation planning.
12. Non-Exempt Project: An improvement project that adds capacity to the surface transportation network.
13. SAFETEA-LU: The federal authorization act known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users.
14. TAC: The Technical Advisory Committee.
15. TAPIC: The Transportation and Planning Involvement Council.
16. TIP: Transportation Improvement Program.
17. TP: Transportation Plan.

Section VII. Effective Date

The Public Participation Plan set forth herein will be in full force and effect from the day after the date of approval by the Delaware Muncie Metropolitan Plan Commission (DMMPC) onward until such time as the Plan is amended again by the DMMPC.

DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION

Policy Statement Regarding Private Sector Participation In the Transportation Planning Process

Overview. The Delaware-Muncie Metropolitan Plan Commission (DMMPC), the Metropolitan Planning Organization (MPO) for the Muncie Indiana Urbanized Area is charged with administering a comprehensive transportation planning process. In conjunction with this role, it is the responsibility of the DMMPC to assure that there is private sector participation in this process, especially as it relates to the provision of public transportation. This assurance can best be successful if there is an established policy. The following is a modest yet effective method of meeting the requirements of the initial UMTA, now Federal Transit Administration (FTA), guidelines for private sector participation as outlined in the Federal Register of January 24, 1986.

Statement of Initiatives: The primary initiative of this process as it regards the DMMPC is the dissemination of information. The DMMPC will therefore strive to educate, or keep aware, the private sector through the following two main activities:

- assuring private sector representation and participation on the Technical Advisory Committee and any DMMPC citizen participation mechanism or committee, and

- placing private sector participants on the DMMPC office newsletter, PLAN NEWS, mailing list.

The second major initiative will be the input solicitation process. This process will be comprised of the following:

- encouragement and promotion of an ideas exchange between private sector participants and the DMMPC staff, and

- active solicitation and promotion of opportunities for private sector participants to compete for service provisions if qualified and/or capable, and

- active encouragement and solicitation of comments and opinions on the transportation planning process and planning activities, specifically as they relate to the provision of public transportation.

The third major initiative will be achieved by the successful completion of the first two initiatives on an ongoing basis. However, a mechanism needs to be in place by which problems can be solved. The activity will allow for expeditious, yet effective and fair, resolution of complaints or charges associated with the total process. It will also aid in assuring that the ongoing planning process has input from the private sector. The initiative will be as follows:

- creation of a review mechanism of any policy deemed uncompetitive or unfair to the private

sector, and

-allowance for the monitoring of the total process to assure that the proper mix of actors are invited to participate when necessary.

Conclusion: Private sector participation will be encouraged and solicited on a case-by-case basis also, as time passes. For instance, a private sector company prepared the last Transit Development Program (TDP) for the Muncie Indiana Transit System.

Initially, those private sector participants who will be notified and solicited for input include representatives of limousine services, taxi companies, and private bus companies. Representation will be sought from this initial group. Then, as time passes or the need arises, additional representation and involvement will be solicited.

**MUNCIE PUBLIC TRANSPORTATION CORPORATION
PRIVATE ENTERPRISE POLICY**

It shall be the policy of the Muncie Public Transportation Corporation, to involve the private sector in the planning and provision of transit/paratransit service in the City of Muncie, Indiana. This policy shall include:

I. The early involvement of private operators in planning for new or restructured service;

A. Early notification to private transportation providers of proposed services and opportunities;

B. Early consultation opportunities for participating in the development of transit/paratransit programs;

C. Reasonable opportunity for private operators to offer their own service proposals for consideration;

II. Consideration will be given as to whether private carriers could provide new or restructured service consistent with these policies and with reduced public subsidy. Movement towards involvement of the private sector in the planning and provision of transit service shall be accomplished consistent with the following policies:

A. Fixed Route/Demand Responsive Services

1. The Muncie Public Transportation Corporation will explore the potential and feasibility of private sector involvement in any new or restructured transit service.

2. The Muncie Public Transportation Corporation will assess the private sector's interest and capabilities for providing any new or restructured transit service.

3. If the interest and capabilities exist, the Muncie Public Transportation Corporation will utilize a formal, competitive bidding process to determine the most efficient and effective provider of any new or restructured transit service.

B. Secondary Maintenance

1. The Muncie Public Transportation Corporation will explore the feasibility of competitively bidding Secondary Departmental services (e.g., cleaning of bus shelters, caretaking of maintenance facility grounds, etc.)

C. Planning

1. The Muncie Public Transportation Corporation will encourage and support the MPO to include private sector providers on all appropriate planning advisory committees.

D. Other Considerations

1. Quality of service issues will be maintained by the private sector as measured by the performance standards in the Request for Proposal.

2. Since the successful competitive bidder will be the sole proprietor, non-compliance with the provisions of the service contract will result in penalties being levied on the private operator (e.g., Performance Bond).

3. All service contracts will be approved by the Muncie Public Transportation Corporation's Board of Directors.

4. The provisions imposed by the Federal government as terms of the grant agreement between the Corporation and UMTA to include but not be limited to the following provisions: 13C, 504, Title VI of the Civil Rights Act of 1964 and all other Applicable Federal Assurances shall be adhered to.

III. When comparing service proposals, the Muncie Public Transportation Corporation will ensure that non-profit proposals, including the Muncie Public Transportation Corporation's proposal, will include taxes, operating subsidies, capital grants, use of public facilities and insurance in the cost comparisons.

IV. The Muncie Public Transportation Corporation's private sector policy process, Requests For Proposals (RFP) and contract negotiations with the private sector will ensure the following planning procedures have been met.

A. Notification of all private sector firms of the Muncie Public Transportation Corporation's intent to involve them in the planning and provision of transit/paratransit service in the City of Muncie, Indiana;

B. Reasonable time for comment will be provided once the process has been developed;

C. Public hearings will be conducted as required by Muncie Public Transportation Corporation policy and State and Federal Law;

D. Consideration will be given to all reasonable comments and views expressed as a result of the above stated participation;

E. The State's open records law will be followed to ensure public access to the final program.

V. An appeals process to resolve complaints and disputes with private sector firms will involve Muncie Public Transportation Corporation Counsel and the Board of Directors.

A. A majority vote of the Muncie Public Transportation Board of Directors shall determine the final decision.

DMTIP

Introduction

INTRODUCTION

PURPOSE

The Delaware-Muncie Transportation Improvement Program (DMTIP) is developed annually by the Delaware-Muncie Metropolitan Plan Commission for two specific reasons:

(1) To develop a document that will guide local officials: (a) in the implementation of long-range transportation plans, (b) in setting forth a schedule to coordinate project implementation, (c) in the implementation of projects which will increase the efficiency of existing transportation resources, and (d) in the financial programming and administration of such projects.

(2) To meet the requirements of Federal regulations as contained in 23 C.F.R. 450.

These regulations require that a four-year transportation improvement program, including an annual element, be developed by the metropolitan planning organization, the State and publicly owned operators of mass transportation services in cooperation with recipients authorized under Section 5, 9, or 9A of the Urban Mass Transportation Act (49 U.S.C. 1604, 1607a, or 1607a-1). The early regulations also required that a transportation improvement program cover a period of not less than 3 years; indicate the area's priorities; and include realistic estimates of the total costs and revenues for the program period. The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) changed the required frequency of TIP's to four years and the Moving Ahead for Progress in the 21st Century Act (MAP-21) continued the requirement. MAP-21 added performance measurements, standards and analysis to the process. These new items will be developed by INDOT with guidance from FHWA and FTA and in consultation with the MPOs, who will comply with the process.

DEFINITION

As defined in the federal regulations, a transportation improvement program is "a staged multi-year program of transportation improvements". Also required is the inclusion in the transportation improvement program of a transportation systems management element.¹ The intent of this regulation is the identification of those projects that emphasize maximizing the efficiency of the existing transportation system but do not involve new transportation facilities or major changes in existing facilities.

RESPONSIBLE AGENCY

Federal regulations require that the transportation improvement program be developed and annually updated under the direction of the Metropolitan Planning Organization (MPO) in cooperation with state and local officials and local transit operators.² The Delaware - Muncie Metropolitan Plan Commission has been designated by the Governor of the State of Indiana as the recognized MPO for the Muncie Urbanized Area. As such, the Commission is responsible for seeing that the continuing, cooperative and comprehensive long-range transportation planning process is maintained.

Commission staff personnel, with the assistance of staff members of other public agencies and governments, conduct much of the technical work required to prepare transportation plans and programs. This report serves as an example. Such work must also be approved by the Commission and two of its advisory committees: the Administrative Committee and the Technical Advisory Committee.

¹Federal Register, June 30, 1983, Subpart A. Section 450.104 (b)5 ² Ibid., Section 450.104 (b) 4.

DMTIP FRAMEWORK

It is important to note that the DMTIP fits into both a planning and fiscal framework. The planning framework, of which DMTIP is a part, is based upon the *2009-2030 Delaware Muncie Transportation Plan*. Overlapping this planning framework is the fiscal framework, which supports the DMTIP. The proposed projects listed in this draft document are reviewed, revised and prioritized into a fiscally constrained program before being approved as part of the final version. The inclusion of a proposed project in an approved final DMTIP allows that project to be included in the INSTIP (state TIP). Then a project must meet all federal aid requirements and be selected for implementation by the Indiana Department of Transportation (for certain funds) and the Muncie Indiana Transit System (where urban transit projects are involved) in cooperation with the Delaware-Muncie Metropolitan Plan Commission.

FEDERALLY OBLIGATED PROJECTS

The following list of DMTIP projects outline the improvements, phases and funding obligated for projects from the FY 2009-2012 DMTIP for 2012:

DMMPC ANNUAL LIST OF OBLIGATED PROJECTS including MITS
 Awarded in Grants FY 2012 (7/1/11 - 6/30/12 Highway or 9/30/12 for Transit Projects)

<u>Des. Number</u>	<u>Project Description</u>	<u>TIP FEDERAL AMOUNT</u>	<u>OBLIGATION DATE</u>	<u>PHASE</u>	<u>OBLIGATED AMOUNT</u>	<u>TIP AMOUNT REMAINING</u>
1172735	Replacement Bus (Flexed from CMAQ) Comment: \$880,000 committed including FY2011	\$ 440,000	03/01/12	Purchase	\$ 440,000	\$0
1172730	Operating Assistance	\$1,684,747	07/11/11		\$1,684,747	\$0
1172741	Support Vehicle	\$ 28,000			\$ 28,000	\$0
1297062	Purchase of Biodiesel Fuel	\$ 350,000	01/30/12		\$ 350,000	\$0
1297061	Sidewalks	\$ 280,000	01/30/12		\$ 280,000	\$0

<u>Highway Des. #</u>	<u>GRANTEE</u>	<u>Project Description</u>	<u>FEDERAL \$</u>	<u>OBLIG DATE</u>	<u>PHASE</u>	<u>\$ Obligated</u>	<u>Amt. Remaining</u>
0101033	INDOT	SR 32 Safety	\$ 0	09/06/07		\$ 1,160	\$0
0200528	INDOT	McGalliard Rd at Norfolk Southern RR crossing	\$ 401,601		CN	\$ 401,601	\$0
0201140	INDOT	SR 332 at Nebo Rd Intersection Improve	\$ 440,000	07/10/13	RW	\$ 49,527	\$0
0401076	Muncie	Southside Gateway on Madison St	\$ 293,768	11/05/12	PE	\$ 18,800	\$0
0501034	Muncie	Morrison at Jackson Roundabout	\$1,653,338	01/26/11	CN	\$ 403,046	\$0
0501034	Muncie	Morrison at Jackson Roundabout	\$ 259,200		CE		\$0
0600198	Muncie	White River Greenway Ext Phase 3&4	\$ 115,740	05/06/09	CN	\$ 9,600	\$0
0600202	Muncie	White River Greenway Ext Phase 3&4	\$1,905,592	05/06/09	CN	\$ 52,480	\$0
0600202	Muncie	White River Greenway Ext Phase 3&4	\$ 536,557	05/06/09	CN	\$ 46,400	\$0

