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TECHNICAL ADVISORY COMMITTEE

April 24, 2013
10:00 – 11:30 a.m.
McCloskey Room (#135)

I. Call to Order and Introductions

II. Approval of Minutes
A. March 27, 2013

III. Communications from the Chair

IV. Reports from Officers and/or Committees
A. MTP Task Force
B. Updates on Projects
C. ADA Transition Plan

V. Reports from MPO Staff
A. 2012 Crash Report
B. Fiscal Year 2014-2017 Transportation Improvement Program

VI. Old Business

VII. New Business
A. Fiscal Year 2014 UPWP Amendment*

VIII. Communications from Committee Members *(non-agenda items)*
A. Topic suggestions for future agendas

IX. Upcoming Meetings
A. Policy Committee – May 10, 2013 at 1:30 p.m. (Council Chambers)
B. Technical Advisory Committee – May 22, 2013 at 10:00 a.m. (McCloskey Room)
C. Citizens Advisory Committee – May 22, 2013 at 6:30 p.m. (McCloskey Room)

Adjournment

*(*Recommendations Requested / *Public comment prior to vote – limited to five minutes per speaker)*

401 N. Morton Street ▪ Suite 160 ▪ PO Box 100 ▪ Bloomington, IN 47402 ▪ Web: www.bloomington.in.gov/mpo
Ph: (812) 349-3423 ▪ Fax: (812) 349-3535 ▪ Email: mpo@bloomington.in.gov

Bloomington/Monroe County Metropolitan Planning Organization
Technical Advisory Committee

Technical Advisory Committee Meeting Minutes
March 27, 2013 McCloskey Conference Room 135, City Hall

Technical Advisory Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning Department.

Attendance

Technical Advisory Committee: Adrian Reid (Chair, City Engineer), Jane Fleig (Vice Chair, Utilities), John Collisson (County Highway), Jim Ude (INDOT), Emmanuel Nsonwu (INDOT), Michelle Allen (FHWA), Lew May (BT), Perry Maull (Campus Bus), David Sabbagh (CAC), Laura Haley (City ITS), and Doug Norton (Rural Transit)

Others: Sandra Flum (INDOT), Bill Williams (County Highway), Mary Jo Hamman (Baker), David Miller (Baker), and Jordan Miller (Rural Transit)

MPO Staff: Josh Desmond, Anna Dragovich, and Scott Robinson.

I. Call to Order and Introductions ~10:03 AM

II. Approval of Minutes

A. February 27, 2013 – Mr. Nsonwu made a correction that the TIP amendment covers INDOT bridges and not County bridges. *****Mr. Micuda moved approval as corrected. Mr. Nsonwu seconded. The motion was approved by unanimous vote.*****

III. Communications from the Chair –Mr. Reid noted a tornado drill will occur at 10:15, but this room is very safe and is appropriate as a shelter location. There is no need to stop the meeting for the drill.

IV. Reports from Officers and/or Committees

A. MTP Task Force –Mr. Desmond said the consultant is updating the network and Transportation Analysis Zones (TAZ). Progress on the transit and household survey is going well. Staff has begun public workshops there was one in Ellettsville and there will be one at City Hall on April 1st. Staff has also begun stakeholder interviews for various community organizations. He encouraged everyone to take the much improved household survey as well as spread the word.

B. Updates on Projects – Mr. Reid said South Rogers will be closed for 30 days as major construction commences. There were no other project updates.

V. Reports from the MPO Staff -- No reports

VI. Old Business -- None

VII. New Business

A. Draft FY 2014-2017 TIP Projects – Mr. Desmond provided an overview of the development, adoption process, and fiscal aspects of the TIP. Most projects are carry-over from the current TIP that still need funding. Staff is still working with INDOT to finalize their projects and will need to work with the LPAs on balancing the TIP for fiscal constraint. There is no request to take action today and questions about projects are best answered by the project sponsors. Mr. May asked to clarify the difference between the phases of the Heritage Trail and made corrections to BT's request to purchase buses (5307 funds FY 2015 and 2016 for 3 buses each year and 5309 funds FY 2017 for 4 buses). Ms. Fleig expressed concerns over the timing of 17th and Jordan and City of Bloomington Utility's (CBU) project schedule. The project was FY 2015 and is now FY 2014. Mr. Reid said this was mostly a funding issue than a timing issue. Mr. Micuda asked if the phases of Fullerton

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Pike have been finalized. Mr. Williams said it will be finalized this summer. Mr. Micuda expressed concerns over the 4-lane aspect and the large financial commitment to the project. He supports a connection, but the overall cost and design raise policy concerns. There are over 200 acres of rural land that will not have sewer service per CBU policy. Development follows new roads and utilities and conflicts with growth and CBU policies in this rural area.

