

Delaware-Muncie Metropolitan  
Plan Commission

**FY 2018-2021  
Delaware Muncie  
Transportation Improvement  
Program**



# TABLE OF CONTENTS

3/19/2019

	<u>Page</u>		<u>Page</u>
<b>PREFACE</b>		<b>PROJECTS</b>	<b>31-42</b>
	<b>1-4</b>		
Publication Notice .....	2	Introduction .....	32
Work Program Fulfillment .....	2	Summary of Funds Tables .....	32
DMMPC Staff .....	2	Local Urban Projects .....	33-34
Acknowledgments .....	2	Local Safety & Rural Projects ...	35
Transportation Committees and Affiliations .....	3	Indiana Dept. of Transportation	36-40
Certification Statement .....	4	Muncie Indiana Transit System	40-41
		FTA Section 5310 & 5311 .....	41
		Identification of ITS Projects ...	42
		Project Changes to DMTIP.....	42
<b>POLICIES</b>	<b>5-15</b>	<b>ILLUSTRATIVE PROJECTS</b>	<b>S 1-2</b>
		(For Your Information Only)	
Environmental Justice Order .....	6	Projects Awaiting Funding .....	2
DMMPC Public Participation Policy.....	7-11		
DMMPC Private Sector Transit Policy Statement .....	12-13	<b>SUMMARY</b>	<b>S 3-6</b>
MPTC Private Enterprise Policy	14-15	Introduction .....	4
		DMMPC Metropolitan Planning Area Map .....	4
<b>INTRODUCTION</b>	<b>16-20</b>	Environmental Justice Analysis .	5-6
Purpose .....	17		
Definition .....	17	<b>2013-2040 DELAWARE MUNCIE TRANSPORTATION PLAN UPDATE EXCERPTS</b>	<b>S 7-9</b>
Responsible Agency .....	17-18	2013-2040 Transportation Plan	
DMTIP Framework .....	18	Project List .....	7-8
Performance Measures Discussion	18-21	Long Range Projects Map .....	9
<b>FINANCIAL CONSIDERATIONS</b>	<b>22-25</b>	<b>PUBLIC COMMENT</b>	
Local Revenue Forecasts .....	23		<b>S 10-12</b>
MITS Financial Capacity Analysis	24-25		
<b>PROCESS</b>	<b>26-30</b>		
Coordinating Committee .....	27		
Goals and Objectives .....	27-28		
Area-wide Priorities .....	29		
Project Development .....	29-30		
Staging Periods .....	30		
DMTIP Document Process .....	30		
Public Participation Process .....	30		

*DMTIP*

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***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 2018-2021 Delaware-Muncie Transportation Improvement Program (DMTIP) fulfills in part Work Element Number 300 of the Delaware-Muncie Metropolitan Plan Commission's Fiscal Year 2017-2018 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**

Marta Moody, Executive Director

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Cheryl McGairk, Transportation Planner	Brandy Ingermann, Office Manager
Fred Daniel, Demographics & ZA Planner	Billie Keister, Secretary
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\* Responsible for preparation of this report,

## **ACKNOWLEDGMENTS**

### **DELAWARE COUNTY BOARD OF COMMISSIONERS**

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Shannon Henry .....Vice President  
James King

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Jane Lasater .....Vice-President

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Mary Chambers      Chris Matchett      Jessica Piper  
Amanda Dunnuck, Attorney

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Honorable Dennis Tyler

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Rick Glaub

Daniel Flanagan

Lon Fox

Bryan Smith

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Sherry Riggin...Vice Chairperson

Jim Lowe – BSU Facilities  
Sherry Riggin - County Commissioners  
Julius Anderson - City Council  
Ron Quakenbush - County Council  
Michael Burke - Yorktown Town Council  
represented by Pete Olson  
Larry King - Muncie Indiana Transit System  
Muncie Mayor Dennis Tyler  
Represented by Duke Campbell  
Todd May - INDOT  
Marta Moody - DMMPC Executive Director

Cheryl McGairk ..... Recording Secretary

#### **Advisors:**

Robert Dirks - Federal Highway Admin.  
Angie Moyer - County Engineering Dept.  
Hugh Smith – DMMPC Planner

### **TECHNICAL ADVISORY COMMITTEE**

Marta Moody ..... Chairperson

Scott Bailey - INDOT Greenfield District  
Brad Fellers - AT&T  
Amanda Price - MITS (Transit System)  
MaryAnn Pope - DMMPC Planner  
vacant - Parker City  
Robert Dirks- Federal Highway Administration  
Duke Campbell- Public Works, City of Muncie  
Brian Jones - INDOT Transit Section  
Tom Borchers - Delaware County Surveyor  
Tim Baty - Delaware County Airport  
Chris Palladino - Ball State University  
Vacant - Vectren Energy Delivery  
Angie Moyer - County Engineering Dept.  
Pete Olson - Yorktown Town Manager  
Vacant – Parker City  
Phil Evans – Albany  
Daniel Blankenship - Eaton  
Tanya Hiatt - Gaston  
Randy Vorhees – Town of Selma  
Robert McElheny - American Electric Power  
Larry Robinson - Chamber of Commerce  
Hugh Smith - DMMPC Planner  
Jay Mitchell - INDOT Urban Planning Section

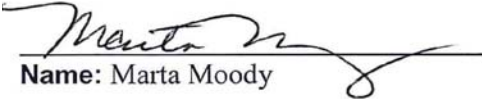
Cheryl McGairk ..... Recording Secretary

**TRANSPORTATION PLANNING PROCESS  
FY 2018  
CERTIFICATION**

In accordance with 23 CFR 450.336 Self-certifications and Federal certifications, the Indiana Department of Transportation and the Delaware Muncie Metropolitan Plan Commission hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of SAFETEA-LU, MAP-21, the FAST Act and the following regulations:

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

**Delaware Muncie Metropolitan  
Plan Commission**

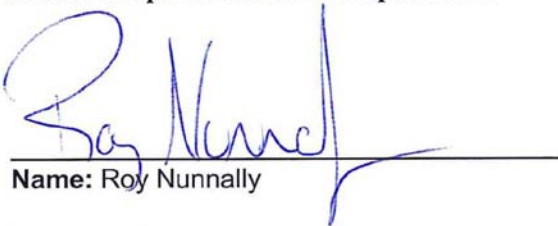
  
**Name:** Marta Moody

Executive Director, Delaware-Muncie  
Metropolitan Plan Commission

**Title**

4/20/2017  
**Date**

**Indiana Department of Transportation**

  
**Name:** Roy Nunnally

Division Director  
Technical Planning and Programming

**Title**

4/27/17  
**Date**


*DMTIP*

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***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 2-step local approval process for Transportation Plans and Transportation Improvement Programs.
3. Transportation Policy Committee (TPC): 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 2-step local approval process for Transportation Plans and Transportation Improvement Programs. This is the Policy Committee.
4. Ad-Hoc/Special Task Force Committees: An existing forum for creating a project specific committee to provide input for the 2-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](http://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/mailed 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 Transportation 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 Transportation 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 2-step local approval process (TAC and Transportation Policy Committee).

## **Section VI. Definitions/Abbreviations**

1. DMMPC: The Delaware-Muncie Metropolitan Plan Commission.
2. EPA: The Environmental Protection Agency.
3. Exempt Project: A project that does not add capacity to the surface transportation network.
4. FHWA: The Federal Highway Administration.
5. FTA: The Federal Transit Administration.
6. GIS: Geographic Information System.
7. IDEM: The Indiana Department of Environmental Management.
8. INDOT: The Indiana Department of Transportation.
9. MAP-21 The federal authorization act known as Moving Ahead for Progress in the 21<sup>st</sup> Century
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.
18. TPC: Transportation Policy Committee.

## **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

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## *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 21<sup>st</sup> 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.<sup>1</sup> 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.<sup>2</sup> 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.

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

Commission staff personnel, with the assistance of staff members of other public agencies and government offices, conduct much of the technical work required to prepare transportation plans and programs. This report serves as an example. Such work must also be endorsed by the Technical Advisory Committee and approved by the Transportation Policy Committee for local approval to be complete.

## **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 *2013-2040 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.

## **FAST ACT & PERFORMANCE MEASURES**

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

### National performance goals for Federal Highway programs:

**Safety** – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

**Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.

**Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).

**System reliability** – To improve the efficiency of the surface transportation system.

**Freight movement and economic vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

**Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.

**Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

FTA has performance measures for Transit Asset Management, and final regulations are published and in effect. FHWA has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability, but only the Safety Performance Measure regulation is in effect at this time.

INDOT along with the MPOs and FHWA will continue to collaborate to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) will be modified to reflect this information.

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

### Transit

The Muncie Indiana Transit System (MITS), the only urban transit operator in MPO's Planning Area, has established targets for various performance measures to track service conditions. The targets for required performance measures include:

**5%** of fixed route vehicles that have met or exceeded their useful life benchmark of 14 years,

**5%** of paratransit vehicles that have met or exceeded their useful life benefit of 8 years,

**100%** of rubber-tired vintage trolley buses that have met or exceeded their useful life benchmark of 14 years (these vehicles are used for promotional purposes & backup),

**25%** of non-revenue service vehicles that have met or exceeded their useful life benefit of 8 years,

**3 or above rating** for support facilities on the FTA Transit Economics Requirements Model (TERM). This currently includes the Operating & Maintenance Headquarters and the J.B. Black, Jr. Meeting & Training Facility.

**3 or above rating** for passenger facilities on the FTA TERM. This currently is composed of the T.J. Ault, III MITS Station.

## Safety

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

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

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

## Pavement and Bridge

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

### Pavement Performance Measures

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

### Bridge Performance Measures

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

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

### System Performance

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

### Reliability Performance Measures

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

### Freight Movement Performance Measure

- 1) Truck Travel Time Reliability (TTTR) Index

### CMAQ Measures

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

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 projected funding available for the local match portion of the bridge and surface transportation projects of Delaware County, Muncie, and Yorktown, Indiana in the DMTIP.