Highway	Project						
<u>Des. #</u>	<u>GRANTEE</u>	<u>Description</u>	<u>FEDERAL \$</u>	<u>OBLIG DATE</u>	<u>PHASE</u>	<u>\$ Obligated</u>	<u>Amt. Remaining</u>
0710089	Muncie	Walnut St at Riggins Rd Roundabout	\$ 272,000	10/09/13	PE	\$ 272,000	\$0
0710091	Delaware	Replacing Jackson St BR #513	\$2,733,442	05/11/11	CN	\$2,484,911	\$248,531
0710091	Delaware	Replacing Jackson St BR #513	\$ 341,680	05/11/11	CE	\$ 279,705	\$ 61,975
0711005	Muncie	Biodiesel: 2 dump trucks - FY 2012 Purchase	\$ 170,000	06/16/08		\$ 170,000	\$ 0
0800347	Muncie	Biodiesel: 1 dump truck - FY 2012 Purchase	\$ 100,000	06/13/08		\$ 100,000	\$ 0
0800089	Muncie	Sidewalk on Macedonia from 26th to 29th - FY 2012 PE	\$ 89,200	07/10/13	PE&CN	\$ 89,200	\$ 0
0810377	INDOT	Yorktown side-walks along 32 - FY 2011 CN	\$ 280,000		CN	\$ 280,000	\$ 0
0901916	Muncie	Sidewalks in Lyndenbrook Area - FY 2012 PE	\$ 71,360	07/10/13	PE	\$ 0	\$ 71,360
0900111	INDOT	Install Cable Guardrail on I-69 - FY 2012 CN	\$1,735,560	09/01/10	CN	\$ 848,937	\$ 0
0900111	INDOT	Install Cable Guardrail on I-69 - FY 2012 CN	\$ 14,983	09/01/10	CE	\$ 14,983	\$ 0
0901988	INDOT	McGalliard Rd new median at Norfolk S. RR - FY 2012 CN	\$ 28,750	08/10/11	CN	\$ 12,850	\$ 0
0901989	INDOT	McGalliard Rd signals upgrades near RR - FY 2012 CN	\$ 201,250	08/10/11	CN	\$ 30,275	\$ 0
0902310	Delaware	Rehabilitating Tillotson BR #520 - FY 2012 CN	\$2,072,000	05/11/11	CN	\$2,051,561	\$ 0
0902310	Delaware	Rehabilitating Tillotson BR #520 - FY 2012 CE	\$ 310,800	05/11/11	CE	\$ 2,000	\$ 0
0902310	Delaware	Rehabilitating Tillotson BR #520 - CSX RR Safety in FY 2012	\$ 206,054	05/11/11	CN	\$ 250,000	\$ 0
0902310	Delaware	Rehabilitating Tillotson BR #520 - FY 2012 Safety	\$ 0	05/11/11	Safety	\$ 196,848	\$ 0
1005655	INDOT	SR 28 Bridge over Halfway Creek - FY 2012 CN	\$ 512,277	02/09/11	CN	\$ 472,395	\$ 0
1005655	INDOT	SR 28 Bridge over Halfway Creek - FY 2012 CE	\$ 0	02/09/11	CE	\$ 29,791	\$ 0
1005847	Muncie	McKinley at Riverside safety reconstruct- TCSP	\$ 889,200	04/13/11	CN	\$ 889,200	\$ 0
1005847	Muncie	McKinley at Riverside safety reconstruct- federal earmark	\$ 437,352	04/13/11	CN	\$ 72,062	\$ 0
1173042	INDOT	Mississinewa micro-resurface #1005655	\$ 0	04/04/12	CN	\$ 96,920	\$ 0
1173042	INDOT	Mississinewa micro-resurface #1005655	\$ 0	04/04/12	CE	\$ 14,538	\$ 0
1173234	Muncie	Recreation Trails Project-Prairie Creek Reservoir	\$ 150,000	03/08/13	CN	\$ 150,000	\$ 0
1173279	INDOT	SR 32 Signal Modifications in Muncie	\$ 112,000	04/04/12	CN	\$ 131,774	\$ 0

Highway	Project						
<u>Des. #</u>	<u>GRANTEE</u>	<u>Description</u>	<u>FEDERAL \$</u>	<u>OBLIG DATE</u>	<u>PHASE</u>	<u>\$ Obligated</u>	<u>Amt. Remaining</u>
1173510	INDOT	Sign inventory for Eaton toward replacing signs not meeting FHWA reflectivity standards	\$ 13,500	05/25/13	PE	\$ 12,150	\$ 0
9881870	Delaware	Walnut St Bridge #510 Rehabilitation - Transfer funds from CN to CE	\$ 357,000	04/22/03	CE	\$ 5,184	\$ 0
9881880	Delaware	Cowan Rd Reconstruct from SR 67 to 400S - Transfer funds from CN to CE	\$ 52,000	06/17/03	CE	\$ 2,710	\$ 0

Note: Delaware is Delaware County; INDOT is the Indiana Department of Transportation (Greenfield District)

DMMPC ANNUAL LIST OF OBLIGATED PROJECTS including MITS
Awarded in Grants FY 2013 (7/1/12 - 6/30/13 Highway or 9/30/13 for Transit Projects)

<u>Des. Number</u>	<u>Project Description</u>	<u>PROJECT PHASE</u>	<u>OBLIGATION DATE</u>	<u>OBLIGATED AMOUNT</u>	<u>TIP AMOUNT AMOUNT</u>
0201140	SR332 at Nebo Road	Constr.	7/10/2013	1,801,868.31	
0201140	SR332 At Nebo Road	C. E.	7/10/2013	180,186.83	
0401076	ST1005 Muncie S Gateway	Constr.	7/10/2013	1,188,344.00	
0401076	ST1005 Muncie S Gateway	C. E.	7/10/2013	252,460.38	
0401076	ST1005 Muncie S Gateway	Constr.	7/10/2013	522,176.62	
0501039	ST1010 SR 332 at Nebo-E*	P. E.	5/7/2015	115,385.00	
0501039	ST1010 SR 332 at Nebo-E*	P. E.	5/7/2015	358,371.00	
0710091	ST1009 BR #513, Jackson	Constr.	5/11/2011	84,969.60	
0710092	IR1013 Morrison, S of Keller	Constr.	7/17/2013	3,459,900.04	
0710092	IR1013 Morrison, S of Keller	C. E.	7/17/2013	432,487.51	
0710092	IR1013 Morrison, S of Keller	Utility	7/17/2013	624,907.20	
0800948	I69 At CR 1200N	C. E.	10/11/2012	16,715.25	
0800948	I69 At CR 1200N	Constr.	10/11/2012	111,435.03	
0800957	SR167 At Halfway Crk Br	P. E.	10/8/2014	20,000.00	
0801004	SR67 SR 167 to SR 1	Constr.	1/16/2013	373,697.25	
0801004	SR67 SR 167 to SR 1	C. E.	1/16/2013	48,580.64	
0901988	ST1023 McGalliard at NSRR	C. E.	8/10/2011	6,471.65	
0901988	ST1023 McGalliard at NSRR	Constr.	8/10/2011	2,896.81	
0901989	ST1023 at Broadway/Granville	C. E.	8/10/2011	58,248.00	
0902310	ST1024 BR#520, Tillotson Ext	Constr.	5/11/2011	125,994.82	
1006111	ST1010 Nebo at Jackson St.	P. E.	1/13/2016	192,176.00	
1006112	VARI Replacement of signs for FHWA standards	P. E.	3/5/2014	214,290.00	
1006337	US35 6.70 miles N. of SR 3	R. W.	8/6/2014	400.00	
1173042	SR28 SR 67 to SR 167	Constr.	4/4/2012	0.01	
1173042	SR28 SR 67 to SR 167	Constr.	4/4/2012	96919.92	
1173142	ST1001 Indiana at RR-Eaton	Constr.		25,000.00	
1173144	IR1001 Harris at NSRR-Eaton	Constr.		25,000.00	
1173279	VARI State Signals Mods	Constr.	4/4/2012	127,774.00	
1173279	VARI State Signals Mods	Constr.	4/4/2012	0.01	

1173659	I69	MM 245.4 - MM 254.2	P. E.	3/5/2014	21,000.00
1297093	SR32	SR 32 signals at Liberty, Franklin, High, Walnut.	C. E.	3/6/2013	30,644.05
1297093	SR32	SR 32 signals at Liberty, Franklin, High, Walnut.	Constr.	3/6/2013	278,582.30
1297094	SR32	SR 32 signals at Mulberry and Jefferson in Muncie.	C. E.	3/6/2013	15,157.55
1297094	SR32	SR 32 signals at Mulberry and Jefferson in Muncie.	Constr.	3/6/2013	101,050.30
1297872	US35	0.10 mi S SR 32 over CSX RR (35)3-18-02396 ANBL	Constr.	1/15/2014	6,000.00
1297873	US35	0.10 mi S SR 32 over CSX RR (35)3-18-02396 JASB	Constr.	1/15/2014	6,000.00
1297876	US35	1.39 mi N SR 32 over NS RR (35)3-18-02397 ANBL)	Constr.	1/15/2014	4,000.00
1297877	US35	1.39 mi N SR 32 over NS RR (35)3-18-02397 ASBL)	Constr.	1/15/2014	4,000.00
1382337	SR67	S. Walnut over SR 67	Constr.	7/10/2013	171,200.00
1382337	SR67	S. Walnut over SR 67	C. E.	7/10/2013	32,100.00
9700310	SR32	CR 575W to Nebo	R. W.	10/7/2009	195,770.23

DMTIP
*Financial
Considerations*

FINANCIAL CONSIDERATIONS

LOCAL REVENUE FORECASTS

Realistic cost estimates, apportioned by funding source, are supplied for each agency. These estimates when compared to revenue forecasts give insight to the DMTIP Coordinating Committee on the financial feasibility of attaining implementation of the DMTIP. Forecasts of anticipated revenues for use in providing an efficient transportation system were developed using multi-year funding information from each local public agency that implements projects. The tables below show the funding available for the local match portion of the bridge and surface transportation projects of Delaware County and Muncie, Indiana in the DMTIP.

FY 2014-17 Delaware County Revenue

Fund	CUMBR	LRS	Wheel Tax
2014	2,070,000	485,000	980,000
2015	2,090,000	490,000	980,000
2014	2,110,000	495,000	980,000
2015	2,130,000	500,000	980,000
Total	\$ 8,400,000	\$ 1,970,000	\$ 3,920,000

Delaware County uses its MVH funds, averaging over \$1,900,000 per year, for the salaries, operation and maintenance costs for its highway department. The County's projects in the DMTIP will usually use LRS, Wheel Tax, or Cumulative Bridge funds, which will also be used for local repaving and road/bridge repair costs. The County will also receive an estimated \$2,000,000 of EDIT funds per year, some of which could be

used toward its transportation improvement projects.

FY 2014-17 Muncie Revenue

Fund	LRS	Wheel Tax
2014	490,000	990,000
2015	495,000	990,000
2016	500,000	990,000
2017	505,000	990,000
Total	\$ 1,990,000	\$ 3,960,000

The City of Muncie uses its MVH funds, averaging over \$1,900,000 per year, for the salaries, operation and maintenance costs for its highway department. Muncie's projects in the DMTIP will usually use LRS and/or Wheel Tax funds, which will also be used for repaving and road repair costs. Muncie will also receive an estimated \$2,000,000 of EDIT funds per year, some of which could be used toward its transportation improvement projects.

FY 2014-17 Yorktown Revenue

Fund	LRS	Parks Dept
2014	94,550	21,000
2015	96,900	21,500
2016	99,250	22,000
2017	101,600	22,500
Total	\$ 392,300	\$ 87,000

The Town of Yorktown uses its MVH funds, averaging over \$900,000 per year, for the salaries, operation and maintenance costs for its highway department. Funds from the Yorktown Parks Department have been used toward bicycle/pedestrian path improvements, some of which are eligible for federal funds under the Transportation Enhancement and CMAQ Programs. The LRS funds are available for use as local funds matching federal funds toward road and transportation enhancement improvement.

*Abbreviations: CUMBR - Cumulative Bridge Fund, LRS - Local Road & Street Account, MVH - Motor Vehicle/Highway Account, EDIT is Economic Development Income Tax.

MITS FINANCIAL CAPACITY ASSESSMENT

The DMMPC, in accordance with the requirements of Federal Transit Administration (FTA) Circular 7008.1, has made an assessment of the financial capacity of the Muncie Indiana Transit System (MITS). The following narrative and tables show that MITS clearly has sufficient capacity to undertake its projects programmed within this document.

The tables of MITS Actual Operating Expenses and MITS Actual Operating Revenues on the next page list financial data reported by MITS to the Indiana Department of Transportation for 2005 through 2009 are listed in tabular form on the next page. These figures show that MITS reduced or consolidated services over those five years to keep increasing costs within the available revenue. The utility and material costs are expected to increase at 3 percent per year in the future due to inflation. The future transit revenues are expected to keep pace with inflation. The growth in future MITS expenses was calculated using anticipated economic patterns.

MITS ACTUAL OPERATING EXPENSES

EXPENSE ITEMS	2006*	2007*	2008*	2009*	2010*
Salaries	\$ 2,857,494	\$ 2,809,696	\$ 2,762,647	\$ 2,703,050	\$ 2,799,623
Fringe Benefits	1,329,920	1,341,053	1,350,363	1,405,294	1,390,896
Contract Services	389,717	414,348	472,505	437,924	448,314
Materials&Supplies	1,024,253	974,056	1,295,482	1,129,693	861,505
Utilities	102,329	109,951	111,754	103,003	99,917
Casualty/Liability	312,172	329,865	275,715	235,048	300,316
Purchased Transpo.	0	0	0	0	0
Other	136,490	151,530	172,353	131,887	181,329
Total Expenses	\$ 6,152,375	\$ 6,130,499	\$ 6,440,819	\$ 6,145,899	\$ 6,081,900

MITS ACTUAL OPERATING REVENUE

REVENUE ITEMS	2006*	2007*	2008*	2009*	2010*
Fare Revenue	\$ 237,938	\$ 238,024	\$ 239,840	\$ 210,250	\$ 193,948
Other	22,578	-33,707	184,462	80,489	58,184
Local Assistance	3,235,924	3,375,976	2,995,285	2,701,796	2,562,714
State Assistance	1,297,096	1,388,890	1,668,061	1,644,820	1,554,307
Federal Assistance	1,358,839	1,161,316	1,353,171	1,508,544	1,712,747
Total Revenues	\$ 6,152,375	\$ 6,130,499	\$ 6,440,819	\$ 6,145,899	\$ 6,081,900

* The expenses and revenue are documented in the MITS 2006 through 2010 Public Transportation Annual Reports.

The tables on the next page show the estimated cash flow for MITS, indicating that its projects in this program are financially constrained. The local matching required is within available funds.