B. Transportation Improvement Program Amendment: I69 Section 5 (INDOT) - Ms. Dragovich presented the amendment and explained the scope and funding for Section 5 and the portions within the MPO area. The public comment period ended and the comments are included in the packet. Mr. Micuda was pleased with progress being made to address local concerns, but is concerned about the narrow scope INDOT is taking for 17th/Vernal in comparison to Fullerton Pike. Ms. Flum explained that the access closure at That Rd. led to the wider scope for Fullerton Pike in the DEIS process. The 17th/Vernal request came after the DEIS. She also said the total costs are high and will be less in the FEIS. The timing of this request is in response to Section 5 safety concerns raised over the timing of completion for Section 4 and its associated traffic. Mr. Sabbagh asked if voting members are held responsible for fiscal constraints and Ms. Allen said FHWA and INDOT perform the fiscal constraint analysis in the STIP and is not a technical responsibility of other voting members. Ms. Flum further explained the funding is cash on hand for this request. Mr. Reid asked what if this request is delayed. Ms. Flum replied that safety improvements would be delayed with consideration to Section 4 opening. Ms. Allen explained that in order for FHWA to sign the FEIS and ROD this needs to be in the TIP/STIP. Bloomington Transit experienced funding ramifications because of approval delays for Section 4 explained Mr. May. He asked if similar ramifications would happen if this request is delayed. Ms. Flum was confident in the 3C process and asked the LPA's the same respect for INDOT's request. MPO's with less than 200,000 people have funding discretionary agreements with INDOT and there is no direct FHWA funding to these smaller MPO's explained Ms. Allen. ******Mr. Maull moved approval. Mr. Nsonwu seconded.***** Mr. Micuda said he would abstain because of his previous concerns, but felt the progress being made is going in the right direction. He would like more progress on important 17th/Vernal, Gates Drive, corridor aesthetics, and the free standing bicycle/pedestrian bridge. Ms. Fleig asked if the Policy Committee will hear the request based on the TAC and CAC recommendations. Mr. Desmond explained the request will be heard by the Policy Committee regardless of the TAC and CAC recommendations. ******The motion passed by a 10 to 0 vote with 1 abstention.** ***

VIII. Communications from Committee Members *(non-agenda items)*

A. Topic Suggestions for future agendas – none.

IX. Upcoming Meetings

A. Policy Committee – March 8, 2013 at 1:30 p.m. (Council Chambers)
B. Technical Advisory Committee – March 27, 2013 at 10:00 a.m. (McCloskey Room)
C. Citizens Advisory Committee – March 27, 2013 at 6:30 p.m. (McCloskey Room)

Adjournment – 10:50 AM

These minutes were _____ by the TAC at their regular meeting held on April 24, 2012.
(date, initials)

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Bloomington/Monroe County
Metropolitan Planning Organization

Crash Report

Calendar Years 2010 through 2012

DRAFT – April, 2013

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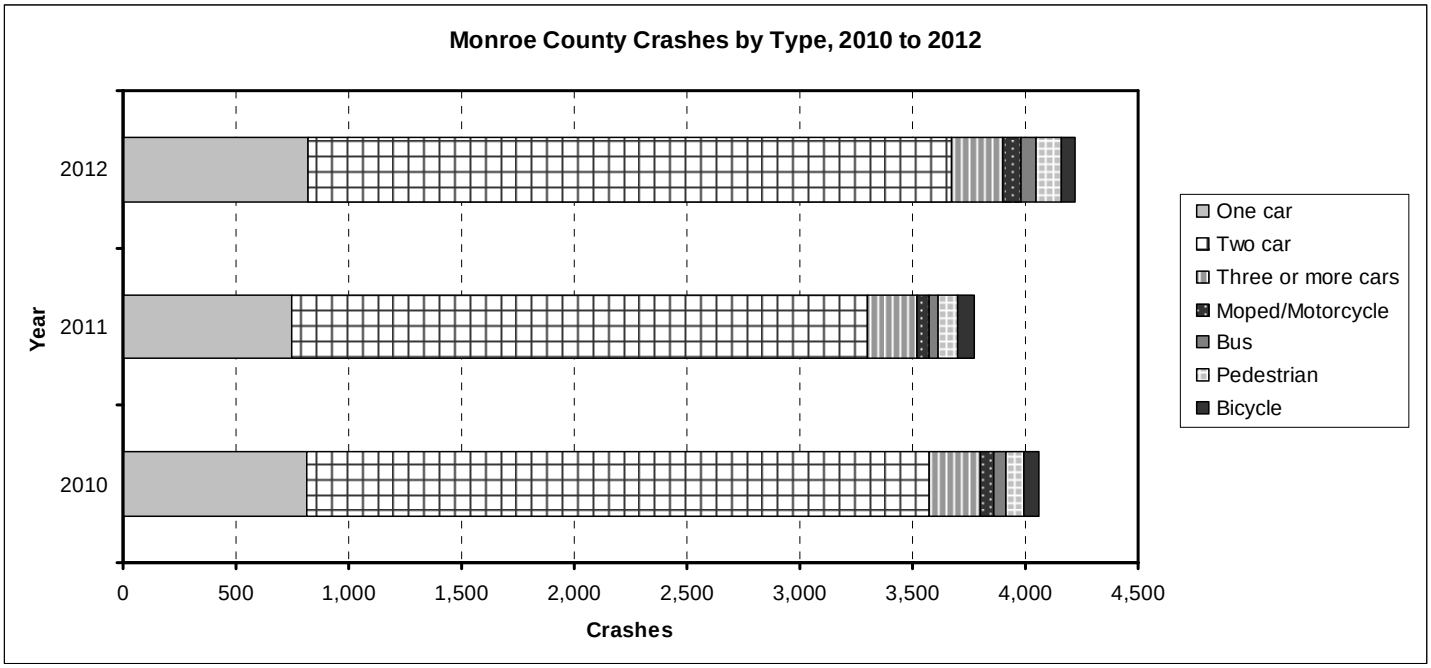
Executive Summary

The current version of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Crash Report continues the MPO's effort to provide a thorough analysis of the causes and trends of crashes in Monroe County. This year's report includes crash data from 2010 to 2012.