#### FY 2018-21 Delaware County Revenue

<b>Fund</b>	<b>CUMBR</b>	<b>LRS</b>	<b>Wheel Tax</b>
2018	1,701,000	497,000	1,039,900
2019	1,723,100	499,000	1,045,000
2020	1,745,500	501,000	1,050,300
2021	1,768,200	503,000	1,055,600
<b>Total</b>	<b>\$ 6,937,800</b>	<b>\$ 2,000,000</b>	<b>\$ 4,190,800</b>

Delaware County uses its MVH funds, averaging over \$2,000,000 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 2016-19 Muncie Revenue

<b>Fund</b>	<b>LRS</b>	<b>Wheel Tax</b>
2018	604,900	1,137,700
2019	607,300	1,143,600
2020	609,700	1,149,300
2021	612,200	1,155,000
<b>Total</b>	<b>\$ 2,434,100</b>	<b>\$ 4,585,600</b>

The City of Muncie uses its MVH funds, averaging about \$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 \$1,300,000 of EDIT funds per year, some of which could be used toward its transportation improvement projects.

#### FY 2016-19 Yorktown Revenue

<b>Fund</b>	<b>LRS</b>	<b>Wheel Tax</b>
2018	85,100	170,600
2019	86,400	171,400
2018	87,700	172,200
2019	89,000	173,000
<b>Total</b>	<b>\$ 348,200</b>	<b>\$ 687,200</b>

The Town of Yorktown uses its MVH funds, averaging about \$700,000 per year, for the salaries, operation and maintenance costs for its highway department. 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 below 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. The costs are expected to increase at 2 percent per year in the future due to inflation. The future transit revenues are expected to keep pace with inflation. The estimated future MITS expenses were calculated using the historic 2013 to 2015 patterns.

### MITS OPERATING EXPENSES FORECAST

EXPENSE ITEMS	2017	2018	2019	2018	2019
Salaries	\$ 3,240,000	\$ 3,304,800	\$ 3,370,800	\$ 3,438,000	\$ 3,506,400
Fringe Benefits	2,592,000	2,643,840	2,696,640	2,750,400	2,805,120
Contract Services	769,500	784,890	800,565	816,525	832,770
Materials & Supplies	1,004,400	1,024,490	1,044,950	1,065,780	1,086,985
Utilities	121,500	123,930	126,405	128,925	131,490
Casualty/Liability	218,700	223,070	227,530	232,065	236,680
Purchased Transport.	0	0	0	0	0
Other	153,900	156,980	160,110	163,305	166,555
<b>Total Eligible Expenses</b>	<b>\$ 8,100,000</b>	<b>\$ 8,262,000</b>	<b>\$ 8,427,000</b>	<b>\$ 8,595,000</b>	<b>\$ 8,766,000</b>

### MITS OPERATING REVENUE FORECAST

REVENUE ITEMS	2017	2018	2019	2018	2019
Local Assistance	\$ 4,728,216	\$ 4,851,716	\$ 4,977,446	\$ 5,104,906	\$ 5,235,040
State Assistance	1,446,784	1,446,784	1,446,784	1,446,784	1,446,784
Federal FTA Sect. 5307	1,925,000	1,963,500	2,002,770	2,043,310	2,084,176
<b>Total Revenues</b>	<b>\$ 8,100,000</b>	<b>\$ 8,262,000</b>	<b>\$ 8,427,000</b>	<b>\$ 8,595,000</b>	<b>\$ 8,766,000</b>

The following table displays the anticipated use of federal funding for transit projects by year. It should be noted that Federal Transit Administration (FTA) Section 5309 funds are discretionary and will require that the Muncie Indiana Transit System pursue obtaining them.

**FEDERAL TRANSIT ADMINISTRATION FUNDS AVAILABLE (Cash Flow)**

Federal Transit Funds	2017	2018	2019	2020	2021
<b>Beginning Balance (Carryovers)</b>	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>Federal Apportion (FTA 5307)</b>	1,932,000	2,015,500	2,002,770	2,043,310	2,148,176
<b>Federal Award CMAQ</b>	476,000				
<b>Federal Award (FTA 5309)</b>		1,488,000	2,400,000	1,296,000	1,464,000
<b>Federal Award (FTA 5310)</b>	328,000	328,000	88,000	88,000	
<b>Total Federal Funds Available</b>	<b>\$ 2,736,000</b>	<b>\$ 3,831,500</b>	<b>\$ 4,490,770</b>	<b>\$ 3,427,310</b>	<b>\$ 3,612,176</b>
<b>Operating Expenses</b>	<b>1,900,000</b>	<b>1,963,500</b>	<b>2,002,770</b>	<b>2,043,310</b>	<b>2,084,176</b>
<b>17 Hybrid-electric buses (1,3,5,2,3)</b>	476,000	1,440,000	2,400,000	976,000	1,464,000
<b>10 Paratransit vans (4,4,1,1)</b>	328,000	328,000	88,000	88,000	
<b>1 Building &amp; Grounds vehicle</b>	32,000				
<b>Passenger-Waiting Shelters</b>		52,000			
<b>Replace roof: MITS Headquarters</b>				320,000	
<b>2 Supervisor Vehicles</b>		48,000			
<b>1 Maintenance Service Truck</b>					36,000
<b>1 Hybrid Supervisor Vehicle</b>					28,000
<b>Total Projects</b>	<b>\$ 2,736,000</b>	<b>\$ 3,831,500</b>	<b>\$ 4,490,770</b>	<b>\$ 3,427,310</b>	<b>\$ 3,612,176</b>
<b>Ending Balance</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>

*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
- 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 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 2018-2021 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 Re-inspection 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 Transportation Policy 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 Alternatives Program (TAP) funds and HSIP (safety) funds are the locally prioritized federal funds that have two or more agencies submitting projects. CMAQ and TAP 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 six 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, 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 meeting in the County Commissioners' Courtroom. The draft DMTIP goes to the Technical Advisory Committee and the Transportation Policy Committee for public input, review and some revision. A final DMTIP goes before the Technical Advisory Committee and the Transportation Policy Committee 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 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 committee meetings and written comments at its office.



*DMTIP*

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***Projects***

***FY 2018-21***

## FY 2018-21 DMTIP PROJECT SECTION

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), IM – Interstate Maintenance, HSIP – Safety,

TA – Transportation Alternatives, CMAQ – Congestion Mitigation Air Quality

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 1<sup>st</sup> of previous year to June 30<sup>th</sup> of year Example: FY 2019 is 7/1/18 to 6/30/19.

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

Fiscal Year	Available				Total
	Urban STP	HSIP	CMAQ	TA	
2018	\$ 1,550,111	422,815	738,555	128,906	\$ 2,840,387
2019	\$ 1,796,339	355,441	711,424	134,017	\$ 2,997,221
2020	\$ 1,717,122	355,441	781,295	134,017	\$ 2,987,875
2021	\$ 1,717,122	355,441	781,295	134,017	\$ 2,987,875
<b>Total</b>	\$ 6,780,694	\$1,489,138	\$3,012,569	\$ 530,957	\$ 11,813,358

- \$69,871 in FY 2019 CMAQ used for Des#1600652 Change Order and lowered available.

Fiscal Year	Programmed				Total
	Urban STP	HSIP	CMAQ	STP-TA	
2018	\$ 2,533,203	0	291,184	16,000	\$ 2,840,387
2019	\$ 2,490,642	0	0	497,686	\$ 2,988,328
2020	\$ 1,306,000	0	1,009,882	0	\$ 2,315,882
2021	\$ 640,000	0	1,215,000	1,571,510	\$ 3,426,510
<b>Total</b>	\$ 6,105,188	\$ 0	\$2,516,066	\$ 2,085,196	\$ 10,706,450

Available Prior Year Balance (PYB)	Fiscal Year	Programmed Prior Year Balance
\$ 708,476	2018	\$ 708,476
\$ 1,416,306	2019	\$ 1,416,306
\$ 2,124,782	<b>Total</b>	\$ 2,124,782

**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 #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 322 and the Nebo corridor from SR 332 to Jackson Street. Construction for Phase 1 – Intersection and Phase 2 – Nebo Corridor.	PE	115,385	EarmarkC	Prev	<u>\$3,774,528</u>  PE: 592,195 RW: 50,000 CN:2,784,300 CE: 348,033
			"	358,371	STP-U	Prev	
			"	<u>118,439</u>	<u>Local</u>	Prev	
			RW	40,000	Earmark	2018	
			"	<u>10,000</u>	<u>Local</u>	2018	
Des # 0710098 Delaware Co.	Rehabilitation	Bridge #141, Tiger Drive over White River: bridge rehabilitation and bicycle/ pedestrian path.	CN1/CE	2,503,865	Earmark	2019	
			"	628,468	Local	2019	
			PE	250,948	STP-U	Prev	
			"	<u>62,737</u>	<u>CBR</u>	Prev	
			RW	23,440	PYB	Prev	
Des # 1173228 City of Muncie	Reconstruction	Wheeling Avenue from Riverside Avenue to Centennial Avenue: <u>Project eliminated</u>	"	<u>5,860</u>	<u>CBR</u>	Prev	
			CN	1,733,203	STP-U	2018	
			"	708,476	PYB	2018	
			"	<u>676,321</u>	<u>CBR</u>	<u>2018</u>	
			CE	228,381	STP-U	2019	
Des # 1173229 City of Muncie R35802	Reconstruction	Wheeling Avenue from Centennial Avenue to McGalliard Road: reconstruct to current 3 and 5 lanes.	"	57,095	CBR	2019	
			"				
			Action taken 3/12/19				\$ <u>0</u>
			PE	172,489	PYB	Prev	
			"	<u>43,122</u>	<u>Local</u>	Prev	
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).	RW1	189,710	Earmark	Prev.	
			"	36,558	STP-U	Prev.	
			"	<u>56,567</u>	<u>Local</u>	Prev	
			RW2	560,000	STP-U	2018	
			"	<u>140,000</u>	<u>Local</u>	<u>2018</u>	
			CN	689,353	Earmark	2019	
			"	<u>1,710,107</u>	STP-U	2019	
			"	1,000,000	PYB	2019	
			"	<u>849,865</u>	<u>Local</u>	<u>2019</u>	
			CE	<u>158,550</u>	STP-U	2019	
			"	<u>39,638</u>	<u>Local</u>	<u>2019</u>	
Des#1592996 City of Muncie R39109	Bike/Ped. Trail	Kitselman Trailhead Phase 2: bicycle/ pedestrian trail connect-ing White River Corridor & Cardinal Greenway Trails.	CE	<u>200,044</u>	<u>STP-U</u>	<u>2020</u>	
			"	<u>50,011</u>	<u>Local</u>	<u>2020</u>	
			PE	56,000	RTP	Prev	
			"	<u>14,240</u>	<u>Local</u>	Prev	
			CN	94,000	RTP	2018	
Des#1592998 Yorktown	Pedestrian	Nebo Road, from SR 32 to Sarasota Drive: new sidewalk one side.	"	32,498	Local	2018	
			PE	633,754	PYB	Prev	
			"	<u>158,438</u>	<u>CGI/local</u>	Prev	
			RR PE	16,000	TA	2018	
			"	<u>4,000</u>	<u>CGI/local</u>	<u>2018</u>	
Des#1592998 Yorktown	Pedestrian	Nebo Road, from SR 32 to Sarasota Drive: new sidewalk one side.	CN/CE	416,306	PYB	2019	
			"	497,686	TA	2019	
			"	<u>37,650</u>	STP	2019	
			"	<u>237,910</u>	<u>CGI/local</u>	2019	
			PE	60,000	CMAQ	Prev	
Des#1592998 Yorktown	Pedestrian	Nebo Road, from SR 32 to Sarasota Drive: new sidewalk one side.	"	<u>15,000</u>	<u>Local</u>	Prev	
			PE	51,184	CMAQ	2018	
			"	<u>12,796</u>	<u>Local</u>	<u>2018</u>	
			CN/C.E.	405,000	CMAQ	2020	
			"	101,250	Local	2020	