MITS OPERATING EXPENSES FORECAST

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EXPENSE ITEMS	2014	2015	2016	2017
Salaries	\$ 3,098,389	\$ 3,191,341	\$ 3,287,081	\$ 3,385,694
Fringe Benefits	1,749,233	1,801,709	1,855,760	1,911,433
Contract Services	504,582	519,719	535,311	551,370
Materials & Supplies	1,029,233	1,060,110	1,091,913	1,124,671
Utilities	112,457	115,831	119,306	122,885
Casualty/Liability	290,917	299,645	308,634	317,893
Purchased Transport.	0	0	0	0
Other	200,302	169,790	174,884	180,130
Total Eligible Expenses	\$ 6,985,113	\$ 7,158,145	\$ 7,372,889	\$ 7,594,076

MITS OPERATING REVENUE FORECAST

REVENUE ITEMS	2014	2015	2016	2017
Local Assistance	\$ 3,649,397	\$ 3,643,281	\$ 3,752,579	\$ 3,865,157
State Assistance	1,742,969	1,830,117	1,885,021	1,941,571
Federal FTA (5307/HI)	1,592,747	1,684,747	1,735,289	1,787,348
Total Revenues	\$ 6,985,113	\$ 7,158,145	\$ 7,372,889	\$ 7,594,076

FEDERAL TRANSIT ADMINISTRATION FUNDS AVAILABLE (Cash Flow)

Federal Transit Funds	2014	2015	2016	2017
Beginning Balance (Carryovers)	\$ 0	\$ 0	\$ 0	\$ 0
Federal Apportion (FTA 5307/HI)	1,656,747	1,684,747	1,735,289	1,787,348
Federal Award (FTA 5309)	864,000	892,000	824,000	400,000
Federal Award (FTA 5317)	80,000		100,000	
Total Federal Funds Available	2,600,747	2,576,747	2, 659,289	2,187,348
Operating Expenses	1,592,747	1,684,747	1,735,289	1,787,348
3 Hybrid-electric buses (1,1,1,0)	464,000	472,000	480,000	
13 Paratransit vans (5,4,4,0)	400,000	336,000	344,000	
1 Building & Grounds vehicle		44,000		
1 Supervisor vehicles (1,0,0,1)	28,000			
1 Service Truck (replacement)	36,000			
2 New Freedom transit vans	80,000			
Accessible Transp Voucher Progm			100,000	
Passenger-Waiting Shelters		40,000		
Replace roof: MITS Headquarters				400,000
Total Projects	\$ 2,600,747	\$ 2,576,747	\$ 2, 659,289	\$ 2,187,348
Ending Balance	\$ 0	\$ 0	\$ 0	\$ 0

DMTIP
Process

DMTIP COORDINATING COMMITTEE

The principal mechanism used for developing the Delaware-Muncie Transportation Improvement Program (DMTIP) is a special advisory committee of the Delaware-Muncie Metropolitan Plan Commission called the DMTIP Coordinating Committee. The committee also assists in the development of transportation system management strategies, thus creating continuity in the planning process and implementation. The committee membership is comprised of the following:

- Muncie Board of Works
- Delaware County Engineering Office
- Representative, Town of Selma
- Town Manager, Town of Yorktown
- Manager, Muncie Indiana Transit System
- New InterUrban Rural Transit Representative
- INDOT Greenfield District Representative
- Executive Director, Delaware-Muncie Metropolitan Plan Commission
- Principal Planner, Delaware-Muncie Metropolitan Plan Commission
- Transportation Planner, Delaware- Muncie Metropolitan Plan Commission

Since the committee does not include local decision makers in the development stages of the DMTIP, it is an implied responsibility of the individual members to obtain input from this group throughout the process. This does not exempt the established planning procedures for review and endorsement; but is intended to ensure the policy-makers an active role in the DMTIP development process from its inception.

The primary input of the committee is in the annual preparation of the three-year transportation improvement program/annual element, which describes all proposed transportation systems development in the Delaware-Muncie area. In order to accomplish this task in a fashion that addresses the area's needs and fulfills all federal requirements, it is necessary to:

(1) determine area-wide goals and objectives; (2) identify area-wide priorities for the program period; (3) determine appropriate actions to fulfill area-wide priorities; (4) identify transportation improvements to be implemented during the program period; (5) indicate the area's priority on each improvement; (6) group improvements of similar urgency and anticipated staging into appropriate staging periods; and (7) indicate realistic estimates of total cost and revenues for the program period.

GOALS AND OBJECTIVES

To ensure that the annual development of the DMTIP is consistent with the ends to which the Delaware-Muncie area aspires, a set of transportation goals and objectives was adopted by the DMTIP Coordinating Committee. The goals and objectives are intended to help establish policy guidelines for planning implementation and identify specific community needs as a focal point for project selection.

The goals and objectives adopted by the committee were developed and approved as a part of the 2013-2040 Delaware-Muncie Transportation Plan. They are as shown on the next page:

Goals:

- Ensure the continued provision of bus service throughout the City of Muncie including purchase of replacement transit vehicles.

-Provide a safe, well-maintained, functional multi-modal transportation system that is compatible with planned community growth and minimizes traffic congestion.

-Develop cost-effective, environmentally sound plans, programs, standards, and enforcement procedures for the maintenance and extension of public and private facilities.

-Promote the development of land, parking facilities and effective movement of people and goods within the Central Business District (also known as City Center), while improving the aesthetic character and environmental quality of downtown Muncie.

-Promote the community's ability to improve the surface transportation system by means of an improved economic base resulting from orderly economic development encompassing all industries - housing, retail, manufacturing and tourism.

Objectives:

-Assure a cost-effective transportation system.

-Use the existing transportation facilities to their maximum efficiency.

-Decrease transportation related fatalities and accidents.

-Reduce congestion and improve circulation, particularly for the City Center, University and major activity areas.

-Provide satisfactory access/connectivity from developed areas to the regional highway system.

-Increase intermodalism to promote energy and environmental conservation.

-Improve accommodation of non-motorized travel and the elimination of conflict between modes of travel.

-Improve and increase the role of transit services to improve overall transportation system efficiency.

-Improve and promote pedestrian and bicycle facilities and circulation.

-Ensure that transportation planning efforts consider citizen needs for all modes of transportation and concerns for impacts of the transportation system on other elements such as neighborhoods and businesses.

AREA-WIDE PRIORITIES

Throughout the planning year, input is sought from neighborhood groups, civic organizations, business leaders, private citizens, elected officials, and other government officials who relay their feelings on the area's transportation needs. From this input and the area's surveillance activities, priority transportation issues are identified. Although not a rigidly structured procedure, this step in the DMTIP development process is extremely important as it provides the foundation, in conjunction with

the area's goals and objectives, for project selection, project staging, and the efficient employment of available fiscal resources.

Area-wide transportation priorities identified for the Fiscal Year 2012-2015 DMTIP program period are:

- Provide proper geometric design features to expedite safe, efficient traffic movement on the major street system.
- Increase capacity and/or decrease travel times on the major street system.
- Reduce rail/highway accidents at crossings of the Conrail and Norfolk Southern Railroads by: (1) improving crossing surface; (2) installation of standard signs and markings; and (3) installation of train-activated warning devices.
- Ensure transportation availability for the elderly, mobility limited, and disadvantaged through a demand responsive transit system and purchase of replacement vehicles for special transit providers.
- Reduce road users costs on the major street system.
- Make all necessary improvements at locations with a high accident history to reduce fatalities, injuries and damage.

PROJECT DEVELOPMENT

The projects are chosen, proposed, and developed by the implementing agencies to meet the major transportation improvement needs of their jurisdictions. Many needs are identified through major documents such as the biennial county Bridge Reinspection Report, the Transportation Plan, and the MITS Transit Development Program. These reports contain detailed analysis and specify the improvements that are most needed and will have the greatest impact in upgrading and maintaining a transportation system that functions well. Other needs are identified through public input, traffic data collection, and committee discussions concerning short-range concerns. The Transportation Plan includes long-range needs that have already been identified through public input, traffic data collection, and committee discussions. The Plan Commission staff encourages the implementing agencies to submit projects from the major documents on a timely basis appropriate for meeting projected travel demands and maintaining the integrity of the transportation system.

The combination, timing, and priority of projects in the TIP are the result of discussions on proposed projects within the Coordinating Committee, the Technical Advisory Committee and the Administrative Committee. In the past, TIP projects subject to local prioritization have not been rated to determine priority. The proposed Urban STP projects with local match funds available have not exceeded the federal funds available for programming, but that is expected to change.

The Urban STP funds, Congestion Mitigation/Air Quality (CMAQ) funds, Transportation Enhancement (TE) funds and HSIP funds are the locally prioritized federal funds that have two or more agencies submitting projects. CMAQ and TE projects have a formal rating system and it is anticipated that the Urban STP projects will soon have one. They will have a rating system as soon as they start being selected for consideration locally.

The Federal Transit Administration (FTA) Section 5310 fund projects are prioritized by transit

TAC's. The Delaware-Muncie Metropolitan Plan Commission has a staff member on a regional TAC coordinated by the LifeStream Services. This TAC prioritizes FTA Section 5310 projects submitted by human services agencies within a multi-county area including Delaware County and the projects within Delaware County are submitted for inclusion in the DMTIP.

The New InterUrban Transit TAC meets quarterly to discuss the coordination of rural transit resources to meet the needs of clients of the human service agencies in a seven county area, to plan shared transit driver training, and to discuss solutions to transit service problems common to human service agencies within Blackford, Delaware, Grant, Henry, Jay, Madison and Randolph Counties.

STAGING PERIODS

Here, improvements of similar urgency are grouped by phase (Preliminary Engineering, Right-Of-Way, and Construction or Purchase) into appropriate time periods. Although each agency implementing a project is responsible for this step, efforts are made to ensure that proposed expenditures during the program period correspond to anticipated revenues. If revenue availability changes, the shifting of improvements into earlier or later time periods are a natural part of the process.

DMTIP DOCUMENT PROCESS

This step begins with the implementing agencies submitting the necessary information to adequately explain the improvements and costs for each phase. This information is reported by the State to the federal government. The implementing agencies develop the improvement projects using the steps outlined in the DMTIP process. The DMTIP Coordinating Committee reviews the project information and determines the project priorities concerning federal funding sources. The DMMPC staff compiles project descriptions, priorities, and funding information into one cohesive document.

The DMTIP draft document is presented in public hearing at a monthly meeting of the Delaware-Muncie Metropolitan Plan Commission (DMMPC). The draft DMTIP goes to the Technical Advisory Committee, the Administrative Committee and the Transportation for public input, review and some revision. A final DMTIP goes before the Technical Advisory Committee, the Administrative Committee and the DMMPC for local approvals. The DMTIP document is then submitted to the state for incorporation into the Indiana State Transportation Improvement Program (INSTIP), which guides the distribution of all federal transportation improvement funds in Indiana.

PUBLIC PARTICIPATION PROCESS

The public participation process focuses on encouraging public direct input in the transportation planning process during the local review and adjustment of the Transportation Plan (TP) and Transportation Improvement Program (TIP). Notification of transportation committee meetings that involve the TP or TIP is done by letter to private transportation providers, by DMMPC newsletter articles for those involved with the DMMPC, and by public notice in the local newspapers for the general public. The DMMPC accepts verbal public comments at the committee meetings and written comments at the DMMPC Office. The public participation process was approved in 2007.

DMTIP

Projects

INTRODUCTION

Detailed in this section are the transportation improvement projects programmed for implementation during the DMTIP program period. Projects are illustrated in tabular form and grouped according to the governmental unit or agency responsible for implementation: City of Muncie, Delaware County, etc. The projects submitted for Enhancement Activities, Rural Bridges, Rural Roads and Rail Crossing Protection are not listed here until selected among similar projects statewide. Such projects, pending selection, are listed in the Illustrative Projects Chapter.

The projects submitted for the DMTIP are listed in the tables that follow. More project detail is listed on project pages in the Appendix with information concerning: aerial view, location, description, and planning support.

FUNDING SOURCE ABBREVIATIONS

Federal Funds: Hi Priority – Federal Earmarks from TEA-21 and SAFETEA-LU legislation

STP – Surface Transportation Program (U - Urban, R - Rural, P - Rail Crossing Protection, E - Enhancement)

Local Funds: CBR - Cumulative Bridge Fund (County) LRS - Local Road & Street Funds

CGI - Cardinal Greenways Incorporated

MVH - Local Motor Vehicle / Highway Funds

EDIT - Economic Development Income Tax

YGF - Yorktown General Fund

TIF - Downtown Tax Increment Financing District funds

Other Definitions: ITS – Intelligent Transportation System (for projects tied to ITS Architecture).

*(State) Fiscal Year – July 1st of previous year to June 30th of year Example: FY 2015 is 7/1/14 to 6/30/15.

SUMMARY OF FEDERAL FUNDS AVAILABLE AND PROGRAMMED (for Projects of Local Public Agencies)

Available				Fiscal Year	Programmed			
Urban STP	CMAQ	STP-TA	HSIP		Urban STP	CMAQ	STP-TA	HSIP
\$ 6,164,492	\$2,475,769	\$2,446,552	\$1,691,715	2014	\$ 7,756,222	\$ 876,637	\$407,500	\$2,344,416
\$ 1,831,408	689,306	119,378	309,799	2015	\$ 996,916	\$ 156,000	411,623	
\$ 1,831,408	689,306	119,378	309,799	2016	\$ 733,703	\$1,167,684	347,500	
\$ 1,831,408	689,306	119,378	309,799	2017	\$ 1,464,000			
\$11,658,716	\$4,543,687	\$2,804,686	\$2,621,112	Total	\$10,950,841	\$2,200,321	\$1,166,623	\$2,344,416

This is an FY 2014-17 document. Some funding information on the project pages will be listed with the Year as “Prev”, meaning it comes from the last version of the previous DMTIP and is for your information (FYI) only.