This report has been compiled to provide information to the Citizen's Advisory Committee, Technical Advisory Committee, and Policy Committee of the MPO. Additionally, the report will be available to local government agencies, Indiana University, and the general public through the MPO website and the office of the Bloomington Planning Department.

A summary of the crash trends reported within Monroe County is provided below to highlight general information on crash data within Monroe County. In the following sections, detailed tables, charts, and summaries are provided to highlight information on the frequency, severity, and other related characteristics of crashes that occurred from 2010 to 2012. Additionally, the appendix contains information and analysis that may be of interest to some readers.

Summary of Crash Trends from 2010 to 2012
A total of 12,056 crashes were reported between 2010 and 2012 (Table 1). This figure represents a negligible (0.5%) increase from the previous period, as reported in last year's crash report (11,988 crashes from 2009 to 2011). Total crashes for 2012 increased 11.9% compared to 2011. Just over three quarters of the total crashes reported in Monroe County involved no injuries (property damage or unknown), and the rest reported various levels of severity in injuries sustained.



A further breakdown of the total 11,988 crashes provides useful insights into trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, and crashes that resulted in fatalities. Over the course of the three years analyzed, there were 31 fatalities (Table 4), somewhat more than the 29 fatalities reported from 2007 to 2009. Of the 31 fatalities, almost half (13) were from single car crashes, nine were from two-car crashes, six involved mopeds/motorcycles, and two involved a pedestrian. There were no fatalities involving a bicycle or a bus.

The time distribution of crashes continues to follow a predictable pattern. The greatest number of crashes occurred during weekday rush hours between 4:00 P.M. and 6:00 P.M., with an average slightly greater than 1 crash per hour (Figure 1).

The weekend also follows a predictable pattern in terms of frequency of crashes, but the crash rate has a more even distribution through the day and early evening hours. Between the hours of 7:00 PM and 4:00 PM, the weekend experiences a higher crash frequency than during the week. Friday continued to have the highest number of crashes overall, while Sunday had the lowest number of crashes (Figure 2).

State highways are prominently featured in the list of intersections with the highest crash frequency, or total number of crashes over the time period (Table 2). This could be attributable to several factors, but higher traffic volumes and speeds on these roads are likely factors. The intersection at State Road 37 & W Bloomfield Rd topped the list, followed by State Road 37 & W 3rd St then State Road 46 & E 3rd St. Because these intersections continue to exhibit high numbers of crashes from year to year, safety improvements should be considered. Locations that show a high number of crashes, but do not involve state managed highways, should also be considered for safety improvements through the MPO's Highway Safety Improvement Program (Table A1).

The leading cause of crashes during the study period was once again failure to yield right of way with 2,455 incidents (Table 3). Other leading causes include following too closely, reaction to other driver behaviors, and unsafe backing. These causes can be addressed through law enforcement and education efforts as well as through physical improvements. Running off the right side of the road and speeding in adverse weather present opportunities for physical safety improvements, such as guard rails, rumble strips, and interactive signage. These types of improvements should be explored further to reduce crashes.

Bicycle and pedestrian crashes are an important consideration due to a relatively high number of non-motorized trips in the area, and the sensitivity to injury of individuals using these modes. It is well understood that when compared to other types of crashes, those involving bicyclists and pedestrians are much more likely to result in a fatality or incapacitating injury. Therefore, reducing the frequency of these crashes is a priority. The intersection of E 7th St & Jordan Ave had the highest number of bicycle crashes, while the intersection of N Dunn St & E Kirkwood Ave topped the list for pedestrian crashes in the third consecutive crash report, both locations warranting further investigation.

Introduction

Mobility continues to be a defining aspect of life in the United States and around the world. Investment in transportation infrastructure has led to new opportunities for trade, travel, recreation, relocation, and economic growth. The BMCMPO receives approximately $3.1 million per year of federal transportation funding allocated from the Indiana Department of Transportation to invest in our local transportation network. Despite this continued investment, the effectiveness of our transportation system is undermined by human, economic, and financial costs attributable to motor vehicle crashes.

Motor vehicle crashes are a significant cause of death, injury, property loss and productivity loss in the United States. Data for 2009 shows that unintentional accidents were the 5th leading cause of death overall, and of the 118,021 total unintentional accidents reported, 39,031 (33%) are attributed to transportation.[1] While it may not be possible to completely eliminate motor vehicle crashes, gaining a better understanding of their causes can help transportation planners and engineers reduce their frequency and severity. This report attempts to characterize the motor vehicle crashes in Monroe County, Indiana, providing the basis for informed transportation policies and infrastructure investments.