**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#1702868 Yorktown	Pedestrian	Nebo Road, from Sarasota Drive to River Rd (BR 124): new sidewalk one side.	CN/C.E. "	544,882 136,221	CMAQ Local	2020 2020	\$ 681,103 CN: 681,103
Des#1600639 Delaware Co.	PLANNING	FY 2018 funds in the Unified Planning Work Program.	PE "	225,986 56,497	PL Local	2018 2018	\$ 282,483 18PE: 282,483
Des#1700678 Yorktown	Roundabout	River Road at Nebo Road and approaches: new roundabout.	PE " RW " "	240,000 60,000 60,000 15,000 1,215,000 303,750	CMAQ Local CMAQ Local CMAQ Local	2018 2018 2020 2020 2021 2021	\$ 1,893,750 PE: 300,000 RW: 75,000 CN: 1,518,750
Des#1700680 Delaware Co.	Bridge Replacement	BR #125, Nebo Road over York Prairie Creek, south of Kettner Drive: bridge replacement.	PE " RW " CN "	239,520 59,880 52,000 13,000 1,300,000 325,000	STP-U CBR STP-U CBR STP-U CBR	2019 2019 2020 2020 2022 2022	\$ 1,989,400 PE: 299,400 RW: 65,000 CN:1,625,000
Des#1700681 Delaware Co.	Bridge Replacement	BR #127, CR 600W over York Prairie Creek, north of Lone-beech: bridge replacement.	CN/CE "	1,022,000 255,500	STP-U Local	2020 2020	\$ 1,277,500 CN: 1,190,000 CE: 87,500
Des#1700682 Delaware Co.	Bridge Replacement	BR #502, Gharkey St. over Buck Creek, north of 23 <sup>rd</sup> St.: bridge replacement.	CN/CE "	1,404,000 351,000	STP-U Local	2022 2022	\$ 1,755,000 CN: 1,560,000 CE: 195,000
Des#1700751 City of Muncie	Bicycle Pedestrian	Cultural Trail bicycle/pedestrian paths routing from Dicks to E. Main Street along University, Pauline, Wysor and Madison.	PE " PE " CN/CE "	240,000 60,000 90,000 36,600 1,571,510 392,877	STP-U Local STP-U Local STP-TA Local	2018 2018 2019 2019 2021 2021	\$ 2,390,987 PE: 426,600 CN: 1,746,122 CE: 218,265
Des#1700752 City of Muncie	Road Re-construction	Riggin Road reconstruction: from Wheeling Avenue to Old SR 3. (Possible CN in FY 2023)	PE "	320,000 80,000	STP-U Local	2023 2023	\$ 3,800,000 PE: 400,000
Des#1801325 Delaware Co.	PLANNING	FY 2019 funds in the Unified Planning Work Program.	PE "	263,850 65,963	PL Local	2019 2019	\$ 329,813 19PE: 329,813

Note: PE is Preliminary Engineering, RW is right-of-way acquisition, CN. 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  
RURAL BRIDGE, RURAL STP & SAFETY  
FISCAL YEARS 2018 THRU 2021**

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. #9680560 Delaware Co	BRIDGE Rehabilitation	3. BR #161, CR 170S over White River: replace bridge.	PE	297,520	Earmrk	2019	<u>\$ 3,396,323</u>  PE: 371,900 RW: 124,423 CN: 2,900,000
			"	74,380	CBR	2019	
			RW	99,538.61	Earmrk	2020	
			"	24,884.65	CBR	2020	
			Constr.	2,320,000	BRZ	2021	
			"	585,000	CBR	2021	
Des. #0900990 Delaware Co.	BRIDGE REMOVAL	4. BR #226, CR 419E over Cardinal Greenway Bicycle / Pedestrian Trail.  <b>Note:</b> CBR is Delaware County Cumulative Bridge (local funds)	PE	100,720	BRZ	Prev	<u>\$ 1,080,400</u>  PE: 188,150 RW: 26,240 CN: 866,010
			"	25,180	CBR	Prev	
			PE	49,800	BRZ	Prev	
			"	12,450	CBR	Prev	
			ROW	8,000	BRZ	2017	
			"	2,000	CBR	2017	
			ROW	12,992	BRZ	2018	
			"	3,248	CBR	2018	
			CN/CE	692,808	BRZ	2018	
	173,202	CBR	2018				
Des. #1400281 Delaware Co.	BRIDGE RE-INSPECTION	Delaware County Reinspection Study & Report Phase 1 (FY 2015) and Phase 2 (FY 2017 & 2018).	PE	199,440	BRZ	Prev	<u>\$ 456,900</u>  PE15: 249,300 PE17: 173,000 PE18: 34,600
			"	49,860	CBR	Prev	
			PE	138,400	BRZ	Prev	
			"	34,600	CBR	Prev	
			PE	27,680	BRZ	2018	
	6,920	CBR	2018				
Des. #1500279 Delaware Co.	BRIDGE RE-INSPECTION	Delaware County Reinspection Study & Report Phase 1	PE	209,280	BRZ	2019	<u>\$ 261,600</u>  PE19: 261,600 PE20: 261,600 PE21: 261,600
			"	52,320	CBR	2019	
			PE	209,280	BRZ	2020	
			"	52,320	CBR	2020	
			PE	209,280	BRZ	2021	
			"	52,320	CBR	2021	

**Note:** IHSIP is district safety funds from INDOT, HSIP is federal safety funds for Muncie Urban Area.

**INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS**  
**INSTIP WORK PROGRAM FY 2018-21**

**MOST COMMONLY USED FUND CODES**

906> State Funds, STP> Surface Transpo. Program (Federal),

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
0800946 INDOT	Bridge Replacement	SR 38, 1.6 miles W of SR 109 over Lick Creek: is parent project to wetland mitigation 0.4 mile N of SR 32 and Priestford Road.	CN "	701,578 175,394	STP-BR 906	2019 2019	CN: 876,972
1296515 BRIDGE	Small Structure Bridge	SR 32, 4.656 miles E of US 35: small structure work.	RW " Constr. " "	20,000 <u>5,000</u> 67,985 16,996	STP 906 STP 906	Prev Prev 2018 2018	\$ 29,054 RW: 25,000 CN: 84,981
1296846 INDOT	SIGNAL MODERNIZE	SR 28 at SR 67 signal upgrade.	PE " CN "	12,000 <u>3,000</u> 87,476 21,869	STP State STP State	2018 2018 2020 2020	\$ 124,345 PE: 15,000 CN: 109,345
1298106 INDOT	Small Structure Bridge	Structure pipe lining for US 35 at 0.111 mile N of SR 32.	Constr. "	302,375 75,594	BR 906	2018 2018	\$ 377,969
1298228 INDOT	Intersection Improvement	Added turn lanes for SR 332 at <b>CR 600W</b> .	PE " RW " Constr. "	196,320 <u>49,080</u> 8,000 2,000 1,175,455 293,864	STP 906 STP 906 STP 906	Prev Prev 2019 2019 2020 2020	\$ 1,479,319 PE: 245,400 RW: 10,000 CN: 1,469,319
1298598 INDOT	Bridge Pipe Lining	SR 32, 1.306 miles E of I-69.	PE " PE " RW " CN "	64,560 <u>16,140</u> 15,440 <u>3,860</u> 17,600 <u>4,400</u> 686,813 171,703	STP State STP State STP State STP State	Prev. Prev. 2018 2018 2018 2018 2018 2018	\$ 980,516 PE: 100,000 RW: 22,000 CN: 858,516
1400043 INDOT	Bridge Program CN: future FY	US35/SR28, 3.85 miles east of I-69: bridge deck replacement (E of 525W).	PE " RW " CN "	110,680 <u>27,670</u> 16,000 <u>4,000</u> 420,721 105,180	NHS 906 NHS 906 NHS 906	Prev Prev 2018 2018 2021 2021	\$ 684,251 PE: 138,350 RW: 20,000 CN: 525,901
1500004 INDOT RW deleted	Raise Bridge Lower Pavement	SR 67 0.65 mile south of SR 3 at Old SR 3/Walnut Street.	PE " CN "	198,000 <u>22,000</u> 1,964,286 218,254	STP 906 STP 906	Prev Prev 2019 2019	\$ 2,202,540 PE: 20,000 CN: 2,182,540
1500037 STP Rural	Pavement Replacement	US 35 CRC pavement at the Muncie Bypass, 1.053 miles. 2020 construction.	PE " PE " CN "	45,200 <u>11,300</u> 96,000 <u>24,000</u> 1,217,278 304,319	STP 906 STP 906 STP 906	Prev. Prev. 2019 2019 2020 2020	\$ 1,698,097 PE: 176,500 CN: 1,521,597
1500176 INDOT	Railroad Protection	Rail Crossing Upgrades for Lincoln ST at CSX and NS Railroads in Muncie, IN.	PE CN	40,000 450,000	HSIP HSIP	Prev. 2018	\$ 490,000 PE: 40,000 CN: 450,000

Note: PE is Preliminary Engineering, RW is right-of-way acquisition, CN. is construction, CE is CN engineering.

**INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS**  
**INSTIP WORK PROGRAM FY 2018-21**

**MOST COMMONLY USED FUND CODES**

906> State Funds, STP> Surface Transpo. Program (Federal),

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
1500813 INDOT	Preventative Maintenance	I-69, SR 9 to SR 67: paving for HMA overlay.	PE " CN "	230,256 <u>57,564</u> 6,275,732 1,568,933	NHS State NHS State	Prev Prev 2018 2018	\$ <u>8,132,484</u> PE: 287,820 CN: 7,844,664
1500821 INDOT	Preventative Maintenance	SR 67 HMA Overlay paving: from SR 3 to 3.76 miles west.	PE " PE " CN "	27,200 <u>6,800</u> 160,000 <u>40,000</u> 2,433,258 608,314	NHS 906 STP 906 STP 906	Prev. Prev. 2018 2018 2019 2019	\$ <u>3,241,572</u> PE: 200,000 CN: 3,041,572
1592542 INDOT	Preventative Maintenance	US 35/SR 28 HMA Overlay: from SR 3 to I-69.	PE " CN "	33,600 <u>8,400</u> 1,397,371 349,343	NHS State NHS State	Prev Prev 2019 2019	\$ <u>1,788,714</u> PE: 42,000 CN: 1,746,714
1592543 INDOT	Preventative Maintenance	US 35/SR 3 HMA Overlay: from SR 28 to 29 <sup>th</sup> Street.	PE " CN "	52,000 <u>13,000</u> 5,359,310 1,339,827	NHS 906 NHS 906	Prev Prev 2018 2018	\$ <u>6,764,137</u> PE: 65,000 CN: 6,699,137
1592566 1592567 INDOT	Bridge Maintenance	US 35 NB & SB Bridges over Broadway-SR 67 north of Riggins Road: painting.	CN "	215,767 53,942	BR 906	2018 2018	\$ <u>269,709</u>
1592569 1592570 INDOT	Bridge Maintenance	US 35 NB & SB Bridges over CSX Railroad 2.26 miles south of SR 32: painting.	PE " CN "	16,000 <u>4,000</u> 243,983 60,996	BR 906 BR 906	Prev Prev 2018 2018	\$ <u>224,979</u> PE: 20,000 CN: 304,979
1592571 1592572 INDOT	Bridge Maintenance	US 35 NB & SB Bridges over Norfolk Southern Railroad 0.1 mile south of SR 32: painting.	PE " CN "	16,000 <u>4,000</u> 235,352 58,838	BR 906 BR 906	Prev Prev 2018 2018	\$ <u>214,190</u> PE: 20,000 CN: 294,190
1592573 1592574 INDOT	Bridge Maintenance	US 35 NB & SB Bridges over SR 32: painting.	CN "	202,822 50,705	BR 906	2018 2018	\$ <u>253,527</u>
1593191 INDOT	Preventative Maintenance	SR 167 HMA Overlay Paving from SR 67 to 4.24 mile N of SR 67 (4.22 miles)	PE " CN "	128,000 <u>32,000</u> 1,291,950 322,988	STP State STP State	2018 2018 2020 2020	\$ <u>1,774,938</u> PE: 160,000 CN: 1,614,938
1593199 INDOT	Preventative Maintenance	SR 32 HMA Overlay: from SR 9 to US 35, 15.1 miles.	PE " CN "	200,000 <u>50,000</u> 8,483,539 2,120,885	STP State STP State	2018 2018 2020 2020	\$ <u>10,854,424</u> PE: 250,000 CN: 10,604,424
1600436 INDOT	TPIMS Statewide	Truck Parking Information Management System state-wide, including I-69 Rest Areas at MM250.	PE "	4,149,751 608,580	STP 906	2018 2018	\$ <u>4,758,331</u>
1600463 1700469 INDOT	Pavement	Statewide On-call Pavement Designs	PE "		STP 906	2018 2018	
1600479 INDOT	Pavement	Statewide On-call Geotechnical Investigations	PE "		STP 906	2018 2018	
1600792 INDOT	Preventative Maintenance	SR 28 HMA Overlay: from SR 3 to SR 67, 2.71 miles.	CN "	1,587,517 396,879	STP State	2021 2021	\$ <u>1,984,396</u> CN: 1,984,396

**INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS**  
**INSTIP WORK PROGRAM FY 2018-21**

**MOST COMMONLY USED FUND CODES**

906> State Funds, STP> Surface Transpo. Program (Federal),

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
1601783 INDOT	Railroad Protection	SR32 (Kilgore Ave) at NS RR DOT #474550K in Muncie. (Statewide Program)	PE " CN "	10,000 <u>10,000</u> 150,000 150,000	RRSafety State RRSafety State	2018 2018 2018 2018	\$ 320,000 PE: 20,000 CN: 300,000
#1602204 #1602205 INDOT	Bridge Deck Overlay	I-69 over SR 67 (NB & SB).	CN "	242,406 60,602	STP State	2018 2018	\$ 303,008 CN: 303,008
1602210 INDOT	Bridge Program	I-69 NB over Pipe Creek, 3.95 mile N of SR 28: rehab.	CN "	1,175,788 293,947	NHS State	2020 2020	\$ 1,469,735 CN: 1,469,735
1602211 INDOT	Bridge Program	I-69 SB over Pipe Creek, 3.95 mile N of SR 28: rehab.	CN "	1,175,788 293,947	NHS State	2020 2020	\$ 1,469,735 CN: 1,469,735
1602238 INDOT	Bridge Program	SR 332 over I-69 NB/SB: bridge deck overlay.	PE " CN "	100,320 <u>25,080</u> 936,621 234,155	NHS 906 NHS 906	2018 2018 2020 2020	\$ 1,296,176 PE: 125,400 CN: 1,170,776
Des. #1700402 INDOT	Environmental Mitigation	Replace SR 38 Bridge over Lick Creek: wetland mitigation located 0.4 mile north of SR 32 and Priestford Rd.	RW " CN "	40,000 <u>10,000</u> 92,000 23,000	STP State STP State	2018 2018 2019 2019	\$ 165,000 RW: 50,000 CN: 115,000
1700555 INDOT	Preventative Maintenance	SR 3 HMA Overlay paving: from SR 67 to US 35.	CN "	835,710 208,928	STP 906	2019 2019	\$ 1,044,638
Des. #1700608 INDOT	Patch&Rehab Pavement	IDIQ highway patch & rehabilitate pavement at various locations in Greenfield District.	PE CN "	<u>15,000</u> 400,000 100,000	State STP State	2018 2018 2018	\$ 515,000 PE: 15,000 CN: 500,000
Des. #1700609 INDOT	Traffic & Other	IDIQ Project: traffic and other controls at various locations in Delaware County.	PE " CN "	12,000 <u>3,000</u> 400,000 100,000	STP State STP State	2018 2018 2018 2018	\$ 515,000 PE: 15,000 CN: 500,000
1700810 INDOT	Preventative Maintenance	SR 67 HMA Overlay from SR 3 to SR 28 south junction.	CN "	1,131,893 282,973	STP State	2020 2020	\$ 1,414,866 CN: 1,414,866
1700851 INDOT	Bridge Deck Overlay	SR 67 over Halfway Creek, 0.88 miles N of SR 28.	PE "	19,500 4,875	STP State	2018 2018	PE: 24,375
1700852 INDOT	BRIDGE	US 35, NB Bridge's Deck Overlay over the White River, 1.5 miles south of SR 32.	PE " CN "	8,000 <u>2,000</u> 183,742 45,935	STP State STP State	2018 2018 2019 2019	\$ 239,677 PE: 10,000 CN: 229,677
1700858 INDOT	BRIDGE	US 35, SB Bridge's Deck Overlay over the White River, 1.5 miles south of SR 32.	PE " CN "	8,000 <u>2,000</u> 183,742 45,935	STP State STP State	2018 2018 2019 2019	\$ 239,677 PE: 10,000 CN: 229,677
1700926 INDOT	BRIDGE	SR 3 Bridge Deck Overlay over Mississinewa River, 4.37 miles north of US 35.	PE " CN "	20,000 <u>5,000</u> 439,424 109,810	STP State STP State	2018 2018 2020 2020	\$ 574,052 PE: 25,000 CN: 549,052
1700950 INDOT	BRIDGE	SR 32 Bridge Deck Overlay over Shoemaker Ditch, 2.29 miles east of I-69.	PE " CN "	32,000 <u>8,000</u> 189,450 47,363	STP State STP State	2018 2018 2020 2020	\$ 276,813 PE: 40,000 CN: 236,813
1700960 1700961 INDOT	BRIDGE	US 35, NB & SB Bridges' superstructure replacement over JD Truitt Ditch, 0.68 miles south of SR 32.	PE " CN "	72,000 <u>18,000</u> 1,553,710 388,428	STP State STP State	2018 2018 2020 2020	\$ 2,032,138 PE: 90,000 CN: 1,942,138