TRANSPORTATION IMPROVEMENT PROGRAM - LOCAL URBAN PROJECTS

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des # 0401076 City of Muncie	Streetscape & Roundabout	Southside Gateway, Madison Street from Walnut to 29 th : streetscape & road reconstruction, and Phase 2- Madison at Walnut Roundabout).	PE	293,768	STP-TE	Prev	<u>\$ 2,627,278</u> PE: 367,210 CN: 1,996,068 CE: 264,000
			"	<u>76,442</u>	Local	Prev	
			Constr.	774,637	CMAQ	2014	
			"	977,144	STP-U	2014	
			"	<u>244,287</u>	Local	2014	
			C.E.	211,200	STP-U	2014	
			"	52,800	Local	2014	
Des #0501031 LU#775,4134 City of Muncie	New Road and Enhancement	Extend Everbrook Lane from SR 332 to Bethel Avenue, including new sidewalks.	PE	45,600	Earmark	2015	<u>\$ 719,919</u> PE: 57,000 RW: 20,000 CN: 642,919
			PE	<u>11,400</u>	Local	2015	
			ROW	16,000	Earmark	2017	
			ROW	<u>4,000</u>	Local	2017	
			Constr.	514,335	Earmark	Future	
			"	128,584	Local	Future	
Des #0501033 LU#3320,4176 City of Muncie	Safety and Enhancement	Reconstruct local streets to provide pedestrian friendly upgrades: Neely Ave from New York Ave to Wheeling Avenue.	PE	114,624	Earmark	Prev.	<u>\$ 2,136,150</u> PE: 186,150 RW: 60,000 CN: 1,868,000 CE: 233,500
			"	28,656	Local	Prev.	
			"	34,296	STP-U	2014	
			"	<u>8,574</u>	Local	2014	
			RW	48,000	STP-U	2015	
			"	<u>12,000</u>	Local	2015	
			CN/CE	722,284	Earmark	2016	
"	958,916	STP-U	2016				
			"	420,300	Local	2016	
Des #0501039 LU#1786,4148 Delaware Co. (Joint Partnership with City of Muncie and Yorktown)	Intersection Improvements	Intersection and enhancement improvements for Nebo Road at SR 332 and the Nebo corridor from SR 332 to Jackson Street. Construction for Phase 1 – Intersection and Phase 2 – Nebo Corridor.	PE	115,385	Earmark	Prev	<u>\$3,374,621</u> PE: 592,195 RW: 50,000 CN:2,903,600 CE: 421,021
			"	358,371	STP-U	Prev	
			"	<u>118,439</u>	Local	Prev	
			RW	40,000	Earmark	2016	
			"	<u>10,000</u>	Local	2016	
			CN1/CE	2,659,697	Earmark	2017	
			"	664,924	Local	2017	
Des # 0710089 City of Muncie	Reconstruction	Walnut Street Phase I at Riggin Road: reconstruction to 3-R standards with roundabout.	PE	272,000	STP-U	Prev	<u>\$ 2,450,000</u> PE: 340,000 RW: 40,000 CN:1,269,093 CE: 158,636
			"	<u>68,000</u>	Local	Prev	
			ROW	0	STP-U	Prev	
			"	40,000	Local	Prev	
			CN/CE	943,218	TCSP	2015	
			"	<u>198,965</u>	STP-U	2015	
			"	<u>285,546</u>	Local	2015	
Des # 0710092 Delaware Co.	Added Center Turn Lane	Morrison Road from York Prairie Creek to Keller Road: add center turn lane, bike lanes and sidewalks.	ROW	352,000	STP-U	Prev	<u>\$ 6,266,000</u> PE: 365,835 RW: 440,000 CN:5,720,900 CE: 545,100
			"	<u>88,000</u>	MTIF	Prev	
			Constr.	4,576,720	STP-U	2014	
			"	<u>1,144,180</u>	MTIF	2014	
			C. E.	436,080	STP-U	2014	
			"	109,020	MTIF	2014	

Note: PE is Preliminary Engineering, ROW is right-of-way acquisition, Constr. is construction, and C.E. is construction engineering. The information listed next to "Prev" is FYI as part of the previous DMTIP.

TRANSPORTATION IMPROVEMENT PROGRAM - LOCAL URBAN PROJECTS (Continued)

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des # 0710098 Delaware Co.	Rehabilitation	Bridge #141, Tiger Drive over White River: bridge rehabilitation and bicycle/ pedestrian path.	PE	250,948	STP-U	2015	<u>\$ 2,050,000</u> PE: 313,685 RW: 20,000 CN:1,590,000 CE: 240,00
			"	<u>62,737</u>	CBR	2015	
			ROW	16,000	STP-U	2016	
			"	<u>4,000</u>	CBR	2016	
			Constr.	1,272,000	STP-U	2017	
			"	<u>318,000</u>	CBR	2017	
Cn. Eng.	192,000	STP-U	2017				
"	<u>48,000</u>	CBR	2017				
Des # 1006111 Delaware Co.	Traffic Flow	Jackson Street at Nebo Road: construct roundabout.	PE	192,176	CMAQ	Prev	<u>\$2,290,220</u> PE: 240,220 RW: 50,000 CN:2,000,000
			"	<u>48,044</u>	Local	Prev	
			RW	40,000	CMAQ	2015	
			"	<u>10,000</u>	Local	2015	
			CN/CE	1,000,000	CMAQ	2016	
			"	600,000	STP-U	2016	
"	<u>400,000</u>	Local	2016				
Des # 9786020 City of Muncie	Reconstruction	Wheeling Avenue from Riverside Avenue to McGalliard Road: reconstruct.	PE	260,584	STP-U	Prev	PE: 325,730
			"	<u>65,146</u>	Local	Prev	
Des #1173228 City of Muncie	Widening	Wheeling Avenue from Riverside Avenue to Centennial Avenue: reconstruct to 3-lane configuration.	ROW	168,000	STP-U	2016	<u>\$ 2,720,000</u> RW: 210,000 CN:2,200,000 CE: 310,000
			"	<u>42,000</u>	Local	2016	
			CN	150,000	STP-U	2018	
			"	<u>2,050,000</u>	Local	2018	
			C.E.	2,000	STP-U	2018	
"	<u>308,000</u>	Local	2018				
Des # 1173229 City of Muncie	Reconstruction	Wheeling Avenue from Centennial Avenue to McGalliard Road: reconstruct to current 3 and 5 lanes.	RW	232,000	Earmark	2016	<u>\$ 2,800,000</u> RW: 290,000 CN: 2,200,000 CE: 310,000
			"	<u>58,000</u>	Local	2016	
			CN	647,063	Earmark	2017	
			"	2,800	STP-U	2017	
			"	<u>1,550,137</u>	Local	2017	
			C.E.	2,000	STP-U	2017	
"	<u>308,000</u>	Local	2017				
Des # 1382332 Delaware Co.	BRIDGE	Bridge #516, Tillotson Avenue over White River: Bridge Rehabilitation.	PE	219,200	STP-U	2015	<u>\$2,235,000</u> PE: 274,000 RW: 10,000 CN:1,725,000 CE: 251,000
			"	<u>54,800</u>	CBR	2015	
			ROW	8,000	STP-U	2016	
			"	<u>2,000</u>	CBR	2016	
			Constr.	1,380,000	STP-U	2017	
			"	<u>345,000</u>	CBR	2017	
			C.E.	200,800	STP-U	2017	
			"	<u>50,200</u>	CBR	2017	

Note: PE is Preliminary Engineering, ROW is right-of-way acquisition, Constr. is construction, and C.E. is construction engineering. The information listed next to "Prev" is FYI as part of the previous DMTIP.

**FY 2014 – 2017 TRANSPORTATION IMPROVEMENT PROGRAM:
URBAN BIKE/PEDESTRIAN, SRTS & RECREATIONAL TRAIL PROGRAM PROJECTS**

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des # 0800089 City of Muncie	BICYCLE PEDESTRIAN	Construct a 5-foot wide sidewalk along Macedonia Ave. from 26 th Street to 29 th Street. Note: this PE also covered Des #0901916 design.	PE " CN/CE "	116,160 <u>29,040</u> 112,526 28,132	CMAQ <u>Local</u> CMAQ Local	Prev Prev 2015 2015	\$ <u>140,658</u> PE: 145,200 CN: 125,029 CE: 15,629
Des. #0800295 City of Muncie	Bike/Ped. Trail	Kitselman Trailhead connecting White River Corridor & Cardinal Greenway bicycle /pedestrian trails.	PE " RW " CN/CE "	160,000 <u>40,000</u> 40,000 <u>10,000</u> 211,623 52,906	STP-TE <u>CGI</u> STP-TE <u>CGI</u> STP-TE CGI	2015 <u>2015</u> 2016 <u>2016</u> 2017 2017	\$ <u>514,529</u> PE: 200,000 RW: 50,000 CN: 264,529
Des. #0900596 Yorktown	Bike/Ped. Trail	River Road along White River from Morrison Road to CR 500W: bicycle /pedestrian trail.	ROW " Constr. " " Cn. Eng. "	406,404 <u>101,601</u> 347,500 122,572 <u>117,518</u> 58,760 14,690	CMAQ <u>Local</u> STP-TE CMAQ <u>Local</u> CMAQ Local	2015 <u>2015</u> 2016 2016 <u>2016</u> 2016 2016	\$ <u>838,980</u> PE: 315,000 RW: 508,005 CN: 587,590 CE: 73,450
Des # 0901916 City of Muncie	BICYCLE PEDESTRIAN	Construct sidewalks in Lyndenbrook Area as per Bike/ Pedestrian Plan in the Transportation Plan	PE Constr. " Cn. Eng. "	<u>0</u> 372,000 <u>93,000</u> 35,500 8,875	STP-TE STP-TE <u>LRs</u> STP-TE LRs	Prev 2015 <u>2015</u> 2015 2015	\$ <u>509,375</u> PE: 0 CN: 465,000 CE: 44,375
Des # 0901917 City of Muncie	BICYCLE PEDESTRIAN	Study, engineering, final design, and CSRR Muncie Beltway right-of-way acquisition.	Study " ROW "	42,880 <u>10,720</u> 57,120 14,280	STP-TE <u>CGI</u> STP-TE CGI	2014 <u>2014</u> 2014 2014	\$ <u>125,000</u> PE: 53,600 RW: 71,400
Des. #1173234 City of Muncie Prairie Creek Trail Phase 1	Recreational Trails	Crushed limestone trail of 0.85 mile for a bike/ped. path. Will also include a trailhead, some boardwalk, an ATV area, and trail amenities at the south end of Prairie Creek Reservoir.	ROW " CN "	<u>4,000</u> <u>1,000</u> 155,000 38,750	STP-RTP <u>Local</u> STP-RTP Local	2015 <u>2015</u> 2016 2016	\$ <u>244,000</u> PE: 50,000 RW: 5,000 CN: 193,750
Des. #1401122 City of Muncie	Recreational Trail Program	Development and construction of 1.24 mi recreational trail on Muncie Central H. S. (1.06) & Ontario Systems property (.18).	PE " CN "	56,000 <u>14,240</u> 94,000 32,498	RTP <u>Local</u> RTP Local	2015 <u>2015</u> 2016 2016	\$ <u>196,738</u> PE: 70,240 CN: 126,498
Des. #1401815 MITS	OTHER	11. Construction of sidewalks and/or passenger shelters to enhance access to transit routes. [STP is being flexed to FTA funds for this work]	PE " Constr. "	22,000 <u>5,500</u> 328,000 82,000	STP <u>Local</u> STP Local	2015 <u>2015</u> 2015 2015	\$ <u>437,500</u> PE: 27,500 CN: 410,000

Note: PE is Preliminary Engineering, ROW is right-of-way acquisition, Constr. is construction, and C.E. is construction engineering. The information listed next to "Prev" is FYI as part of the previous DMTIP.

TRANSPORTATION IMPROVEMENT PROGRAM: LOCAL SAFETY PROJECTS FY 2014 - 2017

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des. #1006112 Delaware Co. (Joint Partnership with Yorktown)	SAFETY	Sign replacement for FHWA retro-reflectivity requirements in unincorporated county and Town of Yorktown. Construction is for Phase 1 & 2.	PE	234,299	HSIP	Prev	<u>\$ 1,092,331</u> PE: 260,332 CN: 972,338 CE: 119,993
			"	<u>26,033</u>	MVH/LRS	Prev	
			Constr	875,104	HSIP	2014	
			"	<u>97,234</u>	Joint Local	2014	
			C.E.	107,994	HSIP	2014	
"	11,999	Joint Local	2014				
Des. #1006333 City of Muncie	SAFETY	Sign replacement for FHWA retro-reflectivity requirements in the City of Muncie, Indiana.	PE	176,490	HSIP	2014	<u>\$ 1,512,575</u> PE1: 196,100 PE2: 103,700 CN: 1,170,200 CE: 146,275
			"	<u>19,610</u>	Local	2014	
			Constr.	93,330	HSIP	2015	
			"	<u>10,370</u>	Local	2015	
			C.E.	1,053,180	HSIP	2016	
			"	<u>117,020</u>	Local	2016	
			"	131,648	HSIP	2016	
"	14,627	Local	2016				

TRANSPORTATION IMPROVEMENT PROGRAM: WORK PROGRAM PROJECTS FY 2015 - 2017

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des #1401121 DMMPC	Planning	HSIP funds in Unified Planning Work Program (UPWP).	Planning	30,000	HSIP	2015	<u>\$ 33,334</u>
			"	3,334	Local	2015	
Des #1401133 DMMPC	Planning	STP funds in UPWP Program 600-Transportation Information System and Program 700-Transportation Plans & Programs.	Planning	270,000	STP	2015	<u>\$ 337,500</u>
			"	67,500	Local	2015	

HSIP is Highway Safety Improvement Program; and STP is Surface Transportation Program.