The annual Crash Reports demonstrate that motor vehicle crashes contribute to a significant loss of life, property, and productivity in Monroe County. Through continued efforts in crash reporting and analysis, a better understanding of crash trends will be attained. From this information, targeted infrastructure investments should further improve safety on roads within the county. Therefore, the purpose of this report is twofold. First, the report provides a consistent and straightforward means to disseminate annual crash data which can be utilized by any interested individual or organization. Second, the report provides another tool for civil engineers, transportation planners, and local policy makers to use when considering mitigation strategies aimed to reduce the frequency and severity of transportation related crashes. Specifically, the Indiana Department of Transportation and the BMCMPO require Local Public Agencies (LPAs) to use crash data as part of the Highway Safety Improvement Program (HSIP). This program provides federal funding to target areas with high incidences of crashes. It is the overall goal of HSIP to reduce the number of fatal and incapacitating injury crashes. Through annual reporting and analysis, effective mitigation strategies can be implemented to further curtail crashes within Monroe County.

This report focuses on a three year period from 2010 to 2012. By focusing on a longer time horizon, random variations in annual crashes do not unduly influence the trends reported. For instance, annual variations in bicycle and pedestrian crashes, fatalities and incapacitating injuries, and location-specific crashes can be significant, even though there may not be an actual change in the likelihood of those crashes. By using a three-year window, identified trends are more likely to be meaningful. However, results from 2012 alone are often highlighted to provide a snapshot of the most recent year.

[1] Centers for Disease Control, National Center for Health Statistics. National Vital Statistics Reports – Deaths: Final Data for 2009. Volume 59, Number 10. http://www.cdc.gov/nchs/data/nvsr/nvsr60/nvsr60_03.pdf. Accessed on August 14, 2012.

Methodology and Data Considerations

The data for the Bloomington/Monroe County Crash Report originates from the "Automated Report and Information Exchange System" (ARIES) of the Indiana State Police. This system contains crash data from police reports since 2003. The police report data is organized by collisions, units (vehicles), and individuals. These entities are related to one another by a field in each table (Master Record Number), but can also be analyzed independently. It is possible to retrieve information regarding collisions (e.g., where and when did the greatest number of crashes occur?), vehicles involved (e.g., how many crashes involved bicycles?), and individuals involved (e.g., how old were the crash victims?). It is also possible to perform more complex analyses using attributes from each of these entities (e.g., which location had the most elderly crash victims?).

As with any database, the validity of conclusions resulting from the data is contingent upon accurate and complete data entry. Lack of information from hit-and-run collisions, confusion surrounding alternate names of roads (e.g., Country Club Drive, Winslow Road), misspelled or mis-entered street names, GPS errors, and incomplete data entry undoubtedly introduce some error into the results of this report. Therefore, results should not be interpreted rigidly.

A significant effort was made to correct data errors and validate results. It is important to note that the methodology was improved for this report. Consequently, some minor inconsistencies may be evident when comparing crash reports from different years. Therefore, it should be understood that the most recently issued crash report reflects the best and most accurate crash information. Regardless of methodological changes and slight differences between reports, the overall findings of this report are consistent with those of past years.

Collisions were categorized for analysis based on the type and severity of the crash. If the crash included a moped, motorcycle, bus, bicyclist or pedestrian, it was classified as a "moped/motorcycle", "bus", "bicycle" or "pedestrian" crash, accordingly, regardless of the number of vehicles involved. If the crash involved only motor vehicles, the "crash type" classification was based on the number of cars: one car, two cars, or three or more cars. The "severity" classification of a collision was based on the most severe injury that resulted from the crash. For example, if a crash resulted in a fatality as well as a non-incapacitating injury, the severity of the crash was classified as "Fatal Injury." Most data methods used in the report are self-explanatory.

Collisions were analyzed using available geographic, road inventory, and traffic count data. Individual crashes were located based on the reported geographic coordinates, which were available for more than 92% of all records. A crash frequency was determined for each intersection by tabulating the total number of crashes that occurred within a 250-ft radius of the center of the intersection. Crash rates were determined from available traffic counts conducted by the City of Bloomington, Monroe County, and the Indiana Department of Transportation, utilizing standard adjustments and engineering judgment as necessary.

When reading the report, it is important to understand the distinction between "crashes" and "individuals." The term "crash" is used when the characteristics of the crash itself are under consideration, whereas the terms "individual" and "fatality" are used when the focal point is the people involved. For example, the "Fatal Injury" column of Table 1 ("Crash by Type and Severity, 2010-2012") shows how many crashes resulted in a fatal injury in 2010, but it would be incorrect to interpret this column as the number of fatalities in 2010, since more than one fatality can result from a single crash.

Analysis

Crash Characteristics

This section provides a summary of crash characteristics in Monroe County, including the type and severity of crashes from 2010-2012. These factors reflect trends in the overall safety of the transportation system.

In 2011, a total of 4,222 motor vehicle crashes were reported in Monroe County (Table 1). Of these, nine resulted in one or more fatalities, while ninety caused incapacitating injuries. For the vast majority of crashes (3,269), injuries were not reported. Two-car crashes were the most common, comprising 68% of the total. One-car crashes and those involving three or more cars were also common, accounting for 19% and 6% of total crashes reported, respectively. Crashes involving a pedestrian, cyclist, moped/motorcycle, or bus were much less frequent.

Crashes types vary widely in the likelihood resulting injury. As shown in Figure 1, crashes involving a pedestrian, cyclist, moped/motorcycle were much more likely to involve injury than other types of crashes. Figure 2 shows that these three crash types account for just 5% of all crashes, but 20% of all injuries.

Compared with 2010 and 2011, the overall number of crashes in 2012 increased slightly.