1700962 INDOT	BRIDGE	CR 950N Bridge Deck Overlay over I-69, 3.54 miles north of SR 28.	PE “ CN	11,200 <u>2,800</u> 227,819 56,955	STP State STP State	2018 <u>2018</u> 2020 2020	\$ <u>298,774</u> PE: 14,000 CN: 284,774
1700968 INDOT	BRIDGE	SR 67 Bridge Deck Overlay over Bell Creek, 5.38 miles east of I-69.	PE “ CN	32,800 <u>8,200</u> 711,934 177,984	STP State STP State	2018 <u>2018</u> 2020 2020	\$ <u>930,918</u> PE: 41,000 CN: 889,918
1700991 1700992 INDOT	BRIDGE	US 35, NB & SB Bridges' Deck Overlay over CSX RR, 0.10 miles south of SR 32.	PE “ CN	48,000 <u>12,000</u> 1,018,031 254,508	STP State STP State	2018 <u>2018</u> 2020 2020	\$ <u>1,332,539</u> PE: 60,000 CN: 1,272,539
1700993 1700994 INDOT	BRIDGE	US 35, NB & SB Bridges' Deck Overlay over SR 32, 3.51 miles south of SR 67.	PE “ CN	49,600 <u>12,400</u> 1,095,678 273,919	STP State STP State	2018 <u>2018</u> 2020 2020	\$ <u>1,399,597</u> PE: 62,000 CN: 1,369,597
1700995 1700996 INDOT	BRIDGE	US 35, NB & SB Bridges' Deck Overlay over N&S RR, 1.39 miles north of SR 32.	PE “ CN	48,000 <u>12,000</u> 1,000,776 250,194	STP State STP State	2018 <u>2018</u> 2020 2020	\$ <u>1,310,970</u> PE: 60,000 CN: 1,250,970
1700997 1700998 INDOT	BRIDGE	US 35, NB & SB Bridges' Deck Overlay over Broadway Ave., 2.89 miles east of SR 3.	PE “ CN	48,000 <u>12,000</u> 1,035,286 258,821	STP State STP State	2018 <u>2018</u> 2020 2020	\$ <u>1,354,107</u> PE: 60,000 CN: 1,294,107
1702053 1702055 INDOT	BRIDGE	SR 67, NB & SB Bridges' Deck Overlay over No Name Creek, 3.64 miles west of SR 3.	PE “ CN	48,000 <u>12,000</u> 1,069,795 267,449	STP State STP State	2018 <u>2018</u> 2020 2020	\$ <u>1,397,244</u> PE: 60,000 CN: 1,337,244
1702057 INDOT	BRIDGE	SR 67, NB Off Ramp Bridge Deck Overlay over No Name Creek, 3.64 miles west of SR 3.	PE “ CN	19,200 <u>4,800</u> 405,487 101,372	STP State STP State	2018 <u>2018</u> 2020 2020	\$ <u>530,859</u> PE: 24,000 CN: 506,859
1702082 INDOT	Signal Modernization	SR 332 at CR 500W: signal upgrade, 4.38 miles E of I69.	CN “	18,117 4,529	STP State	2019 2019	\$ <u>22,646</u> CN: 22,646
1702125 INDOT	Preventative Maintenance	Convert lighting to LED in various locations on State Highway System in Delaware Co.	PE CN	<u>30,000</u> 6,867,595	STP STP	2018 2018	\$ <u>6,897,595</u> PE: 30,000 CN: 6,867,595
1702222 INDOT	Safety	US 35 safety revisions at RP 21.7, at RP 30.3 and at RP 38.18. (various locations)	CN “	261,866 29,096	HSIP State	2018	\$ <u>290,962</u> CN: 290,962
Des. #1702393 INDOT	State Police Patrols by Contract	Contract for State Police Patrols statewide on various interstate routes.	PE PE	1,000,000 1,000,000	STBG STBG	2018 2019	\$ <u>2,000,000</u> PE: 2,000,000
Des1801072 INDOT	Bridge Program	US 35 over Yeager, Finley Maynard Ditch: bridge maintenance and repair	PE “ CN	52,640 <u>13,160</u> 87,476 21,869	STP State STP State	2019 <u>2019</u> 2020 2020	\$ <u>175,145</u> PE: 65,800 CN: 109,345
Des1801453 INDOT	Safety New Signs	Various Greenfield District Locations on US 52 & US 35.	CN “	69,388 7,710	HSIP State	2021 2021	\$ <u>77,098</u> CN: 77,098
Des1801461 INDOT	Safety Barrier Wall	Various Locations on the SR3, SR67, US35 (Bypass).	CN “	587,508 65,279	HSIP State	2021 2021	\$ <u>652,787</u> CN: 52,787
Des1802826 INDOT	Other Type Miscellaneous	Various locations statewide for on-call consultant review.	PE “ PE “ PE “ PE “	1,680,000 420,000 1,680,000 420,000 1,680,000 420,000 1,680,000 420,000	STP State STP State STP State STP State	2020 2020 2021 2021 2022 2022 2023 2023	\$ <u>8,400,000</u> PE1:2,100,000 PE2:2,100,000 PE3:2,100,000 PE4:2,100,000

Des1900554 INDOT	Other Type Miscellaneous	statewide for HELPERS Program by LTAP 2020-23.	PE “	1,039,144 115,460	HSIP State	2020 2020	\$ 1,154,604 PE: 1,154,604
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**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 up to 13 Hybrid-electric Buses: MITS has grants toward purchasing three (3) buses in FY 2018, five (5) buses in FY 2019, two (2) buses in FY 2020, and three (3) buses in FY 2021. These buses are heavy-duty buses. This project is on the Equipment Replacement Schedule.
3. Purchase of up to 5 MITS Plus transit vans: MITS will purchase up to three (3) transit vans in FY 2018 (from FFY 2016 funds), one (1) van in FY 2019, and one (1) van in 2020 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. Passenger Shelters: MITS will purchase and install passenger-waiting shelters in FY 2018 to supplement its transit amenities along its fixed routes.
5. 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 2020.
6. Purchase of up to two (2) supervisor’s vehicles: MITS is applying for an FTA discretionary grant toward the cost of purchasing two replacement supervisor’s vehicles in FY 2018.
7. Purchase of a maintenance service truck: MITS will purchase a replacement maintenance service truck in FY 2021. This project is on the MITS Equipment Replacement Schedule
8. Purchase of a hybrid supervisor’s vehicle: MITS will purchase a replacement hybrid vehicle in FY 2021 for use by supervisor’s. This project is on the MITS Equipment Replacement Schedule.
9. Purchase of radio system: MITS will purchase radio equipment to replace outdated radio system.

**MUNCIE INDIANA TRANSIT SYSTEM PROJECTS MOST COMMONLY USED FUND CODES:**

**DELAWARE MUNCIE PLANNING AREA TIP** FTA Section 5307, 5309, 5316, 5317

**FISCAL YEARS 2018 THROUGH 2021**

PMTF > Public Mass transportation Fund (State); PTC > Local

PROJECT DES. #	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	FY / Total Cost
1592360	Operating Assistance	1. FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal years 2018 through 2021.	Operating	1,900,000 1,486,059 3,913,716	FTA5307 PMTF PTC	<u>2018</u> 7,299,775
1592361	Operating Assistance		Operating	2,002,770 1,446,784 4,977,446	FTA5307 PMTF PTC	<u>2019</u> 8,427,000
1700700	Operating Assistance		Operating	2,043,310 1,446,784 5,104,906	FTA5307 PMTF PTC	<u>2020</u> 8,595,000
1700701	Operating Assistance		Operating	2,084,176 1,446,784 5,235,040	FTA5307 PMTF PTC	<u>2021</u> 8,766,000

1592362	ROLLING STOCK	2. Purchase of up to thirteen (13) heavy-duty, hybrid-electric buses to replace thirteen (13) buses in MITS's fleet: three (3) buses (diesel, hybrid, or electric) in FY 2018, five (5) buses in FY 2019, two (2) buses in FY 2020, and 3 buses in FY 2021 for fixed route service.	Purchase	1,440,000 360,000	FTA5309 PTC	<u>2018</u> 1,800,000
1592363	ROLLING STOCK		Purchase	2,400,000 600,000	FTA5309 PTC	<u>2019</u> 3,000,000
1700702	ROLLING STOCK		Purchase	976,000 244,000	FTA5309 PTC	<u>2020</u> 1,220,000
1700703	ROLLING STOCK		Purchase	1,464,000 366,000	FTA5309 PTC	<u>2021</u> 1,830,000
1592364	ROLLING STOCK	3. Purchase of up to five (5) replacement transit vans: three (3) vans in FY 2018 (from FFY 2016 funds), one (1) van in FY 2019, and one (1) van in FY 2020 for paratransit service.	Purchase	328,000 82,000	FTA5310 PTC	<u>2018</u> 410,000
1700704	ROLLING STOCK		Purchase	88,000 22,000	FTA5310 PTC	<u>2019</u> 110,000
1700705	ROLLING STOCK		Purchase	88,000 22,000	FTA5310 PTC	<u>2020</u> 110,000
1172746	OTHER	4. Purchase and installation of passenger-waiting shelters.	Expense "	52,000 13,000	FTA5307 PTC	<u>2018</u> 65,000
1172747	OTHER	5. Replacement of roof at MITS Headquarters in FY 2020.	Expense "	320,000 80,000	FTA5309 PTC	<u>2020</u> 400,000
1700706	SUPPORT EQUIPMENT	6. Purchase of two (2) replacement supervisor vehicles.	Purchase "	48,000 12,000	FTA5309 PTC	<u>2018</u> 60,000
1700710	SUPPORT EQUIPMENT	7. Purchase of one (1) replacement maintenance service truck.	Purchase "	36,000 9,000	FTA5307 PTC	<u>2021</u> 45,000
1700711	SUPPORT EQUIPMENT	8. Purchase of one (1) hybrid replacement supervisor's vehicle.	Purchase "	28,000 7,000	FTA5307 PTC	<u>2021</u> 35,000
1702721	SUPPORT EQUIPMENT	9. Replacement of outdated radio system for MITSPlus service.	Purchase	38,400 9,600	FTA5339 PTC	<u>2018</u> 48,000

#### FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 & 5311 PROJECTS

**Muncie Indiana Transit system** was awarded \$326,400 in FY 2018 FTA Section 5310 funds toward the \$408,000 cost of four compressed natural gas (CNG) BOVC transit vehicles for Project **Des #1592364**.