TRANSPORTATION IMPROVEMENT PROGRAM: URBAN STUDIES FY 2014 THRU 2017

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des # 9981920 Demo #1325 IN044	STUDY City of Muncie	Muncie Downtown rail crossings feasibility study.	Study	50,596	Earmark	2014	<u>\$ 63,245</u>
				12,649	Local	2014	
Des #0501105 LU#1083,4138	STUDY Delaware Co.	Conduct Muncie Bypass parallel routes study: from SR 32 to McGalliard.Road.	Study "	120,000	Earmark	2014	<u>\$ 150,000</u>
				30,000	Local	2014	
Des #0710547 LU#2726,4168	STUDY Delaware Co.	Conduct railroad relocation study for Muncie, Indiana.	Study	150,000 37,500	Earmark Local	2014 2014	<u>\$ 187,500</u>

**TRANSPORTATION IMPROVEMENT PROGRAM
RURAL BRIDGE, RURAL STP & SAFETY
FISCAL YEARS 2014 THRU 2017**

BRZ > Rural Bridge Funds (federal),
STP-R > STP-Rural Funds (federal),
HSIP awarded by INDOT to rural LPA's

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete
Des. #1400281 Delaware Co.	BRIDGE RE-INSPECTION	1. Delaware County Reinspection Study & Report Phase 1 and Phase 2.	PE	199,440	BRZ	2015	<u>\$ 458,300</u> PE15: 249,300 PE17: 209,000
			"	49,860	CBR	2015	
			PE	167,200	BRZ	2017	
			"	41,800	CBR	2017	
Des. #0500078 Delaware Co.	BRIDGE REPLACEMENT	2. BR #85, Strong-800E over Mississinewa River.	Constr.	3,743,400	BRZ	2016	<u>4,679,250</u>
			"	935,850	CBR	2016	
Des. #9680560 Delaware Co.	BRIDGE Rehabilitation	3. BR #161, CR 170S over White River: replace bridge.	Constr.	1,690,000	BRZ	2017	<u>2,112,500</u>
			"	422,500	CBR	2017	
Des. #0900990 Delaware Co.	BRIDGE REMOVAL	4. BR #226, CR 419E over Cardinal Greenway Bicycle / Pedestrian Trail. Note: CBR is Delaware County Cumulative Bridge (local funds)	PE	100,720	BRZ	2015	<u>\$ 1,080,400</u> PE: 188,150 RW: 10,000 CN: 882,250
			"	25,180	CBR	2015	
			PE	49,800	BRZ	2016	
			"	12,450	CBR	2016	
			ROW	8,000	BRZ	2016	
			"	2,000	CBR	2016	
			CN/CE	705,800	BRZ	2016	
"	176,450	CBR	2016				
Des. #1173510 HSIP3	Safety - Signing	Sign replacement for the Town of Eaton to meet FHWA sign retro-reflectivity requirements.	CN	53,550	HSIP	2017	<u>\$ 59,500</u>
			"	5,950	Local	2017	

**TRANSPORTATION IMPROVEMENT PROGRAM:
INDIANA SECTION 130 RAIL CROSSING SAFETY
FISCAL YEARS 2014 THRU 2017**

S130 > Section 130 Safety Funds (federal)

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete
Des. #1005821 INDOT	Safety	Upgrades at various passive highway rail locations in Indiana.	PE	15,000	S130	Prev.	<u>390,000</u>
			CN	390,000	S130	2014	
Des. #1173142 INDOT	Safety	Install flashing lights, gates, bell, constant-warning-time circuitry, etc. for NSRR at Eaton's Indiana Ave.	CN	300,000	S130	2014	300,000
Des. #1173144 INDOT	Safety	Install flashing lights, gates, bell, constant-warning-time circuitry, etc. for NSRR at Eaton's Harris Street.	CN	300,000	S130	2014	300,000
Des # 1382748 INDOT	Railroad Protection (Safety)	Muncie Bypass-SR 67 at Norfolk Southern Railroad: cantilevered signals & gates at rail crossing.	PE	30,000	STP	2014	<u>\$ 310,000</u> PE: 30,000 CN: 280,000
			Constr.	280,000	STP	2015	
1401437 INDOT	Rail Safety	Safety improvements approaching SR 67 at NSRR east of Cowan Rd.	PE Constr.	30,000 145,000	S130 S130	2015 2016	<u>\$ 175,000</u>

INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS MOST COMMONLY USED FUND CODES
INSTIP WORK PROGRAM FY 2014-17 906> State Funds, STP> Surface Transpo. Program (Federal),

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
0014000 HSIP	Bridge Surface Treatment	1. I-69 bridges over the abandoned rail route at Delaware/Grant Co. Line.	Constr. "	1,233,000 137,000	HSIP 906	2014 2014	<u>\$ 1,370,000</u>
0201140 HSIP	SAFETY	2. SR 332 at Nebo Road, intersection improvement.	Constr. "	1,598,400 399,600	HSIP 906	2014 2014	1,998,000
1173659 IM	SAFETY	3. I-69, from SR 28 north 9 mi.: new cable rail in median	<u>PE</u> Constr.	<u>21,000</u> 911,000	<u>IM</u> IM	Prev. 2014	<u>\$ 911,000</u>
0800957 STP Rural	Bridge Replacement	4. SR 167, 1.01 miles N of SR 67 (Halfway Creek).	PE " <u>ROW</u> " <u>ROW</u> " Constr. "	20,000 5,000 40,000 10,000 80 20 770,144 192,536	STP 906 STP 906 STP 906 STP 906	2014 2014 2014 2014 2015 2015 2015 2015	<u>\$ 1,037,780</u> PE: 25,000 RW: 50,100 CN: 962,680
0800958 STP Urban	Bridge Replacement	5. SR 32 Bridge over White River, 1.43 miles W of US35/SR3/SR67.	PE " <u>ROW</u> " Constr. "	16,000 4,000 60,000 15,000 1,433,600 358,400	STP 906 STP 906 STP 906	2014 2014 2014 2014 2015 2015	<u>\$ 1,887,000</u> PE: 20,000 RW: 75,000 CN:1,792,000
1006337 STP-Rural	Slide Correction Geologic Project – Erosion / Land-slide Control	6. SR 28, 6.7 miles west of SR 3, for slide correction erosion control upgrade.	Constr. "	406,400 101,600	STP 906	2015 2015	<u>\$ 508,000</u> CN: 508,000
1297865	Bridge	7. Bridge rehabilitation/ repair of SR 3 bridge, 1.29 miles N of US 35/SR 28.	Constr. "	36,800 9,200	STP 906	2014 2014	<u>\$ 46,000</u>
1297870-7	Bridge 1297865 Lead	8. US 35 bridge rehab/repair over Cardinal Greenway, CSX RR, SR 32, Norfolk Southern RR, and SR 67.	Constr. "	201,600 50,400	STP 906	2014 2014	<u>\$ 252,000</u>
1298478 1298479 1298480-3 1298485	Signals Modernizations Safety 1298478 Lead (in Muncie)	9. Upgrade of Main-SR32 signals at Liberty, Franklin, High, Walnut, Mulberry, Jefferson, & Madison Streets.	PE " Constr. "	20,000 5,000 375,200 93,800	STP 906 STP 906	Prev Prev 2014 2014	<u>\$ 469,000</u> PE: 25,000 CN: 469,000
1298486 1298487	Signals Modernizations Safety 1298478 Lead	10. Upgrade of Jackson-SR32 signals at Madison Street and Ohio Avenue in Muncie.	Constr. "	107,200 26,800	STP 906	2014 2014	<u>\$ 134,000</u>
1382206	Surface Treatment, PM	11. SR 28 from 0.4 mile E of SR 9 to I-69.	CN "	497,600 124,400	STP 906	2014 2014	<u>\$ 622,000</u>
1382777	Signals New or Modernized	12. SR 332 at CR 500W: new traffic signal.	Constr. "	139,716 34,929	STP 906	2014 2014	<u>\$ 174,645</u>
1383138 BRIDGE	Bridge Rehab or Repair	13. Burlington over US 35-Bypass, BR 18-5463: raise and repair to straighten beam.	Constr. "	32,013 8,003	STP 906	2014 2014	<u>\$ 40,016</u>

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1297452	Bridge	14. Statewide Inspections: Fracture Critical Bridges.	P.E. " P.E. "	0 0 0 0	STP 906 STP 906	2014 2014 2015 2015	\$ 1,000,000 FY14:500K FY15:500K
1296768	District Pavement Non-Interstate	15. US 35 paving from 0.45 miles N of US 36 to SR 3.	Constr. "	1,456,000 364,000	STP 906	2015 2015	\$ 1,820,000
0500183 STP Rural	Paving	16. HMA overlay for SR 67 from SR 28 S junc to SR 167	PE " Constr. "	12,000 3,000 2,632,000 658,000	STP 906 STP 906	2014 2014 2017 2017	\$ 3,340,000 PE: 15,000 CN: 3,325,000
1006267 Bridge	Bridge Rehabilitation	17. I-69, 1.16 miles N of SR 32, over CR 400S: Rehab	Constr. "	175,405 19,490	STP 906	2015 2015	\$ 194,895
1006446 1006447	Bridge Rehabilitation	18. US 35 N/SB, 0.71 miles S of SR 67, over Muncie Creek	Constr. "	374,400 93,600	STP 906	2016 2016	\$ 468,000
1006470 BRIDGE	Bridge	19. Clean, blast and repaint SR332 bridges:Delaware Co.	Constr. "	361,600 90,400	STP 906	2017 2017	\$ 452,000
1296515 BRIDGE	Small Structure Bridge	20. SR 32, 4.656 miles E of US 35: small structure work.	ROW " Constr. "	24,000 6,000 66,400 16,600	STP 906 STP 906	2015-16 2015-16 2017 2017	\$ 113,000 RW: 30,000 CN: 83,000
1296843 Safety	Raised Pave- ment Markings, Refurbished	21. Various Interstates, US and State Routes in various counties.	Constr.	0	HSIP	2017	\$ 222,000
1296845 Safety	Traffic Signals Modernization	22. Various Interstates, US & State Routes in Indiana.	Constr.	0	HSIP	2017	\$ 928,000
1296846 Safety	Safety	23. SR 28 at SR 67 (south junction): intersection improvements.	PE ROW Constr.	125,000 350,000 447,000	STP STP STP	2014 2015 2017	\$ 922,000
1296434 STP	Bridge Small Structure Replacement	US 35 Culvert SS-35-18-49.43 at 2.237 miles north of SR 67.	RW " RW " CN "	12,000 3,000 36,000 9,000 442,400 110,600	STP 906 STP 906 STP 906	2015 2015 2016 2016 2017 2017	\$ 613,000 RW: 60,000 CN: 553,000
1296538 STP	Bridge Pipe Lining	US 35 Culvert SS-35-18-41.82 at 0.835 miles north of SR 3 / SR 67 south junction.	RW " RW " CN "	4,000 1,000 16,000 4,000 442,400 110,400	STP 906 STP 906 STP 906	2015 2015 2016 2016 2017 2017	\$ 578,000 RW: 25,000 CN: 553,000
1296744 STP	Bridge Raise Bridge	Burlington Drive over US 35 Bridge (35)3-18-05463 B at 0.85 miles north of SR 3.	CN "	741,600 185,400	STP 906	2017 2017	\$ 927,000
1296720 IM	Bridge Bridge Deck Overlay	I-69 over Pleasant Run Creek, Bridge I-69-39-04744 SB at 0.2 miles south of SR 332.	PE " CN "	31,500 3,500 172,800 19,200	IM 906 IM 906	2015 2015 2017 2017	\$ 227,000 PE: 35,000 CN: 192,000
1296722 IM	Bridge Bridge Deck Overlay	I-69 over Pleasant Run Creek, Bridge I-69-39-04744 NB at 0.2 miles south of SR 332.	PE " CN "	31,500 3,500 181,800 20,200	IM 906 IM 906	2015 2015 2017 2017	\$ 237,000 PE: 35,000 CN: 202,000
1296734 IM	Bridge Bridge Deck Overlay	CR 100S over I-69, Bridge I-69-36-04743 at 4.2 miles north of SR 32.	CN "	180,900 20,100	IM 906	2017 2017	\$ 201,000 CN: 201,000

FY 2014-17 Delaware Muncie Transportation Improvement Program Excerpt

1298228	Intersection Improvement	SR 332 at CR 500W: upgrade intersection with added turn lanes.	P.E. " P.E. "	\$ 21,440 <u>5,360</u> \$ 80,000 20,000	NHS 906 NHS 906	2015 <u>2015</u> 2016 2016	<u>\$ 126,800</u> FY15: \$26,800 FY16: 100,000
Des # 1400401	BRIDGE INDOT	CR 950N over I-69, 3.54 miles north of SR 28: repair or replace bridge joints.	CN "	6,544 1,636	BR State	2015 2015	<u>\$ 8,180</u>
Des # 1400408 1400409	BRIDGE INDOT	US 35/SR 28, 1.56 miles west of SR 3: repair or replace bridge joints.	CN "	24,762 6,190	BR State	2015 2015	<u>\$ 30,952</u>
Des # 1400410 1400411	BRIDGE INDOT	SR 3, 1.29 miles north of SR 67: repair or replace bridge joints.	CN "	18,509 4,627	BR State	2015 2015	<u>\$ 23,136</u>
Des # 1400933 INDOT	BRIDGE	2015 QA/QC Program on the State and County Bridge Inspection statewide data.	PE "	0 0	BR State	2015 2015	<u>\$ 250,000</u>
Des # 1400976 INDOT	PAVEMENT PRESERVATION	SR 3, 0.2 miles south of HCR 300N to Muncie Bypass: patch and rehab pavement in 12.5 mile area..	CN "	56,000 14,000	STP State	2015 2015	<u>\$ 70,000</u>
Des # 1401208 INDOT	Sewer/Curb/ Gutter Const/ Reconstruction	US 35, 0.18 miles west of Bypass to 0.50 miles east of Muncie Bypass: drainage improvement.	CN "	128,000 32,000	NHS State	2015 2015	<u>\$ 160,000</u>

Note: PE is Preliminary Engineering, ROW is right-of-way acquisition, and Constr. is construction.

**Muncie Indiana Transit System
Planning Support/Justification of Projects**

The planning support and justification for transit improvement projects come from the MITS Major Equipment Replacements/Procurements Schedule and analysis of the need for upgrading equipment or facilities. The table on the next page outlines the costs and timing of each project. This page of the Delaware Muncie Transportation Improvement Program is for justifying the combination of projects selected and providing reference to planning support for each improvement.

1. MITS Operating assistance: operating assistance is an eligible item for federal transit funds and is needed to supplement passenger fares and local and state subsidies toward maintaining a functioning public transit system in Muncie, Indiana.

2. Purchase of 3 Hybrid-electric Buses: MITS has an FTA grant toward purchasing two (2) such vehicles in FY 2014, and will apply for an FTA grant to purchase one (1) bus in FY 2015. These buses are heavy-duty hybrid electric-diesel buses. This project is on the Equipment Replacement Schedule.