Table 1. Crashes by Type and Severity, 2010-2012

	Crash Type	Severity				Annual Total	Percent of Annual Total
		Fatal Injury	Incapacitating Injury	Non-incapacitating	No injury/unknown		
2010	One car	6	15	153	642	**816**	**20.1%**
	Two car	5	30	460	2265	**2760**	**68.0%**
	Three or more cars	0	3	93	125	**221**	**5.4%**
	Bus	0	0	5	57	**62**	**1.5%**
	Moped/Motorcycle	1	12	56	17	**86**	**2.1%**
	Bicycle	0	3	40	8	**51**	**1.3%**
	Pedestrian	1	10	46	7	**64**	**1.6%**
	Total	**13**	**73**	**853**	**3121**	**4060**	**100.0%**
	Percent of Annual Total	**0.3%**	**1.8%**	**21.0%**	**76.9%**	**100.0%**	
2011	One car	3	16	113	613	**745**	**19.7%**
	Two car	3	20	411	2124	**2558**	**67.8%**
	Three or more cars	0	6	69	140	**215**	**5.7%**
	Bus	0	0	2	54	**56**	**1.5%**
	Moped/Motorcycle	3	13	48	19	**83**	**2.2%**
	Bicycle	0	3	34	4	**41**	**1.1%**
	Pedestrian	0	9	63	4	**76**	**2.0%**
	Total	**9**	**67**	**740**	**2958**	**3774**	**100.0%**
	Percent of Annual Total	**0.2%**	**1.8%**	**19.6%**	**78.4%**	**100.0%**	
2012	One car	4	18	136	661	**819**	**19.4%**
	Two car	1	32	462	2357	**2852**	**67.6%**
	Three or more cars	1	5	91	135	**232**	**5.5%**
	Bus	0	1	4	75	**80**	**1.9%**
	Moped/Motorcycle	2	19	65	25	**111**	**2.6%**
	Bicycle	0	5	51	10	**66**	**1.6%**
	Pedestrian	1	10	45	6	**62**	**1.5%**
	Total	**9**	**90**	**854**	**3269**	**4222**	**100.0%**
	Percent of Annual Total	**0.2%**	**2.1%**	**20.2%**	**77.4%**	**100.0%**	
3-Year	**Total**	**31**	**230**	**2447**	**9348**	**12056**	
	Percent of 3-Year Total	**0.3%**	**1.9%**	**20.3%**	**77.5%**	**100.0%**	

Figure 1. Crash Type by Severity, 2010-2012

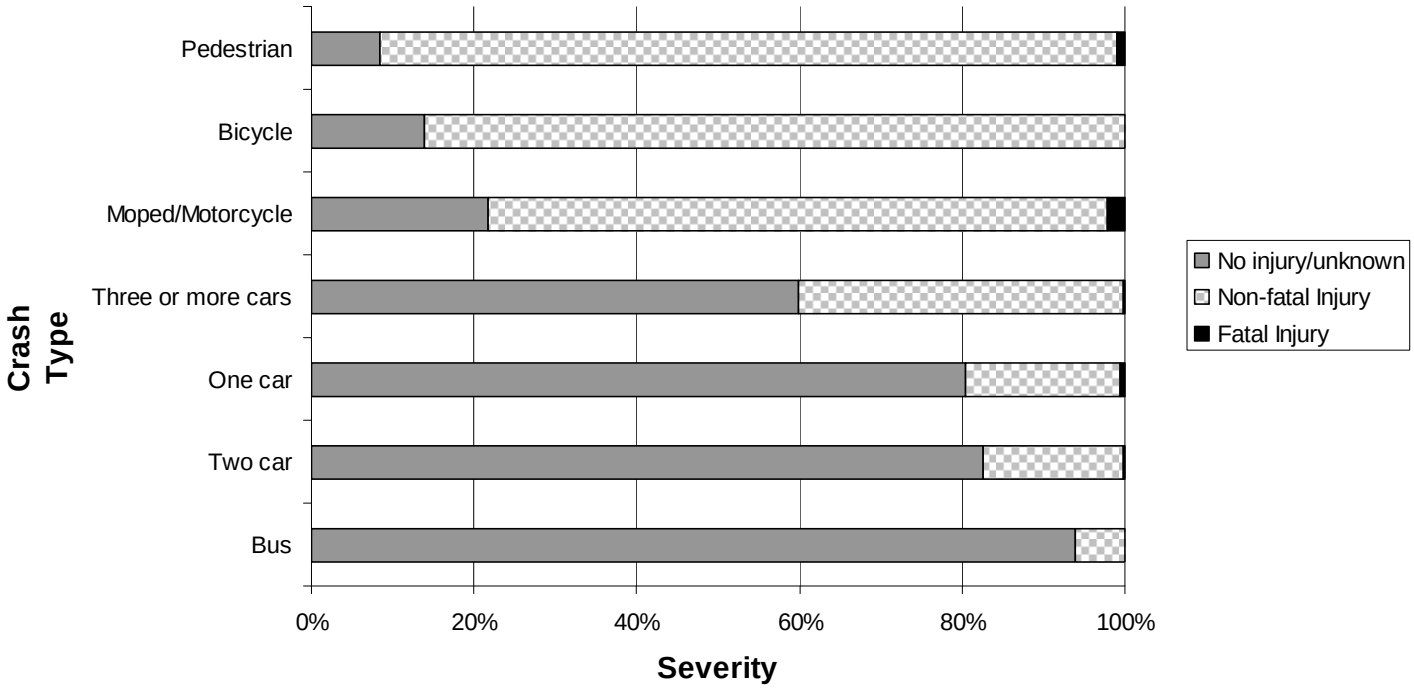
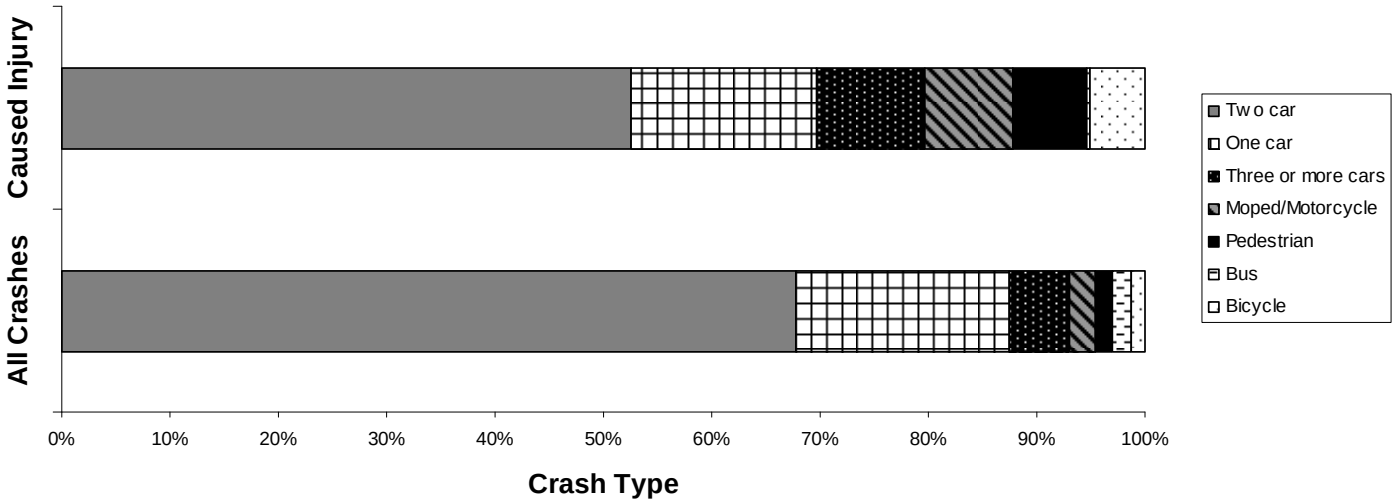


