



Tools to Increase Biking and Walking

# Advocacy Advance



## Indiana State & Regional Federal Funding Profile

Navigating the funding transportation funding process, especially the federal funding process can be difficult, for both agency staff and advocates. Each state and jurisdiction has particular rules, practices, personnel and contexts, which determine how decisions get made. To understand the system, it is helpful learn the **who, what, where and when** of each funding source. The following is an attempt to answer these questions for Indiana, highlighting the Bloomington/Monroe County and Indianapolis MPOs where applicable. This profile template can be used as a guide to gather this information in any community.

The focus of this profile is on un- or under-utilized programs like the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Highway Safety Improvement Program (HSIP) and the State and Community Highway Safety Grants (Section 402). In addition, it outlines the state and regional (when applicable) grant processes for the Transportation Alternatives Program (TA) under the new federal transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21).

## **Transportation Alternatives Program (TA)**

*MAP-21 combines previous biking and walking funding programs – Transportation Enhancements (TE), Safe Routes to School and Recreational Trails – into one program: Transportation Alternatives. Funding for the Recreational Trails Program is taken off the top, then remaining TA funding is divided up into two equal pots: **50% will be distributed by the state DOT through a competitive grant process** and 50% will be distributed according to the share of population with the state. MPOs with populations greater than 200,000 will administer their own grant process; the other communities will be funded through the state DOT's grant process.*

### **When is your TA call for proposals and application deadline? When is the state's call for proposals and application deadline?**

All MPOs in Indiana will administer their own grant process for TA and recommend to INDOT the projects that should receive funds. INDOT has not issued a TA call for proposals. In Indianapolis and Bloomington, the MPOs are aiming for a call for proposals later in 2013. The due date for project proposals in the Northwestern Indiana Regional Planning Commission (NIRPC) is Friday May 17, 2013.

### **Are you doing a separate SAFETEA-LU call for proposals?**

No.

### **Has the TAP application been written?**

No. Each MPO will have its own TA application and selection process. Under Transportation Enhancements (TE), both the Indianapolis and Bloomington/Monroe County MPOs used the project selection criteria provided by INDOT. Most MPOs are waiting on a final ruling on eligibility criteria from INDOT/FHWA before completing their TA selection process.

Northwestern Indiana Regional Planning Commission (NIRPC)'s application has been written and is available upon request from Mitch Barloga [mbarloga@nirpc.org].

### **What are the selection criteria?**

Most MPOs are waiting on a final ruling on eligibility criteria from INDOT/FHWA before completing their TAP selection process. The selection process for TAP is expected to be very similar to the process for TE.

Under TE, INDOT provided a project scoring methodology that was used by the Indianapolis and Bloomington MPOs. Under this methodology, each project score was comprised of two equal parts – a general assessment, and an assessment specific to the type of project. Each MPO appointed a TE Selection Committee to evaluate project proposals. The TE Selection Committee made recommendations to the Policy Committee which ultimately approved the list of recommended TE project applications. The INDOT TE Committee made final eligibility determination for projects.

### **Are bicycling and walking projects prioritized over other activities, such as environmental mitigation and boulevard conversion?**

Previously, this was not the case for INDOT or the Bloomington/Monroe County or Indianapolis MPOs. The project scoring criteria used by each MPO and by INDOT under TE did not favor one type of eligible

activity over another. Most MPOs are waiting on a final ruling on eligibility criteria from FHWA-Indiana before revising their TA selection process.

**Will the selection process prioritize a few large projects or more, smaller projects?**

This depends on the MPO. It's possible to accumulate multiple years of funding towards a larger project.

**Who sits on the selection committee?**

At the Bloomington/Monroe County MPO, the TE Selection Committee was comprised of at least one member from each of the MPO's Technical, Citizens, and Policy Committees, as nominated by each committee. Up to three at-large members could be selected by MPO staff if they found the composition of the selection committee could benefit from additional expertise outside the existing membership. At the Indianapolis MPO, the TE Selection Committee was comprised of MPO staff, Indianapolis Regional Transportation Council (IRTC) Technical and Policy Committee members, and possibly state and local agency representatives.

At both the Bloomington/Monroe County and Indianapolis MPOs, the TE Selection Committee made recommendations to the Policy Committee, which ultimately approved the final list of recommended TE project applications.