3. Purchase of 13 MITS Plus transit vans: MITS will purchase up to five (5) transit vans in FY 2014 and four (4) vans in each of FY 2015 and 2016 to replace vans with more than the 4-year normal transit service life. MITS will apply for FTA grants toward the costs. This project is on the MITS Equipment Replacement Schedule.

4. Purchase of a building and grounds vehicle: MITS will purchase a replacement building and grounds vehicle in FY 2015. This project is on the MITS Equipment Replacement Schedule.

5. Purchase of a supervisor vehicle: MITS will purchase a replacement supervisor vehicle in FY 2014. This project is on the MITS Equipment Replacement Schedule.

6. Purchase of a service truck: MITS will purchase a replacement service truck in FY 2014. This project is on the MITS Equipment Replacement Schedule.

7. Purchase of 2 New Freedom transit vans: MITS will apply for an FTA Section 5317 grant in FY 2014 toward the purchase of two (2) transit vans for the countywide 24/7 Accessible Transport Program.

8. New Freedom operating assistance via vouchers. MITS will apply for an FTA Section 5317 grant in FY 2016 for the subsidy of Accessible Transport fares via the existing voucher program.

FY 2014-17 Delaware Muncie Transportation Improvement Program Excerpt

9. Passenger Shelters: MITS will purchase and install passenger-waiting shelters in FY 2015 to supplement its transit amenities along its fixed routes.

10. Replacement of roof on MITS Headquarters: MITS is applying for an FTA discretionary grant toward the cost of replacing the roof on the administration/garage building in FY 2017.

11. Building or reconstruction of sidewalks: design and construction to ADA standards to enhance the accessibility of city areas to transit fixed route service.

**MUNCIE INDIANA TRANSIT SYSTEM PROJECTS
DELAWARE MUNCIE PLANNING AREA TIP
FISCAL YEARS 2014 THROUGH 2017**

MOST COMMONLY USED FUND CODES:
FTA7, 39, 16, 17 > FTA Section 5307, 5339, 5316, 5317
PMTF > Public Mass transportation Fund (State); PTC > Local

PROJECT DES. #	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	FY / Total Cost
1172732	Operating Assistance	1. FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal years 2014 through 2017.	Operating	1,592,747 1,742,969 3,649,397	FTA7/HI PMTF PTC	<u>2014</u> 6,985,113
1172733	Operating Assistance		Operating	1,684,747 1,830,117 3,643,281	FTA7/HI PMTF PTC	<u>2015</u> 7,158,145
1383140	Operating Assistance		Operating	1,735,289 1,885,021 3,752,579	FTA7/HI PMTF PTC	<u>2016</u> 7,372,889
1383141	Operating Assistance		Operating	1,787,348 1,941,571 3,865,157	FTA7/HI PMTF PTC	<u>2017</u> 7,594,076
1383142	ROLLING STOCK	2. Purchase of up to three (3) heavy-duty, hybrid-electric buses to replace three (3) buses in MITS's fleet: two (2) buses in FY 2014 and one (1) bus in FY 2015 for fixed route service.	Purchase	936,000 234,000	FTA39 PTC	<u>2014</u> 1,170,000
1383143	ROLLING STOCK		Purchase	472,000 118,000	FTA39 PTC	<u>2015</u> 590,000
1383144	ROLLING STOCK		Purchase	0 0	FTA39 PTC	<u>2016</u> 0
1172738	ROLLING STOCK	3. Purchase of up to thirteen (13) replacement transit vans: five (5) vans in FY 2014, and four (4) vans in each of FY 2015 and 2016 for paratransit service.	Purchase	400,000 100,000	FTA39 PTC	<u>2014</u> 500,000
1172739	ROLLING STOCK		Purchase	336,000 84,000	FTA39 PTC	<u>2015</u> 420,000
1383145	ROLLING STOCK		Purchase	344,000 86,000	FTA39 PTC	<u>2016</u> 430,000
1172740	SUPPORT EQUIPMENT	4. Purchase of replacement building & grounds vehicle.	Purchase "	44,000 11,000	FTA39 PTC	<u>2015</u> 55,000
1172742	SUPPORT EQUIPMENT	5. Purchase of replacement supervisor vehicle in FY 2014.	Purchase "	28,000 7,000	FTA7/HI PTC	<u>2014</u> 35,000
1172743	SUPPORT EQUIPMENT	6. Purchase of replacement service truck in FY 2014.	Purchase "	36,000 9,000	FTA7/HI PTC	<u>2014</u> 45,000
1172744	ROLLING STOCK	7. Purchase of two transit vans for Accessible Transport 24/7 service.	Purchase "	80,000 20,000	FTA17 Private	<u>2014</u> 100,000
1172745	OTHER	8. New Freedom operating assistance via vouchers.	Expense "	100,000 100,000	FTA17 Private	<u>2016</u> 200,000
1172746	OTHER	9. Purchase and installation of passenger-waiting shelters.	Expense "	40,000 10,000	FTA39 PTC	<u>2015</u> 50,000

FY 2014-17 Delaware Muncie Transportation Improvement Program Excerpt

1172747	OTHER	10. Replacement of roof at MITS Headquarters in FY 2017.	Expense "	400,000 100,000	FTA39 PTC	<u>2017</u> 500,000
1401815	OTHER	11. Construction of sidewalks to enhance access to transit routes.	Expense "	350,000 62,500	STP Local	<u>2015</u> 437,500

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 & 5311 PROJECTS

Hillcroft Services Purchase of Two Transit Vans:

An FTA 5310 Grant was awarded to Hillcroft Services to purchase two (2) small ADA accessible transit vans in FY 2015 at an estimated cost of \$92,000 of which up to \$73,600 will come from said grant.

There are no projects programmed for FTA Section 5311 in FY 2014-17 at this time. LifeStream Services operates a rural transit service for residents in the counties surrounding, but not in, Delaware County.

IDENTIFICATION OF ITS PROJECTS

There are no FY 2014-17 ITS projects programmed for Delaware County at this time.

DMTIP CHANGES BY MODIFICATION OR AMENDMENT

The following are changes to the FY 2014-2017 Delaware Muncie Transportation Improvement Program (DMTIP) by modification or amendment after the original DMTIP was approved in 2013:

- 10/23/2013 – Changes to Project Des #0501033: add \$20,856 STP-U to PE; add \$20,000 STP-U for RW.
- 10/31/2013 – increased construction cost for Des #0501033; decreased RW and CN for #1173228.
- 12/11/2013 - Project Des #0500183: dropped right-of-way acquisition and lowered construction cost.
- 12/11/2013 - Projects Des # 1297878, 1297879 and 1382337 were dropped (weren't in current STIP).
- 12/12/2013 - Project Des #0800089 had CMAQ increased for CN; #0901916 dropped CMAQ for CN.
- 1/16/2014 – Raise Des #0501033 PE & RW, Lower #0710089 CE; PE in FY 2014 for Des# 1382332 & 0800958.
- 2/19/2014 – Fiscal Year updates, Des number added, INDOT Rail Crossing Safety Project Des# 1382748 added.
- 2/25/2014 – Construction moved to FY 2015 in DMTIP mod for Des #0710089, 0800089, 0901916, and 1006333.
- 3/19/2014 – Amendment to add Des #1296846, SR 28-600N at SR 67 intersection improvements.
- 3/26/2014 – Amend to add INDOT bridge Projects Des #1296434,1296538,1296744, 1296720,1296722,1296734.
- 3/27/2014 – Modify to combine Des#1383142 and 1383144 into Des #1383142 to purchase 2 buses.
- 4/9/2014 – Amend to add Des# 1400598 and modify CN costs for Des# 1296538 (INDOT projects)
- 4/16/2014 – Modify Des# 0500078, 0501033, 0710089, 0900596, 1173228; add RW to Des# 1382332
- 5/21/2014 – Amend to add Hillcroft Services FTA section 5310 Project to purchase two transit vans
- 6/18/2014 – Amend to add INDOT bridge projects: Des# 1400408, 1400409, 1400410, 1400411, 1400933.
- 6/18/2014 – Modify Project Des #0501031, Everbrook Lane Extension to move PE/RW/CN to 2015/17/Future.
- 6/24/2014 – Amend to add INDOT pavement patch/rehab Project Des #1400976.
- 7/24/2014 - Modify Projects Des #0800089, 0800295, 1006111, 1173228, 1173229 for timing & funds.
- 7/25/2014 – Modify INDOT Project Des #0800957 for 2015 \$100 RW and 2015 CN at updated cost.
- 8/19/2014 – Modify Local Projects Des# 0501033 & 1006333 (FY) and Des# 0501039 (funds).
- 8/27/2014 – Amend to add FY 2015 federal funds from planning activities in UPWP.
- 9/17/2014 – Modify UPWP projects to remove PL funds, keep HSIP and replace TAP with STP in DMTIP.
- 9/17/2014 – Amend to add INDOT US 35 Project Des #1401208 and Muncie RTP Project Des #1401122.
- 10/21/2014 – Modify 5 projects: timing for Des#0501039, 0710098, 1401122; funds for Des# 0501033, 0900596.
- 11/19/2014 – Modify 5 INDOT projects: timing/funds for Des #1006267, 1400408, 1400409, 1400410, 1400411.
- 11/19/2014 – Modify 4 projects: timing/funding for Des #0710089, 1173229, 1400281, 1401133.
- 11/19/2014 – Amend to add 3 projects: Des #1173510 (Eaton), 1400401 (INDOT BR), 1401815 (sidewalks).
- 12/8/2014 – Amend to add PE to INDOT Project Des #1296434.
- 1/16/2015 – Modify Des # 0501033, 0710089, 0800958 and 1382332.
- 1/26/2015 – Modify PE funds Des # 0710098 & 1382332; modify #0900990 RW change FY 15 to FY 2016.

FY 2014-17 Delaware Muncie Transportation Improvement Program Excerpt

2/17/2015 – Amend to add INDOT Projects Des #1298228 and 1401437.

3/18/2015 – Modify PE funds Des #0900990; modify Des #1382332 RW FY; modify Des #9680560 CN FY.

4/15/2015 – Modify FY 2015 funds: Des 0710089 CN, Des 1006333 PE; change Des 0501039 CN to FY 2017.

DMTIP

***Illustrative
Projects***

Illustrative Projects

This section is for information purposes and lists projects that are not an official part of the Transportation Improvement Program (TIP) either because they have work postponed beyond the years of this TIP or because they need to secure funding before they can be included. The projects in the following table will be amended into the TIP after funding is secured.

PENDING PROJECTS AWAITING FUNDING OR SELECTION PROCESS

DES. NO.	PROGRAM	DESCRIPTION	Air Quality Conformity	PHASE	COST	FY YEAR
9901350 NHS	New Bridge Construction	Bypass-SR 67, new bridge over railroad, 1.3 mi. W of SR 3.	Exempt	Constr.	4,000,000	future
9802540 STP Urban	Preservation	SR 32, in downtown Muncie: reconstruction.	Exempt	Constr.	18,000,000	future
# _____ City of Muncie	Reconstruction	Riggin Road reconstruction from Ontario Drive to SR 67 with bike/pedestrian upgrades.	Exempt	Constr.	1,800,000	future
# _____ City of Muncie	Reconstruction	Riggin Road reconstruction from Wheeling Avenue to Ontario Drive with bike/ped upgrades.	Exempt	Constr.	750,000	future
# _____ City of Muncie	Resurfacing	Partial 3-R reconstruction of Madison Street: Wysor Street to Walnut Street.	Exempt	Constr.	1,840,000	future
# _____ City of Muncie	Reconstruction	Riverside reconstruction from Tillotson to Wheeling with pedestrian safety upgrades.	Exempt	Constr.	5,000,000	future
# _____ Delaware County	Reconstruction	Wheeling Avenue from Muncie City Limits to SR 28: reconstruction to 3R standards.	Exempt	Constr.	600,000	future
# _____ City of Muncie	Reconstruction	Wheeling Avenue from Muncie City Limits to McGalliard Road .	Exempt	Constr.	300,000	future
# _____ City of Muncie	Reconstruction	Hoyt Avenue from Muncie City Limits to Liberty St.: upgrade to 3R standards.	Exempt	Constr.	1,000,000	future
# _____ STP Rural Yorktown	Added Lanes	CR 600W from State Road 32 to State Road 67: upgrade and widen for economic growth.	Non-Exempt	P.E.	500,000	future
# _____ Rural Br. Delaware County	Bridge Replacement	Replacement of Bridge 45, Gregory Road over the Mississinewa River & adjustment to approaches.	Exempt	Constr.	2,500,000	future
# _____ Safety Delaware County	Intersection Improvement	Wheeling Avenue at Moore Road intersection safety improvements.	Exempt	Constr.	400,000	future

Abbreviations: CG> Cardinal Greenway, YG> Yorktown General Fund, AA> Delaware County Airport Authority, MC> City of Muncie, STP-E> Surface Transportation Program - Enhancement.