Figure 2. Crash Type by Severity, 2010-2012



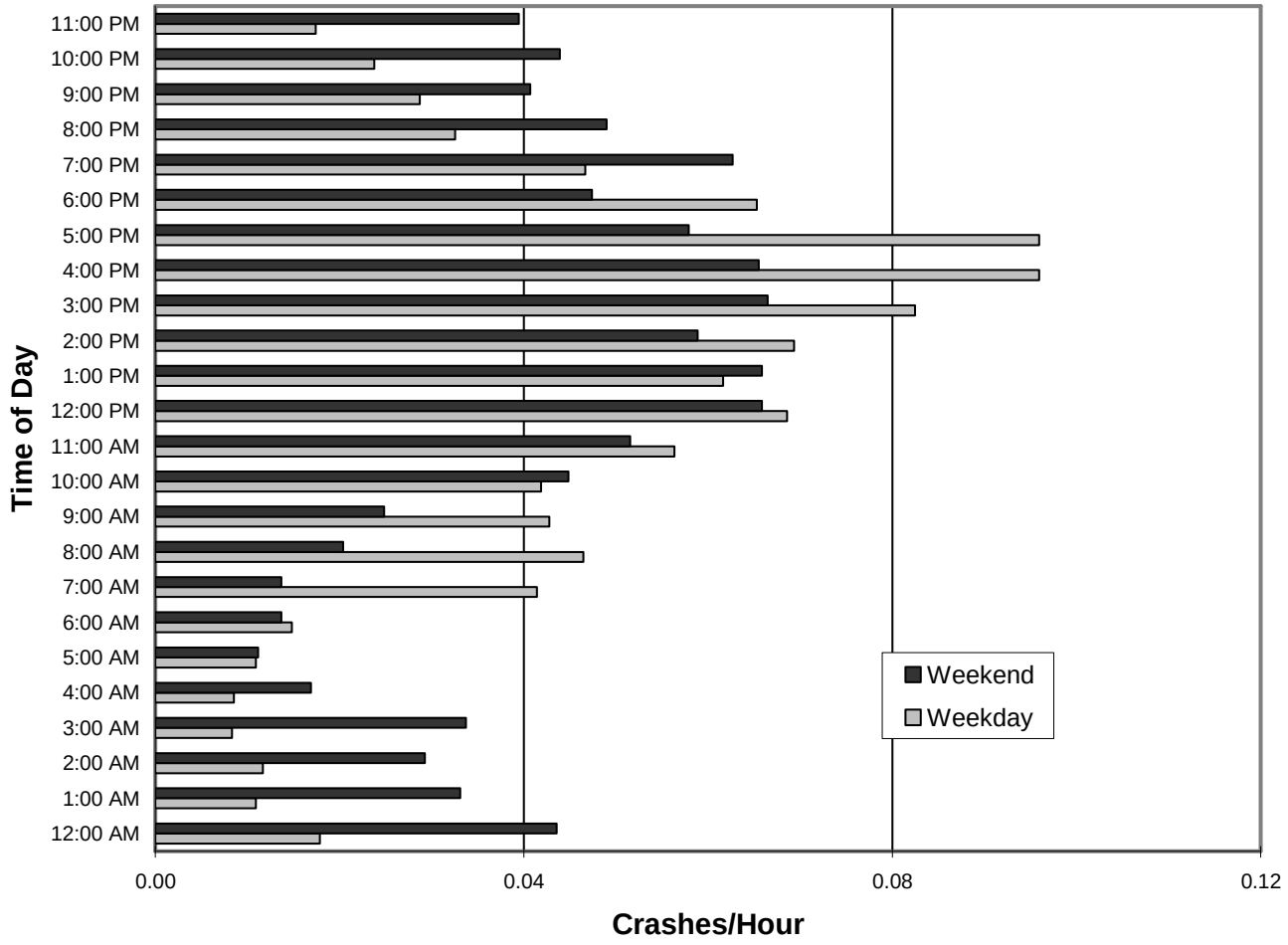
Time of Crashes

This section summarizes the number of crashes by hour and day. Information relating to the timing of crashes can be used by law enforcement agencies and emergency responders for planning purposes. Additionally, decision makers may use this information in an attempt to reduce peak crash times.

On weekdays, the number of crashes typically peaked in conjunction with the morning rush hour, 7:00 AM to 9:00 AM, and then increased gradually throughout the day until peaking again in