**Are bicycling/walking advocates included as part of the selection committee?**

Neither Bloomington/Monroe County or Indianapolis MPO TE policies specified that bicycling/walking advocates be included as part of the TE selection committee.

## Surface Transportation Program (STP)

*The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on roads, bridges and transit. STP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.*

### **Is funding distributed among funding categories? Are funding categories tied to federal categories or another system? If another system, what is it?**

This varies for each MPO. At the Bloomington/Monroe County MPO, funding categories aren't specifically defined. The Indianapolis MPO identifies twelve project types, and funding distribution follows the priorities established in their Long Range Transportation Plan. The funding emphasis is on preservation and efficiency improvements, rather than increasing roadway capacity and reliance on single occupancy vehicles. Projects that stimulate economic development and job creation are given additional consideration.

### **What is the project selection process?**

The overall process for each MPO should be similar. The MPO issues a call for projects (about 1 month) to its Local Public Agencies, which includes the application requirements and key deadlines. Project applications are evaluated by staff and/or a subcommittee of the MPO, and a draft list of projects are submitted to the MPO Policy Committee for approval or revision, as part of what's called the Transportation Improvement Program (TIP).

In Bloomington, MPO staff evaluates project applications and produces a draft TIP for public comment and approval or revision by the Policy Committee.

In Indianapolis, MPO staff scores each project application based on the established criteria for each project type, and makes a recommendation to the Indianapolis Regional TIP (IRTIP) Subcommittee. The IRTIP Subcommittee evaluates project applications and scoring, and selects the projects to be included in the draft TIP.

### **Who sets the project selection policy?**

In Bloomington and Indianapolis, project selection policy is derived from the Long Range Transportation Plan, which is approved by the Policy Committee of the MPO and updated at least every 5 years. The Bloomington/Monroe County MPO is currently seeking public input for its 2035 Long Range Transportation Plan, which is planned to be completed in 2014.

### **Who makes funding decisions/selects projects?**

The Policy Committee of each MPO makes the final funding decisions.

### **What does the project application look like? How was it written? Do good bike/ped projects score well?**

The project application for each MPO is different. The Bloomington/Monroe County MPO's application is 3 pages, and requires a basic project description, financial plan, and information on complete streets compliance.

The Indianapolis MPO's application packet is 26 pages, including lots of background information on their STP program, and detailed requirements for information needed to score each type of project.

### **Who rates the applications?**

The Bloomington/Monroe County MPO's Citizen's Advisory Committee sometimes rates project applications before making a recommendation on the draft Transportation Improvement Program.

In Indianapolis, MPO staff rate applications using scoring criteria listed in the application, and IRTIP subcommittee reviews the applications to make project recommendations.

### **Who administers the projects?**

Local public agencies (cities, counties, or transit agencies) administer their projects.

### **What is the timeline for project selection? Key dates for application and selection?**

The Bloomington/Monroe County MPO's call for projects recently closed. Public comment on the draft 2014-2017 Transportation Improvement Program will be open from May 3 to June 3, 2013. The Technical and Citizens' Advisory Committees will review the draft TIP at their May 22<sup>nd</sup> meeting. It is scheduled for approval by the Policy Committee on June 14, 2013.

The Indianapolis MPO's call for projects is open from April 22 to May 6, 2013. A draft IRTIP is expected to be reviewed by the IRTC Technical and Policy Committees in July, and available for public review and comment in September. IRTC Policy Committee approval is anticipated to occur on in October 2013.

### **STP Resources:**

- Bloomington/Monroe County MPO TIP Project Submittal Form - <http://bloomington.in.gov/media/media/application/msword/8199.doc>
- Indianapolis MPO TIP Application Packet - [http://www.indympo.org/Projects/IRTIP/Documents/2014\\_2017%20TIP/14-17%20TIP%20App%20Packet-FINAL.pdf](http://www.indympo.org/Projects/IRTIP/Documents/2014_2017%20TIP/14-17%20TIP%20App%20Packet-FINAL.pdf)
- Indianapolis MPO Project Scoring Criteria - [http://www.indympo.org/Projects/IRTIP/Documents/Project\\_Priority\\_Worksheet.pdf](http://www.indympo.org/Projects/IRTIP/Documents/Project_Priority_Worksheet.pdf)

## **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

*The CMAQ program funds transportation projects that improve air quality and reduce traffic congestion.*