**Des #1701421-Hillcroft Services** was awarded \$60,800 in FY 2018 FTA Section 5310 funds toward the \$76,000 cost of two low-floor mini vans. The local match is \$15,200.

**Des #1701423-LifeStream Services** was awarded \$153,600 in FY 2018 FTA Section 5310 funds toward the \$192,000 of four small transit vans replacing Model Year 2009 vehicles with VIN #s 1FDEE35S19DA32699, 1FDEE35S19DA32671, and 1FDEE35L19DA37992; and replacing a Model Year 2010 vehicle with VIN #1FDEE3FS2ADA58395. The local match is \$38,400.

**Des #1801498 - Hillcroft Services** was awarded \$78,688 in FY 2019 FTA Section 5310 funds toward the \$98,360 cost of two small transit vans. The local match is \$19,672.

**Des #1801499 - LifeStream Services** was awarded \$157,376 in FY 2019 FTA Section 5310 funds toward the \$196,720 cost of four small transit vans replacing Model Year 2010 vehicles with VIN #s 1FDEE34S2ADA58389, 1FDEE34S0ADA58391, 1FDEE34S2ADA58392, and 1FDEE34S4ADA58393. The local match is \$39,344.

## **IDENTIFICATION OF ITS PROJECTS**

There are no FY 2018-21 ITS projects programmed for Delaware County at this time.

## **DMTIP CHANGES BY MODIFICATION OR AMENDMENT**

The following are changes to the FY 2018-2021 Delaware Muncie Transportation Improvement Program (DMTIP) by modification or amendment after the original DMTIP was approved in 2017:

- 6/21/2017 – Amend DMTIP to add Des #1701421 & 1701423, FTA Section 5310 transit van purchases.
- 6/21/2017 – Amend DMTIP to add Des #1602238, SR 332 over I-69 bridge deck overlay.
- 6/21/2017 – Modify DMTIP for Des #1296515 & 1298106 increased construction and for Des #1298598 timing.
- 7/17/2017 – Amend DMTIP to add Des #1500821, 1600463/1700469, 1600479, 1700555 (paving & on-call)
- 7/21/2017 - Amend DMTIP to add Des #1600436, statewide TPIMS project with FY 2018 PE
- 8/16/2017 – Amend DMTIP to add Des #1700810, 1700852/8, 1700926, 1700950, 1700954, 1700960-2, 1700968, 1700991-8, 1702053, 1702055, 1702057, 1702082.
- 8/16/2017 – Modify DMTIP to increase PE \$37,400 in FY 2018 for Des #1602238.
- 9/15/2017 - Amend DMTIP to add Des #1702125 and 1702222 INDOT projects.
- 9/20/2017 - Amend DMTIP to add PE to Des #1702125, INDOT LED lighting project.
- 9/20/2017 - Modify DMTIP for funding changes to Des #1173229, 1700751, 1700752, and 1700753.
- 10/20/2017 – Modify DMTIP to add FY 2018 RW to Des #1298598 and 1700402.
- 11/9/2017 – Amend DMTIP to add Des #1602204, 1602205, 1700851, 1702393-INDOT projects.
- 11/15/2017 – Modify DMTIP to add RW to 1298228, alter CN for 0710098 more, 1500813, 1592542 less.
- 11/16/2017 – Amend DMTIP to add Des 1702721-FY 2018 Purchase of MITS radio system.
- 11/16/2017 – Modify DMTIP for Des 1700608 type of work and FY 2018 PE funding (local)
- 12/12/2017 – Amend DMTIP add Des 1702868 bridge area using 1592998 funds splitting rd & br work.
- 12/12/2017 – Modify DMTIP move Des 1700852 and 1700858 CN to FY 2019. NB/SB bridges.
- 1/12/2018 – Amend DMTIP to add Des 1593191 and increase 1500813 CN in FY 2018 (HMA overlays).
- 2/16/2018 – Amend DMTIP to add Des 1296846 FY 18 PE/ 20 CN and 1601783 FY 18 PE/CN.
- 3/9/2018 – Amend DMTIP to add \$160,000 FY 2018 PE to Des 1593191.
- 3/19/2018 - Amend DMTIP to delete INDOT Project Des #1700954
- 3/21/2018 – Modify DMTIP by reducing PYB to current balance used by Projects Des #1173229, 1592996.
- 4/16/2018 - Modify DMTIP by adding \$261,744 STP-U to FY 2018 CN for Project Des #0710098.
- 4/20/2018 – Amend DMTIP remove FY18 RW Des 1500004; Bridge work “replace”: 1700679, 1700680.
- 5/16/2018 – Modify DMTIP: moving 0710098 FY18 CE funds to CN; moving FY 19 1700679 CN to 0710098 CE.
- 5/16/2018 – Amend DMTIP by adding INDOT Projects Des #1801453 and 1801461.
- 5/16/2018 – Amend DMTIP by adding FY 2019 FTA 5310 Projects 1801498-Hillcroft & 1801499 LifeStream.
- 6/19/2018 – Amend DMTIP by adding INDOT Des #1801072 Bridge maint/repair
- 6/20/2018 - Modify DMTIP: increase CN for INDOT Project Des #1602238.
- 8/14/2018 – Amend DMTIP: drop Project Des #1700680, add PE & RW to Des #1700680 increase CN.
- 8/16/2018 – Modify DMTIP: 9680560 CN in FY21, 1500037 PE in FY19, 1700682 replace, 1700751 up PE fy19.
- 12/28/2018 – Modify DMTIP: add 9680560 PE in FY19, RW in FY20 using earmark funds.
- 1/17/2019 – Amend DMTIP: add 1802826 for statewide on-call consultant review of projects FY20 to FY23.
- 1/17/2019 – Modify DMTIP: reduce 1700680 FY19 PE to \$299,400 using \$239,520 STP-U & \$59,880 local match.
- 1/29/2019 – Amend DMTIP: add 1602210 & 1602211 I-69 NB/SB Bridges rehab – FY 2020 CN.
- 2/11/2019 – Modify DMTIP: move 1700680 CN to FY 2022 at increased cost of \$1,625,000.
- 2/20/2019 – Modify DMTIP: Des 1592996, 1592998, 1702868, 1700678, 1700681, 1700682, 1700751, 1700752.
- 3/08/2019 – Modify DMTIP: Des 1592996-reduced FY19 CE, Des 1173229 increased FY19 CN/FY19,20 CE.
- 3/19/2019 – Modify DMTIP: Des 9680560 to increase RW in FY20 using earmark funds.
- 3/19/2019 – Amend DMTIP: add Des 1900554 for LTAP’s statewide HELPERS Program – FY 2020 funds.

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	PHASE	COST	FY YEAR
# _____ City of Muncie	Bike/Ped. Trail	Kitselman Trailhead Phase 3:	PE CN/C.E.	500,000 3,000,000	Future Future
# _____ City of Muncie	Reconstruction	Riggin Road reconstruction from Ontario Drive to SR 67 with bike/pedestrian upgrades.	Constr.	1,800,000	future
# _____ City of Muncie	Reconstruction	Riggin Road reconstruction from Wheeling Avenue to Ontario Drive with bike/ped upgrades.	Constr.	1,000,000	future
# _____ City of Muncie	Bike/Ped. Improvements	Muncie Cultural trail improvements	Constr.	1,000,000	future
# _____ City of Muncie	Reconstruction	Hoyt Avenue from Muncie City Limits to Liberty St.: upgrade to 3R standards.	Constr.	1,000,000	future
# _____ Delaware County	Bridge Replacement Rural Br.	Replacement of Bridge 45, Gregory Road over the Missis-sinewa River & adjustment to approaches.	Constr.	2,500,000	future
# _____ City of Muncie	Bike/Ped. Improvements	Sidewalk/Safe Routes to Scholl improvements.	Constr.	350,000	future
# _____ City of Muncie	Reconstruction	Riverside reconstruction from Dicks to Wheeling with pedestrian safety upgrades.	Constr.	2,000,000	future
	Road Resurfacing	The resurfacing of various road according to pavement management programs under approved plans.	Constr.	1,000,000	future
# _____ Delaware County	Roundabout	Riggin Road at Old SR 3: roundabout and intersection upgrades.	Constr.	2,500,000	future