conjunction with the evening rush hour, 5:00 PM to 7:00 PM. The late afternoon was the most likely time for a crash to occur, with more than one per hour.

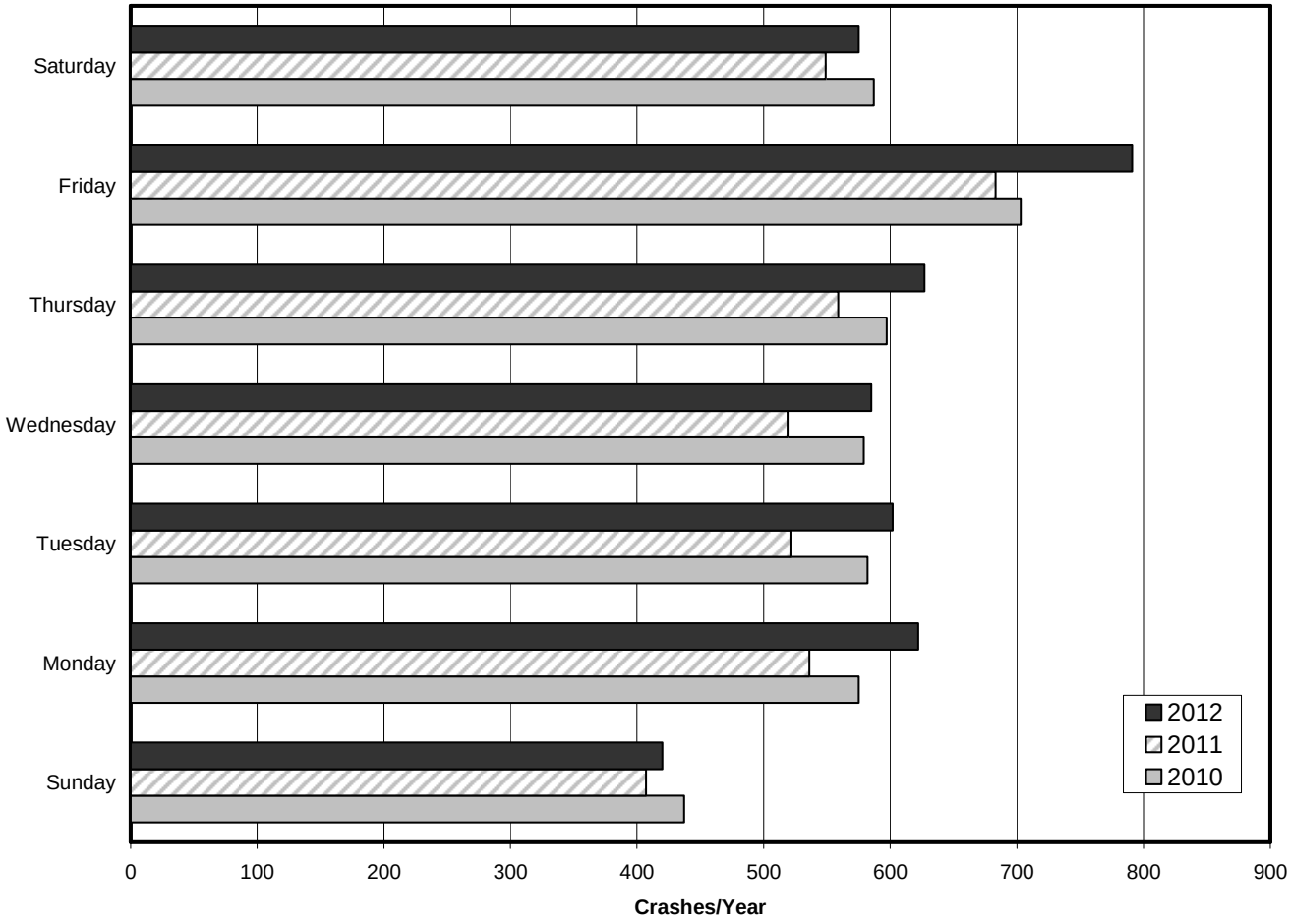
The hourly distribution of crashes for the weekend was less varied than for the work week. Crashes in the late evening and early morning were much more common during the weekend, and rush hour peaks were not as prevalent as on weekdays. During the study period, a greater number of crashes occurred on Fridays than on any other day and the fewest crashes occurred on Sundays (Figure 2).