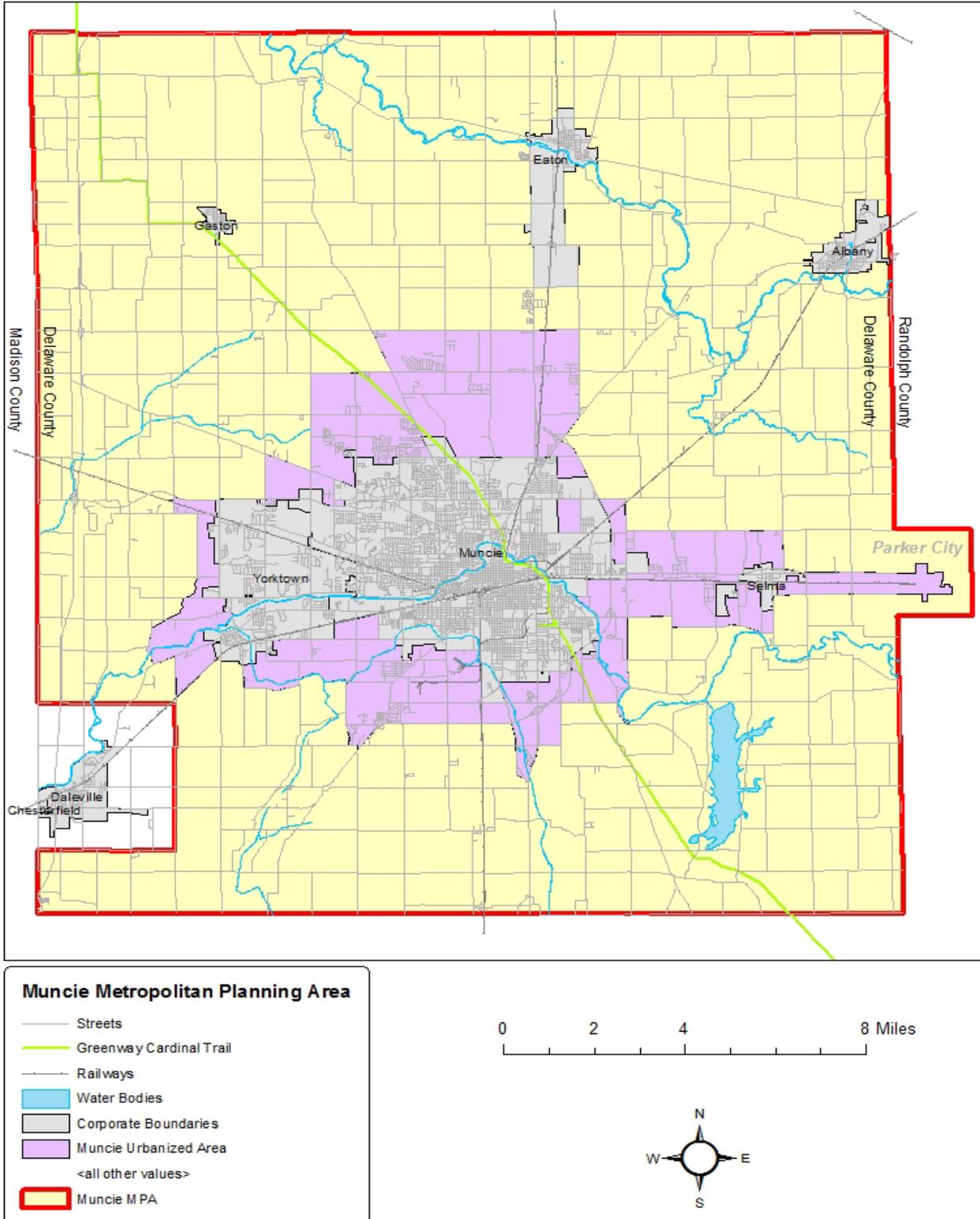
DMTIP

Summary

SUMMARY

INTRODUCTION

The summary chapter of the DMTIP provides a map of the Muncie Metropolitan Planning Area and Environmental Justice analysis of the local projects in the Transportation Improvement Program (TIP). The appendix at the end of this document will provide greater detailed project information including aerial view, location, description, and planning support.



Environmental Justice Analysis of Local TIP Projects

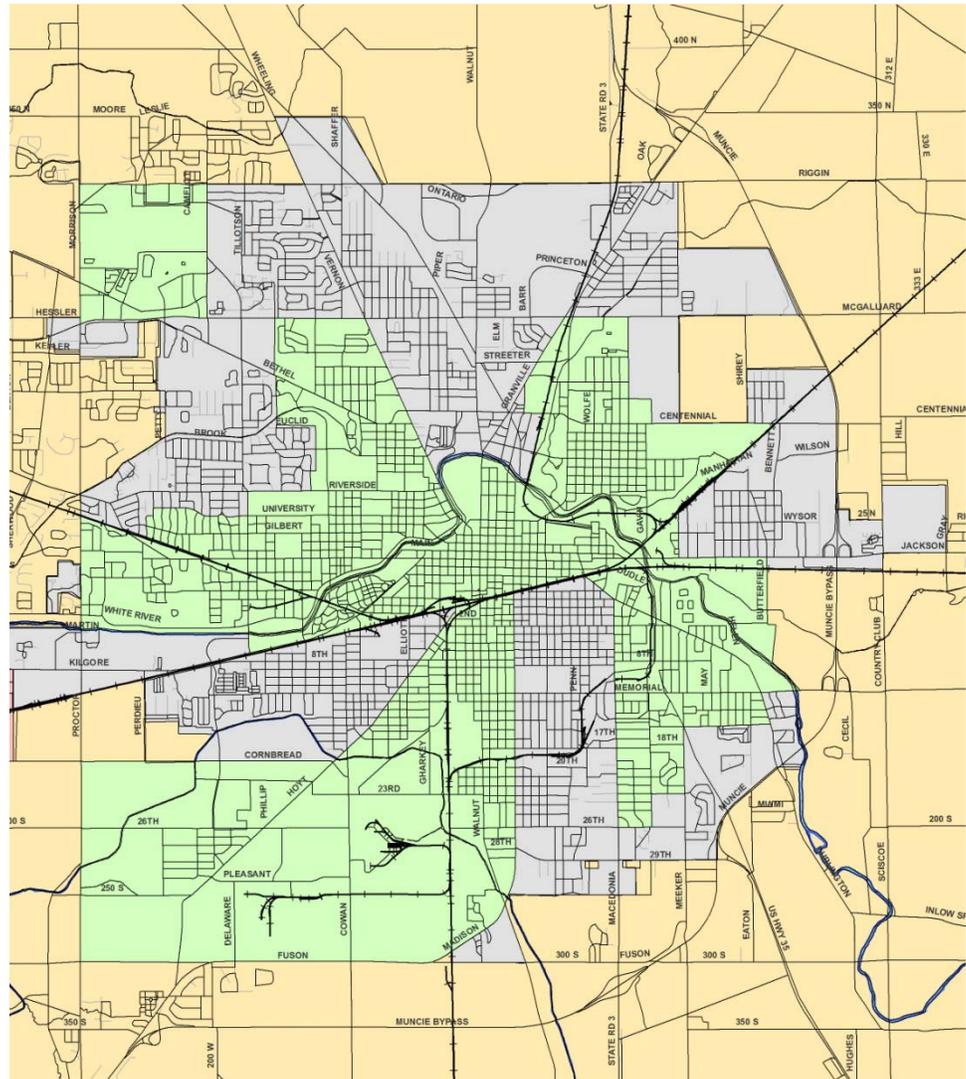
This section of the summary chapter provides environmental justice analysis concerning the program of local projects in the Muncie Urbanized Area and concerning low-income and minority areas. The two analyses of these areas are separate.

Low-Income Areas

The census tract data for all of Delaware County was analyzed and the low-income areas highlighted in green on this map are the 2010 Census Tracts with at least 30 percent of the individuals living below the poverty level in 2009. The 2010 Census indicates that 22,465 people or 19.1 percent of Delaware County's population lived below the poverty level. The low-income areas north of White River and west of Wheeling Avenue contained university students who qualified by their individual income level.

Six of the fifteen local projects in Muncie in the FY 2012-2015 Delaware Muncie Transportation

Improvement Program (DMTIP) are within the low-income area. Four projects include traffic flow improvements: Wheeling Avenue south of McGalliard Road toward the downtown, the Madison Street signals upgrade from Wysor Street to 21st Street, the Walnut Street signals from Willard Street to 26th Street, and the Jackson Street signals from Celia Avenue to White River Boulevard. The other two projects will enhance the downtown: the Rail Crossings Safety Upgrades-Quiet Zone and the Sign Retro-reflectivity Project for Muncie. These projects will benefit the low-income areas and all of Muncie.

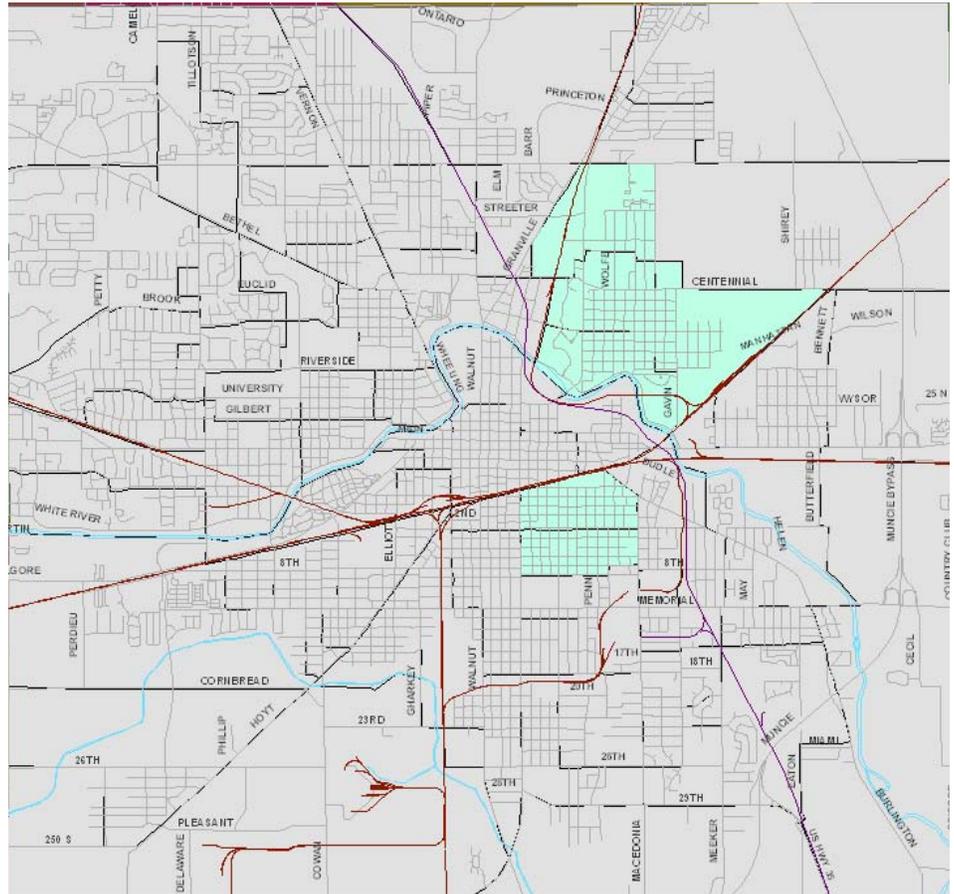


2010 Census Low-Income Areas

Environmental Justice Analysis of Minority Areas

The Minority Areas, as shown on the map below, are the 2010 Census Tracts with over half of the population as minorities. The population of 2010 Census Minority Areas totaled 4,136 people, or 5.9 percent of the City of Muncie population of 70,085. The minority areas (highlighted in light green) are comprised of the Whiteley Neighborhood in the northeast and the Industry Neighborhood south of the downtown.

There are no federal-aid projects planned within the minority areas, but two projects about the minority areas and another project in the downtown is close enough to benefit the minority areas. The Madison Street signal upgrade project at the west edge of the Industry Neighborhood will lower traffic vehicle delays and improve access between the neighborhood and the street network. The downtown rail crossing safety/noise abatement project will reduce train noise for the neighborhood and enhance safe access to the downtown.



2013-2040 DELAWARE MUNCIE TRANSPORTATION PLAN EXCERPTS

LONG RANGE PROJECTS

The long range program of projects is shown on the following pages. There is one group of projects shown, but this list previously showed expansion projects and air quality conformity exempt projects separately to indicate which improvements (expansion projects) were included in the Air Quality Conformity emissions analysis. The requirement to prepare emissions analysis by traffic model phase ended July 20, 2013. The listing is sorted by jurisdiction and by funding phase. There are five funding phases: 2014-2015, 2016-2020, 2021-2025, 2026-2030 and 2031-2040. The listing also does not include the bicycle and pedestrian projects which are shown in Section VI. Transportation systems preservation is a priority of our Transportation Plan, so it is understood that this document supports bridge improvements whenever the Delaware County Bridge Inspection Report suggests them and that it supports road improvements that don't expand road traffic capacities on an as needed basis. These improvements along with bicycle and pedestrian projects were classified as air quality conformity exempt when that was a concern of this document. While we are not required to do air quality conformity analysis, projects that support cleaner air efforts are an important part of our transportation improvement effort.