See our Advocacy Advance report on CMAQ: [http://www.advocacyadvance.org/docs/lab\\_cmaq.pdf](http://www.advocacyadvance.org/docs/lab_cmaq.pdf)

*FHWA recently confirmed that bike/ped projects are eligible for CMAQ funds:*

<http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>

### **Where are the non-attainment areas in your state?**

Particulate Matter (2005 Annual PM 2.5): Clark County, Dearborn County (partial), Dubois County, Floyd County, Gibson County (partial); Hamilton County, Hendricks County, Jefferson County (partial), Johnson County, Know County (partial), Lake County, Marion County, Morgan County, Pike County (partial), Porter County, Spencer County (partial), Vanderburgh County, Warrick County.

Ozone: none

### **Who sets project selection policy?**

Each MPO determines project selection procedures in coordination with INDOT.

### **What is the project selection process?**

The MPO issues a call for CMAQ project applications. MPO staff scores and ranks project applications. An MPO CMAQ Review Committee selects projects to recommend for funding. The MPO's Policy Committee ultimately decides which projects to recommend to the State CMAQ Committee for funding. The State CMAQ Committee makes provides final determination of project eligibility upon concurrence from each represented agency.

### **Who makes the project-selection decisions?**

In Indianapolis, the CMAQ Committee has been comprised of IRTC Technical and Policy Committee representatives and MPO staff. The IRTC Policy Committee consists of the elected and appointed policy officials of local governments and public agencies within the Indianapolis Metropolitan Planning Area.

The State CMAQ Committee is comprised of representatives from INDOT, the Federal Highway Administration (FHWA), the Indiana Department of Environmental Management (IDEM), the Federal Transit Administration (FTA), and the U.S. Environmental Protection Agency (USEPA).

### **When are programming decisions made?**

INDOT, FHWA, and the MPOs annually agree on CMAQ project call dates – winter and summer project calls are identified annually.

The Indianapolis MPO anticipates a CMAQ call for projects later in 2013.

## Can good bike/ped projects compete for funds?

Yes. Eligible projects and programs include bike/ped facilities, travel demand management, and public education and outreach activities.

### Funding History

See the project listings on pg 31 of the most recent Transportation Improvement Program - [http://www.indympo.org/Projects/IRTIP/Documents/Amended\\_TIP\\_4Q12.pdf](http://www.indympo.org/Projects/IRTIP/Documents/Amended_TIP_4Q12.pdf)

### CMAQ Resources:

- Indianapolis MPO CMAQ Eligibility Process and Application (old) - [http://www.indympo.org/Funding/FundingPrograms/Documents/2012\\_CMAQ\\_Eligibility\\_Process.pdf](http://www.indympo.org/Funding/FundingPrograms/Documents/2012_CMAQ_Eligibility_Process.pdf)
- Indianapolis MPO CMAQ Project Selection Process (old) - [http://www.indympo.org/Funding/FundingPrograms/Documents/CMAQ\\_Proj\\_Selection.pdf](http://www.indympo.org/Funding/FundingPrograms/Documents/CMAQ_Proj_Selection.pdf)

## Highway Safety Improvement Program (HSIP)

*The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, borough and local roads – are eligible for HSIP funding. Examples of eligible projects include bike lanes, roadway shoulders, crosswalks, other intersection improvements and signage. See the Advocacy Advance report on HSIP case studies:*

[http://www.advocacyadvance.org/site\\_images/content/hsip\\_casestudies\\_shsp\\_emphasis.pdf](http://www.advocacyadvance.org/site_images/content/hsip_casestudies_shsp_emphasis.pdf)

### **Are bicycle and pedestrian safety identified as emphasis areas in your state's Strategic Highway Safety Plan?**

Yes. One of six emphasis areas is "Vulnerable Road Users", which includes motorcyclists, bicyclists, and pedestrians.

### **Have state HSIP funds been allocated to bicycle and pedestrian safety at a "fair share" in proportion to fatalities?**

Each MPO receives an allocation of HSIP funds and awards their portion of funding according to an INDOT-approved process. Most MPO's have recently or will soon update their project selection process.

Based on 2009 data, bicyclists and pedestrians made up 8% of fatalities in Indiana.

In Bloomington, bicyclists and pedestrian made up 6% of fatalities from 2010-2012. HSIP funding was not used for specifically for bicycle or pedestrian projects.