*DMTIP*

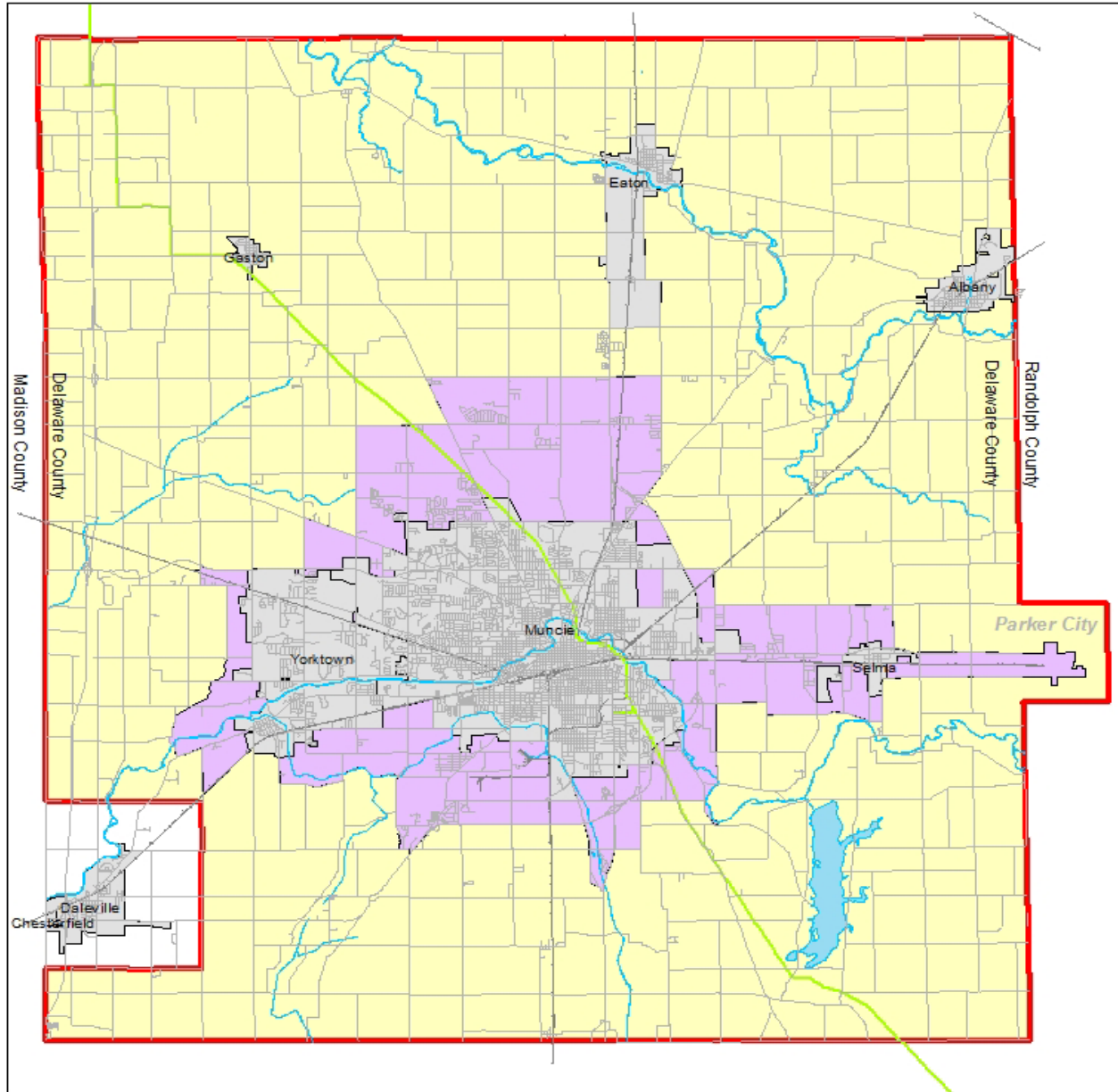
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***Summary***

# SUMMARY

## INTRODUCTION

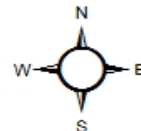
The summary chapter of the DMTIP provides a map of the Muncie Metropolitan Planning Area and Environmental Justice analysis of the local projects in the Transportation Improvement Program (TIP). The appendix at the end of this document will provide greater detailed project information including aerial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



### Muncie Metropolitan Planning Area

- Streets
- Greenway Cardinal Trail
- Railways
- Water Bodies
- Corporate Boundaries
- Muncie Urbanized Area
- <all other values>
- Muncie MPA

0 2 4 8 Miles





## Environmental Justice Analysis of Local TIP Projects

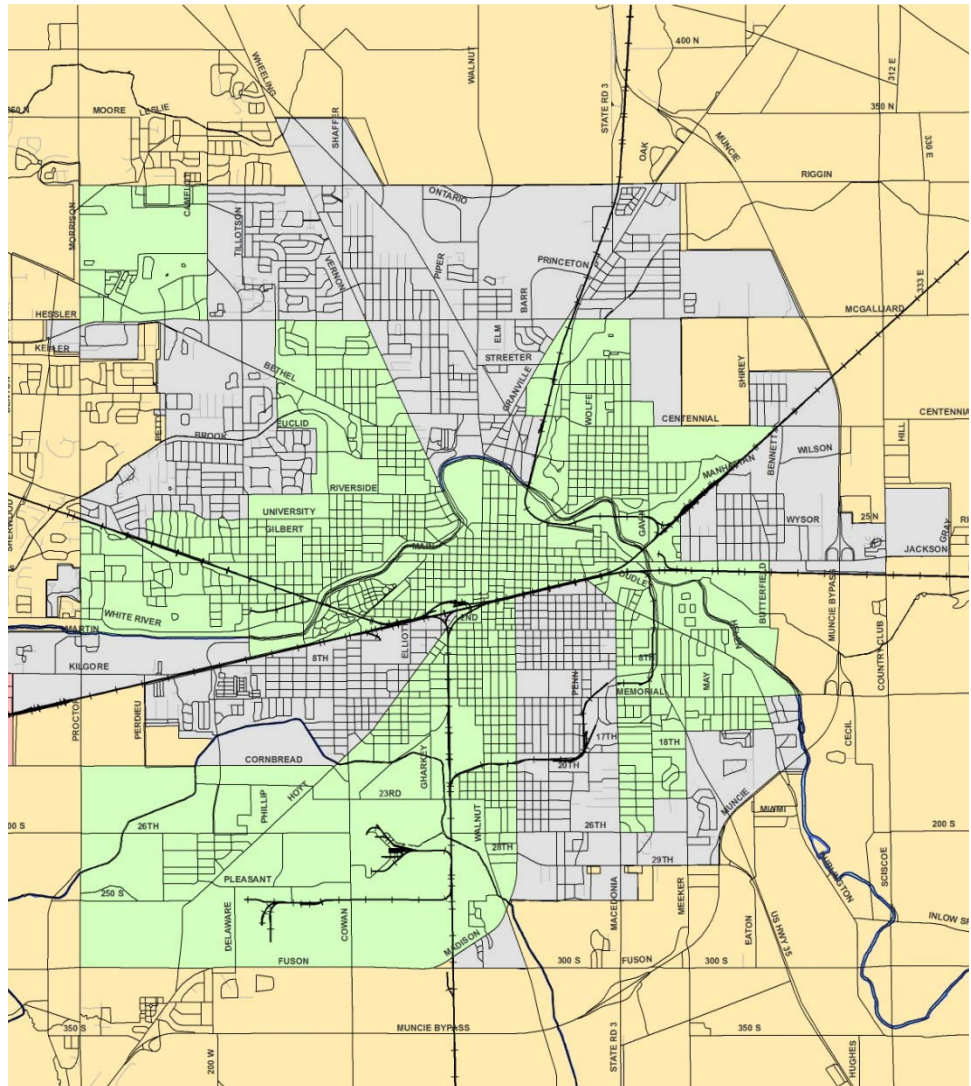
This section of the summary chapter provides environmental justice analysis concerning the program of local projects in the Muncie Urbanized Area and concerning low-income and minority areas. The two analyses of these areas are separate.

### 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.

Five (5) of the thirteen (13) local urban projects in Muncie in the FY 2018-2021 Delaware Muncie Transportation Improvement Program (DMTIP) are within the

low-income area. Those projects include Wheeling Avenue reconstruction in two segments from McGalliard Road south to the downtown and a three part bicycle/pedestrian project to enhance the bike/ped network. These projects will benefit the low-income areas and all of Muncie.



*2010 Census Low-Income Areas Shown in Green*

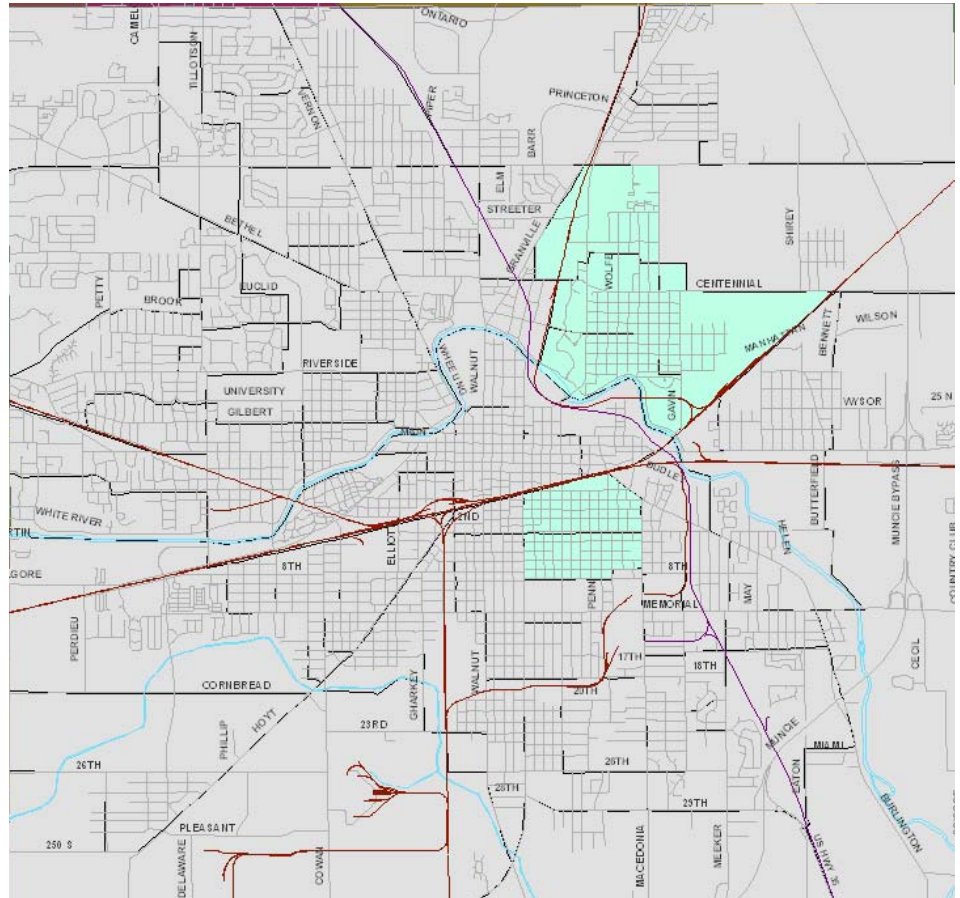
## Environmental Justice Analysis of Minority Areas

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. The Kitselman Gateway projects about a minority area, providing their residents with access to new bicycle/pedestrian facilities east of the downtown.

### *2010 Census Minority Areas Shown in Green*

This program of projects will benefit both the minority and the low-income areas.



# 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 <sup>th</sup> to 29 <sup>th</sup> ) 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 <sup>rd</sup> )		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

Note: the projects highlighted above were funded via a previous Transportation Improvement Program and their construction was completed or is occurring now.