Table 10: *Transportation Plan Projects by Jurisdiction and Funding Phase*

Jurisdiction		City of Muncie				
<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>	
2014-2015	#1 Southside Gateway	0401076	0.44	Reconstruction/Roundabout	\$ 2,260,000	
2014-2015	#2 Neely (New York to Wheeling)	0501033	0.37	Reconstruction/Safety	\$ 1,700,000	
2014-2015	#3 Walnut/Riggin Roundabout	0710089	0.91	Roundabout	\$ 2,500,000	
2014-2015	#4 Macedonia Ave. (26 th to 29 th) Sidewalk	0800089	0.25	Bike/Pedestrian	\$ 181,500	
2014-2015	#5 Lyndenbrook Area Sidewalks	0901916	1.11	Bike/Pedestrian	\$ 320,500	
2014-2015	#6 Sign Replacement (Safety)	1006333	0.00	Safety Improvement	\$ 1,512,000	
2016-2020	#40 Everbrook Extension (SR 332-Bethel)	0501031	0.20	New Road	\$ 720,000	
2016-2020	#41 Kitselman Trailhead	0800295	0.00	Bike/Pedestrian	\$ 1,100,000	
2016-2020	#42 Wheeling (Riverside to Centennial)	1173228	1.00	Reconstruction	\$ 2,750,000	
2016-2020	#43 Wheeling (Centennial to McGalliard)	1173229	1.00	Reconstruction	\$ 2,800,000	
2021-2025	#51 Barr Extension (Princeton-Riggin)		0.61	New Road	\$ 2,000,000	
2021-2025	#52 Bethel/New York Intersection		0.00	Intersection Improvement	\$ 3,000,000	
2021-2025	#53 Centennial (Wheeling to Broadway)		0.77	Reconstruction/Turn Lanes	\$ 2,200,000	
2021-2025	#54 Riggin Widening (Wheeling to Walnut)		1.40	Center Turn Lane	\$ 4,000,000	
2021-2025	#55 Riverside (New York to Wheeling)		0.60	3-R Reconstruction		
2021-2025	#56 Walnut (Memorial to 23 rd)		0.75	Reconstruction/Turn Lanes	\$ 2,100,000	
2026-2030	#57 Jackson Widening (Celia to White River)		0.80	Center Turn Lane	\$ 2,500,000	
2026-2030	#58 Morrison Widening(Jackson to River Rd.)		0.90	Center Turn Lane	\$ 3,500,000	
2026-2030	#59 Evermore Extension(Marleon to Morrison)		0.43	New Road	\$ 1,800,000	
2026-2030	#60 Morrison (Bethel to Evermore)		0.24	Median/Center Lane	\$ 1,000,000	

Jurisdiction Delaware County

<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2014-2015 #7	Br# 85 Strong-800E over Mississinewa	0500078	0.00	Bridge Replacement	\$ 4,680,000
2014-2015 #8	Nebo Road at SR 332	0501039	0.00	Bridge Replacement	\$ 3,570,000
2014-2015 #9	Morrison (Jackson to Keller Rd.)	0710092	1.05	Center Turn Lane	\$ 6,256,000
2014-2015 #10	Br# 226 over Cardinal Greenway	0900990	0.00	Bridge Removal	\$ 1,080,000
2014-2015 #11	Sign Replacement (Safety)	1006112	0.00	Safety Improvement	\$ 1,092,330
2014-2015 #12	Jackson Street at Nebo Road	1006111	0.00	Roundabout	\$ 2,050,000
2016-2020 #44	Br#141 Tiger Dr over White River	0710098	0.00	Bridge Rehabilitation	\$ 2,050,000
2016-2020 #45	Br# 516 Tillotson over White River	1382332	0.00	Bridge Rehabilitation	\$ 2,000,000
2016-2020 #46	Br#161 CR 170 S over White River	9680560	0.00	Bridge Rehabilitation	\$ 2,115,000

Jurisdiction Yorktown

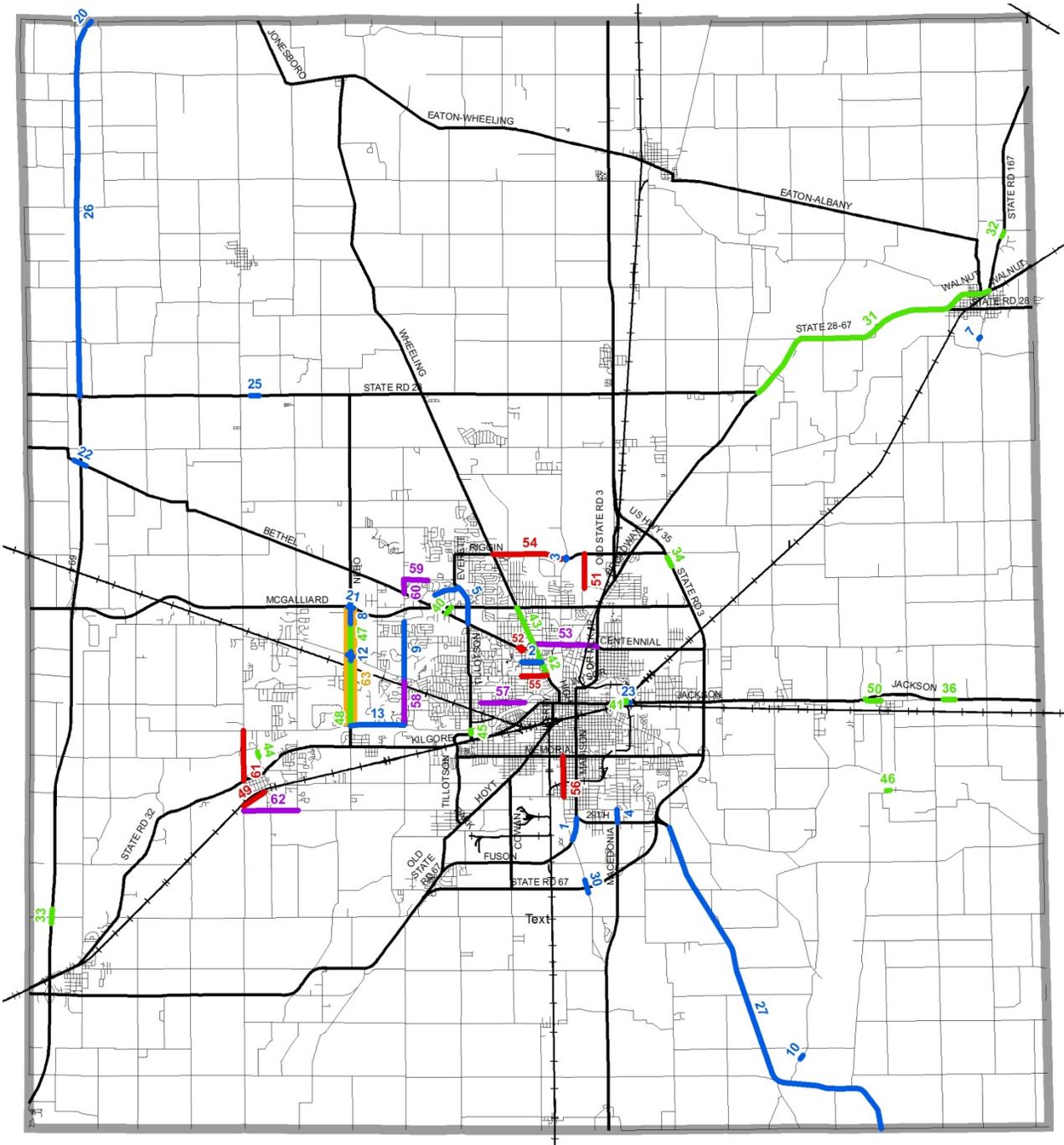
<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2014-2015 #13	River Road Trail (Morrison to Nebo)	0900596	1.00	Bike/Pedestrian	\$ 839,000
2016-2020 #47	Nebo (Jackson to SR 332)		1.12	Center Turn Lane	\$ 2,500,000
2016-2020 #48	Nebo (River Rd. to Jackson)		1.11	Center Turn Lane	\$ 2,500,000
2021-2025 #49	Sutherland (Broadway to CR 600W)		0.52	New Road	\$ 750,000
2021-2025 #61	CR 600W Ext. (SR 32 to River Rd.)		1.00	New Road	\$ 5,750,000
2026-2030 #62	CR 200S Ext. (CR 500W to CR 600W)		1.00	New Road	\$ 4,700,000
2031-2040 #63	Nebo (River Rd. to SR 332)		2.23	Added Travel Lanes	\$ 11,750,000

Jurisdiction Selma

<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2016-2020 #50	Jackson from SR 32 to Pittenger Rd.		0.33	Repaving	\$ 75,000

Jurisdiction State

<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2014-2015 #20	I-69 bridges over abandoned RR-1300N	0014000	0.00	Bridge Repair & Maintenance	\$ 1,370,000
2014-2015 #21	SR 332 at Nebo	0201140	0.00	Safety	\$ 1,500,000
2014-2015 #22	Bethel Av. Bridge over I-69	0800039	0.00	Bridge Repair & Maintenance	\$ 60,400
2014-2015 #23	SR 32, W of Bunch Blvd.	0800958	0.00	Bridge Replacement	\$ 1,867,000
2014-2015 #24	Passive Rail Crossing upgrades	1005821	0.00	Safety	\$ 390,000
2014-2015 #25	SR 28, 0.3 mile E of CR 600W	1006337	0.00	Slide ErosionCorrection	\$ 533,000
2014-2015 #26	I-69 (SR 28 north 9 mi.) cable rail	1173659	9.00	Safety	\$ 911,000
2014-2015 #27	US 35, US 36 to SR 3	1296768	0.00	District Pavement	\$ 1,820,000
2014-2015 #28	SR 3, US 35: 11 Bridges near Muncie	1297865, etal.	0.00	Bridge Repair & Maintenance	\$ 382,000
2014-2015 #29	SR 32: 9 Signals in downtown Muncie	1298478, etal.	0.00	Safety: signal modernizations	\$ 603,000
2014-2015 #30	Walnut St. over SR 67, S of SR 3	1382337	0.00	Bridge Repair & Maintenance	\$ 200,000
2016-2020 #31	SR 67, SR 28 S Junction to SR 167	0500183	5.10	Preservation/Safety	\$14,800,000
2016-2020 #32	SR 167, 1.01 mi. N of SR 67	0800957	0.00	Bridge Replacement	\$ 740,000
2016-2020 #33	I-69 over CR 400S	1006267	0.00	Bridge Rehabilitation	\$ 192,000
2016-2020 #34	US 35 over Muncie Creek (S of Rigglin)	1006446-7	0.00	Bridge Rehabilitation	\$ 468,000
2016-2020 #35	SR 332 bridges: clean/paint	1006470	0.00	Bridge Maintenance	\$ 452,000
2016-2020 #36	SR 32, 0.3 miles E of CR 700E	1296515	0.00	Small Structure Bridge	\$ 113,000



Transportation Plan Proposed Projects

Figure 22

Legend

Projects

- 2014-2015
- 2016-2020
- 2021-2025
- 2026-2030
- 2031-2040

- Major Roads
- Railways
- Streets
- County Boundary

map not to scale



Source:



August, 2013

DMTIP

Public

Comment

This section is for information pertaining to public comment that has been received concerning the FY 2014-2017 Delaware Muncie Transportation Improvement Program (DMTIP) during the public involvement process.

A notice of public hearing was placed in the Muncie Star on June 22, 2013 for public input on the draft FY 2014-2017 DMTIP on July 11, 2013. The June 2013 meeting of the Administrative Committee, a transportation subcommittee of the Delaware Muncie Metropolitan Plan Commission was open to the public for input also. Two residents from Timber Lane south of Clara Lane, Myra Neely and Frank Weyl, were present to voice concerns regarding two trees that obscure traffic's view to see cars from Timber Lane waiting to enter the intersection with Clara Lane and Bethel Avenue. Mr. Duke Campbell, representing the City, said he would try to resolve the problem and have the trees removed.

A copy of the public hearing notice is listed below:

NOTICE OF PUBLIC HEARING

PLEASE TAKE NOTICE that on July 11th, the Delaware-Muncie Metropolitan Plan Commission (DMMPC) will hold a public hearing on the matter of the Fiscal Year (FY) 2014-2017 Delaware Muncie Transportation Improvement Program (DMTIP) affecting transportation in the Muncie Metropolitan Planning Area.

The public hearing will take place on the above date beginning at 6:30 p.m. in the Commissioner's Courtroom, 3rd Floor of Delaware County Building, 100 W. Main Street in Muncie, Indiana. Input is requested from citizens, affected public agencies and jurisdictions, employee representatives of transportation and other affected agencies, private providers of transportation and any other interested parties. The draft DMTIP document is on file for public inspection at the Plan Commission Office, Delaware County Building, Room 206, 100 West Main Street, Muncie, Indiana, from 8:30 a.m. to 4:00 p.m., Monday through Friday (phone: 765-747-7740). The draft DMTIP document will be on Plan Commission website at www.dmmpc.org. Written comments may be filed with the Plan Commission Office or emailed to hsmith@co.delaware.in.us through July 10, 2013 for the FY 2014-2017 DMTIP.

The Transportation Improvement Program sets out a 4-year listing of roadway, bridge, railroad crossing, enhancement, and public transit projects to be funded with 80% federal dollars and 20% local dollars.

The Plan Commission will take final action to approve, modify all, or a part of, said DMTIP at its meeting on July 11, 2013. The final FY 2014-2017 Delaware Muncie Transportation Improvement Program will then be forwarded to the Indiana Department of Transportation (INDOT) for final approval and processing.

Marta Moody, Director
DMMPC

A Request for Public Input (RPI) letter was sent to the people on our transportation participation list. The RPI was as follows:

REQUEST FOR PUBLIC INPUT

PLEASE TAKE NOTICE that the Delaware-Muncie Metropolitan Plan Commission (DMMPC) is requesting public input on the matter of the Fiscal Year (FY) 2014-2017 Delaware-Muncie Transportation Improvement Program (DMTIP) for the Muncie Metropolitan Planning Area from citizens, affected public agencies and jurisdictions, employee representatives of transportation and other affected agencies, private providers of transportation and other interested parties. The Metropolitan Planning Area is comprised of Delaware County excluding Daleville, but including Parker City in Randolph County. The Air Quality Area covered by the DMTIP is Delaware County including Daleville.

The following meetings are also open to the public for receiving comment on the DMTIP: the Administrative Committee, Mayor's Conference Room, 3rd Floor, City Hall, 300 North High Street, Muncie, Indiana, at 1:45 p.m. on Wednesday, June 19, 2013; and a public hearing in the Commissioners' Court Room at 6:30 pm on July 11, 2013. Public comment may also be forwarded to the Plan Commission Office through July 10, 2013 for the FY 2014-2017 DMTIP (DMMPC FAX number: 747-7744). The Plan Commission is scheduled to act on the DMTIP at its evening monthly meeting on July 11, 2013.

Specific information on the FY 2014-2017 DMTIP document can be reviewed now at the Plan Commission Office, Delaware County Building, Room 206, 100 West Main Street, Muncie, Indiana, 8:30 a.m. to 4:30 p.m., Monday through Friday, 765-747-7740. The draft DMTIP document will be placed on the Plan Commission page of the county website www.dmmpc.org and comments may be e-mailed to hsmith@co.delaware.in.us.

Marta Moody
Executive Director

Hugh Smith
Principal Planner