### **What are the project selection criteria?**

Each MPO establishes its own criteria in coordination with INDOT, which has established project selection guidelines for the HSIP program. All HSIP projects must be within the MPO's Urbanized Area and be exclusive of INDOT facilities.

In Bloomington, additional project selection criteria differ for systematic and site-specific projects. Generally, site-specific projects require a greater burden of proof on the applicant to demonstrate the cost-effectiveness of the proposed strategy. Systematic improvements project types are automatically eligible for HSIP funding and do not required to demonstrate a specific cost/benefit ratio – this includes pedestrian push-buttons and countdown heads at traffic signals, pedestrian crosswalks warning signs, and new lighting at intersections and trail crossings. Site-specific projects entail a greater level of analysis, and must meet two criteria – 1) demonstrate a Benefit/Cost ratio of  $\geq 2.0$ , and 2) be identified in the listing of Top 50 fatal/incapacitating injury crash locations in the MPO's Annual Crash Report.



### Who sets the project selection criteria?

MPO staff works with INDOT and the MPO Committees to develop suitable criteria. Criteria are ultimately approved by the MPO Policy Committee.

### Who makes the project selections?

At the Bloomington/Monroe County MPO, the MPO Policy Committee makes funding decisions, pending a final authorization from INDOT.

### When are the proposals and decisions made?

Both Bloomington/Monroe County MPO and Indianapolis MPO expect to issue a call for projects later in 2013.

### HSIP Resources:

- *INDOT Strategic Highway Safety Plan (2010 Revision)* - <http://www.in.gov/indot/files/shsp%281%29.pdf>
- *INDOT Local HSIP Project Selection Guide* - <http://www.in.gov/indot/files/LocalHSIPProjectSelectionGuidance.pdf>
- *Bloomington/Monroe County MPO HSIP Guidelines* - <http://bloomington.in.gov/media/media/application/pdf/3746.pdf>
- *Bloomington/Monroe County MPO HSIP Benefit/Cost Worksheet* - <http://bloomington.in.gov/media/media/application/msexcel/3741.xls>
- *Bloomington/Monroe County Crash Report, 2009-2011:* <http://bloomington.in.gov/media/media/application/pdf/12690.pdf>
- *2010 and 2011 Safety Study Intersection Listing (Indianapolis MPO):* [http://www.indympo.org/Plans/Local/Documents/2010-11\\_Safety\\_Study\\_Methods\\_and\\_Locations.pdf](http://www.indympo.org/Plans/Local/Documents/2010-11_Safety_Study_Methods_and_Locations.pdf)

## **Section 402 – State and Community Highway Safety Grants**

*Section 402, the State and Community Highway Safety Grant Program, is a federal program that provides funds for education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage. Under Section 402, bike and pedestrian safety programs are eligible to receive funding for projects such as these:*

- *Comprehensive school-based pedestrian and bike safety education programs*
- *Helmet distribution programs*
- *Pedestrian safety programs for older adults*
- *Training in use of pedestrian and bicycle design guidelines*
- *Community information and education programs*
- *Public information in May, such as “Bike Safety Month”, and in September, “Back to School Safety Month.”*
- *Public information for school zone and crosswalk safety*
- *Public information about older adults and impaired pedestrian*

### **Which agency administers 402 grants?**

The Indiana Criminal Justice Institute’s (ICJI) Traffic Safety Division (TSD).

### **What is the selection process?**

The TSD evaluates each grant proposal to determine its funding eligibility based on the following criteria: submission of an explanation of how the proposal specifically addresses Indiana’s traffic fatalities, the previous effectiveness of the program for the agency, and the agency’s data reporting quality. Special emphasis is placed on grantees to develop local solutions to local problems.

Funding levels are determined based on the county’s population and fatality rate. If additional funding is available from previous years, it’s awarded based on the fatality rate of specific crash types identified in the most recent Highway Safety Plan (HSP) - in the 2013 HSP, this was counties with high percentages of unrestrained, speed, or alcohol-related fatalities.

### **Who makes the selection decisions?**

The TSD selects projects and funding levels. The Governor’s Council on Impaired and Distracted Driving (The Council), which is made up of volunteers appointed by the Governor, helps to develop yearly goals, performance measures, policies, and procedures. The Council includes representatives from INDOT, Indiana State Department of Toxicology, Riley Hospital for Children, NHTSA, State Farm Insurance, and the City of Marion Police Department, and others.