## 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	Enhancement	\$ 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

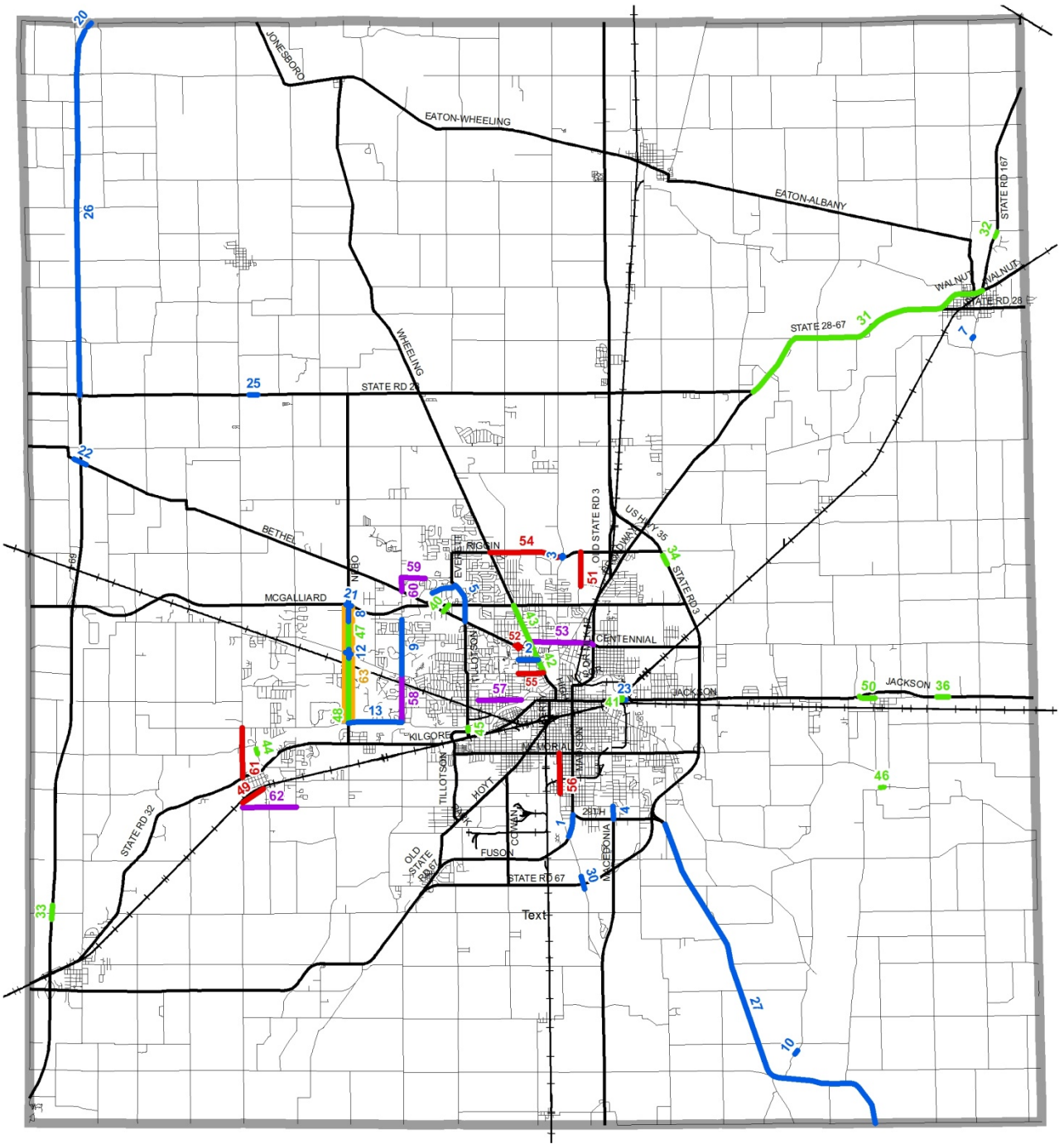
## Jurisdiction Selma

<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 Riggin)	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

Note: the projects highlighted above were funded via a previous Transportation Improvement Program and their construction was completed or is occurring now.



# Transportation Plan Proposed Projects

## Legend

### Projects

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

- Major Roads
- Railways
- Streets
- County Boundary

map not to scale



Source:



Figure 22

*DMTIP*

*Public*

*Comment*

This section is for information pertaining to public comment that has been received concerning the FY 2018-2021 Delaware Muncie Transportation Improvement Program (DMTIP) during the public involvement process.

A notice of public hearing was placed in the Muncie Star on March 30, 2017 for public input on the draft FY 2018-2021 DMTIP on April 10, 2017. The April 2017 meetings of the Technical Advisory Committee and Transportation Policy Committee, transportation subcommittees of the Delaware Muncie Metropolitan Plan Commission, were also open to the public for input.

A copy of the public meeting notice is listed below:

### **NOTICE OF PUBLIC MEETING**

PLEASE TAKE NOTICE that on April 10, 2017, the Delaware-Muncie Metropolitan Plan Commission (DMMPC) will hold a public meeting/call for projects for the draft Fiscal Year (FY) 2018-2021 Delaware Muncie Transportation Improvement Program (DMTIP) affecting transportation in the Muncie Metropolitan Planning Area.

The public meeting will take place on the above date beginning at 4:00 p.m. in the Commissioner's Courtroom, 3<sup>rd</sup> Floor of Delaware County Building, 100 W. Main Street in Muncie, Indiana. Other meetings open for public comment on the FY 2016-19 DMTIP include the April 11<sup>th</sup> meeting of the Technical Advisory Committee at 10 a.m. in the Plan Commission Office, Room 206 of the Delaware County Building and the April 19<sup>th</sup> meeting of the Transportation Policy Committee at 1:30 p.m. in the Mayor's Conference Room, 3<sup>rd</sup> Floor, City Hall, 300 N. High Street in Muncie. 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 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](http://www.dmmpc.org). Written comments may be filed with the Plan Commission Office or emailed to [hsmith@co.delaware.in.us](mailto:hsmith@co.delaware.in.us) through May 12, 2017 for the FY 2016-2019 DMTIP.

The Transportation Improvement Program sets out a 4-year listing of roadway, bridge, railroad crossing, enhancement, and public transit projects to be funded in part with federal funds.

The Transportation Policy Committee of the DMMPC will take final action to approve, modify all, or a part of, said DMTIP at its meeting on May 17, 2017. The final FY 2018-2021 DMTIP will then be forwarded to the Indiana Department of Transportation (INDOT) for final approval and processing.

Marta Moody, MPO 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) 2018-2021 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 following meetings are also open to the public for receiving comment on the DMTIP: public meeting at Plan Commission meeting in the Commissioners' Court Room at 4:00 pm on April 10, 2017; the Technical Advisory Committee, Plan Commission Office, Delaware County Building, Room 206, 100 West Main Street, Muncie, Indiana at 10:00 a.m. on Thursday, April 11, 2017; and the Transportation Policy Committee, Mayor's Conference Room, 3rd Floor, City Hall, 300 North High Street, Muncie, Indiana, at 1:30 p.m. on Wednesday, April 19, 2015. Public comment may also be forwarded to the Plan Commission Office through May 12, 2017 for the FY 2018-2021 DMTIP (DMMPC FAX number: 747-7744). The Transportation Policy Committee is scheduled to act on the DMTIP at its monthly meeting on May 17, 2017.

Specific information on the draft FY 2018-2021 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 4:00 p.m., Monday through Friday, 765-747-7740. The draft DMTIP document will be on the Plan Commission page of the county website at [www.dmmpc.org](http://www.dmmpc.org) and comments may be e-mailed to [hsmith@co.delaware.in.us](mailto:hsmith@co.delaware.in.us).

Marta Moody  
Executive Director

Hugh Smith  
Principal Planner

There were no comments provided at the meetings open to the public, but there was comment submitted later by email.



DMTIP Related Emails:

**From:** Gillianne Rountree [<mailto:gilliannemarie@gmail.com>]  
**Sent:** Tuesday, April 18, 2017 7:55 PM  
**To:** Hugh Smith  
**Subject:** Quiet Zone proposal

Hello!

My name is Gillianne Drake, and I have noticed that there is a sound nuisance in our little town of Desoto. Every day between the hours of 3am and 5am, the entire town is woken up by passing trains blaring their horns right outside of our windows. When I attempted to enter the proposal through the FRA, I was informed that we would need to have gates installed. Currently, for crossings 477152R and 477153X, there are no gates. As such, we cannot submit a quiet zone request until such changes are made. I propose an installation of such safety gates in our lovely town so that the citizens can enjoy a full night's rest. Thank you for your time and concern regarding this matter. I look forward to hearing from you soon.

Sincerely,  
Gillianne M. Drake

Email Response: The State (INDOT Rail Section) decides where federal funds are used for rail crossing improvements, but local LPAs, Delaware County in this case, can request projects and make a case for them with the INDOT Railroad Section. Train Horn Quiet Zones are not easy to get, nor free of train horns sounding. Muncie has a Quiet Zone for its downtown and although the train horns blow less often, I still hear them from a mile away while walking for exercise. The excuse is that trains are allowed to blow their horns at any Quiet Zone crossing where pedestrians are present. In Muncie's case, that has included when engineers see pedestrians within 200 feet of a crossing. The following link is the Federal Rail Administration's explanation of Quiet Zones: <https://www.fra.dot.gov/eLib/details/L04309> . A starting point for consideration of a Train Horn Quiet Zone is that your rail crossings all have restraining gates, but to actually qualify for a Quiet Zone you usually have to install additional improvements likely to cost \$100,000 to \$250,000 per crossing.

There is information on how to apply for federal funds through INDOT's 2017 Grade Crossing Fund on the Railroad Section's webpage: <http://www.in.gov/indot/2394.htm> . Angie Moyer manages the improvement projects for Delaware County and would handle applying for a rail crossing project in Desoto.

I hope this helps. The rail route through Desoto has few trains, but that doesn't help when they pass at 3 to 5 am. I used to reside near the CSX train tracks, where train horns would shut down conversations and early morning trains were common.

Hugh Smith  
DMMPC Principal Planner

CC: Angie Moyer, Marta Moody