### **What else do we need to know?**

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This report is a product of Advocacy Advance — a partnership of the League of American Bicyclists and the Alliance for Biking & Walking.



- Section 402 Grants are approved for the federal fiscal year, which begins October 1<sup>st</sup>. Reevaluation of the prior year's Highway Safety Plan (HSP), including data analysis and public input, begins in October of each year. Consultation with prospective grantees and grant development begins in February.
- The 2013 HSP identifies sets short-term (2013) and long-term (2015) goals to reduce the number of bicycle and pedestrian fatalities and serious injuries in Indiana.
- Funding in the current fiscal year was awarded to Bicycle Indiana and INDYCOG to launch the *Drivers in the Know/Rider in the Know* project across the state. The purpose of this program is to increase knowledge and awareness of Indiana motor vehicle drivers to the laws pertaining to using the same roadways with bicyclists.
- The total Section 402 budget for FY 2013 is \$5.9 million. Only \$35,000, or 0.5% is dedicated to addressing bicycle and pedestrian safety. In Bloomington/Monroe County from 2009-2011, bicyclists and pedestrians accounted for 18% of fatal and incapacitating injury crashes.

#### 402 Resources:

- *FY 2013 Highway Safety Plan* - [http://www.in.gov/cji/files/FY\\_2013\\_HSP\\_Final\\_Version.pdf](http://www.in.gov/cji/files/FY_2013_HSP_Final_Version.pdf)
- *Indiana's Annual Traffic Safety Report (2012)s* - [http://www.in.gov/cji/files/2012\\_Annual\\_Report\\_Final\\_12-31-12.pdf](http://www.in.gov/cji/files/2012_Annual_Report_Final_12-31-12.pdf)
- *Bloomington/Monroe County Crash Report, 2009-2011:* <http://bloomington.in.gov/media/media/application/pdf/12690.pdf>
- *2010 and 2011 Safety Study Intersection Listing* (Indianapolis MPO): [http://www.indympo.org/Plans/Local/Documents/2010-11\\_Safety\\_Study\\_Methods\\_and\\_Locations.pdf](http://www.indympo.org/Plans/Local/Documents/2010-11_Safety_Study_Methods_and_Locations.pdf)

## General questions

### Who owns the majority of the roads?

Local agencies own most of the roads, while INDOT owns a smaller portion.

### How are the non-federal matching funds paid for?

Funding sources vary for each Local Public Agency. In Bloomington and Monroe County, this is typically a mix of general funds, redevelopment commission funding, and transportation-specific property tax levies.

## Contacts

### **State Bicycle & Pedestrian Coordinator**

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

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Columbus MPO: Buff Brown – Executive Director; [lbrown@columbus.in.gov](mailto:lbrown@columbus.in.gov); (812) 376-2502

### **Statewide TIP (STIP)**

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### **Surface Transportation Program**

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### **Highway Safety Improvement Program**

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### **Section 402 safety grants**

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### **Transportation Alternatives**

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Columbus MPO: Buff Brown – Executive Director; [lbrown@columbus.in.gov](mailto:lbrown@columbus.in.gov); (812) 376-2502

## Documents

### Safety plans

- *Bloomington/Monroe County Crash Report, 2009-2011:*  
<http://bloomington.in.gov/media/media/application/pdf/12690.pdf>
- *2010 and 2011 Safety Study Intersection Listing (Indianapolis MPO):*  
[http://www.indympo.org/Plans/Local/Documents/2010-11\\_Safety\\_Study\\_Methods\\_and\\_Locations.pdf](http://www.indympo.org/Plans/Local/Documents/2010-11_Safety_Study_Methods_and_Locations.pdf)

### Transportation Improvement Program/State Transportation Improvement Program

- *Bloomington/Monroe County MPO Transportation Improvement Program , 2012-2015:*  
<http://bloomington.in.gov/media/media/application/pdf/14399.pdf>
- *Indianapolis Regional Transportation Improvement Program (IRTIP), 2012-2015:*  
<http://www.indympo.org/Projects/IRTIP/Pages/IRTIP.aspx>
- *INDOT STIP, FY 2012-2015:* <http://www.in.gov/indot/files/STIP2012-2015Final.pdf>