Figure 3. Crashes by Time of Day, 2010-2012 [2]



[2] Hours shown represent the beginning of the hour. For example, "12:00 AM" represents the time period from 12:00 AM to 12:59 AM.

Figure 4. Crashes by Day of Week, 2010-2012



Crash Locations

This section addresses the spatial distribution of crashes in Monroe County in order to highlight problematic intersections. Two methods are used. First, all of the intersections in Monroe County are ordered based on crash frequency, or the total number of crashes that occurred at each location over the 3-year period. The top 50 intersections in Monroe County with the highest crash frequency are listed in Table 2. Second, the highest frequency crash locations are ranked based on crash rate, or the total number of crashes divided by the total number of entering vehicles over the time period (Table 3). Third, the highest frequency crash locations are ranked based on the overall severity of crashes that occurred at each location. Analyzing crash frequency, crash rates, and crash severity can help transportation planners, engineers, and officials to identify locations that may have hazardous geometric or operational deficiencies.

In 2012, the intersection with greatest crash frequency was State Road 37 & W Bloomfield Rd, where 35 crashes were reported (Table 2). This intersection also had the greatest number of total crashes during the period from 2010 to 2012, with 107 reported crashes. The highest frequency crash locations have remained consistent over time, with 86% of the locations in Table 2 having appeared in the previous year's analysis, covering the period 2009 to 2011.

However, locations with a high crash frequency are not necessarily more hazardous than locations with a lower crash frequency. To account for the effect of traffic volume on the total number of crashes at a particular location, a normalized crash rate was calculated for each of the intersections in Table 2 (Table 3)[3]. The latest available traffic counts from INDOT, the City of Bloomington, and Monroe County were used to estimate the number of vehicles entering the intersection over the time period[4]. During the period from 2010 to 2012, the intersection with the greatest crash rate according to this analysis was State Road 45 & E Ooley Ave.

Finally, some locations may be prone to serious crashes that lead to personal injury and loss of life. To compare crash locations based on the seriousness of the crashes that occur there, fatal and personal injury crashes can be weighted relative to crashes that led to property damage only. A standard weighting scale was used to calculate a severity number for each of the intersections in Table 2 (Table 4)[5]. During the period from 2010 to 2012, the intersection with the greatest severity number was State Road 37 & W Bloomfield Rd, followed by State Road 37 & W 3rd St.

The methodology used in this report does not help identify locations which have a higher than expected crash frequency, crash rate, or severity index. Therefore, future reports should consider comparing intersections with similar operating characteristics. Additionally, a method to calculate a crash rate for every intersection in the network should be explored. These additional analyses will further aid transportation planners, engineers, and officials in effectively identifying hazardous locations, and securing funding to fix them.

[3] Crash Rate = N / ((Intersection_AADT) * 3 years * 365 days * 10^-6),
where N = total number of crashes from 2010 to 2012, and
where Intersection_AADT = sum of average annual daily traffic entering the intersection

[4] Traffic counts from were available for 97% of all intersection approaches. In some instances, standard estimates based on roadway classification were used.

[5] Severity Number = (Fatal Crashes * 12) + (Personal Injury Crashes * 3) + (Property Damage Only Crashes)

Table 2. Top 50 Crash Locations by Crash Frequency, 2010-2012

Crash Frequency Rank	Previous Rank	Intersection	Juris-diction	Year			3-Year Total
				2010	2012	2013	
1	1	State Road 37 & W Bloomfield Rd	IN	40	32	35	**107**
2	4	State Road 37 & W 3rd St	IN	28	31	44	**103**
3	2	State Road 46 & E 3rd St	IN	33	33	35	**101**
3	5	State Road 46 & Pete Ellis Dr	IN	47	20	34	**101**
5	12	State Road 46 & S Kingston Dr	IN	19	17	43	**79**
6	9	State Road 45 & S Liberty Dr	IN	36	15	24	**75**
6	3	State Road 45/46 Bypass & N College Ave/N Walnut St	IN	29	29	17	**75**
8	6	State Road 45 & S Curry Pike/S Leonard Springs Rd	IN	27	25	22	**74**
9	10	State Road 48 & S Liberty Dr	IN	24	21	17	**62**
10	7	State Road 45/46 Bypass & E 10th St	IN	24	14	23	**61**
10	22	W 3rd St & S College Ave	COB	18	17	26	**61**
12	8	State Road 37 & W Vernal Pike	IN	24	19	17	**60**
12	18	State Road 45 & S Gillham Dr	IN	11	23	26	**60**
12	15	W 10th St & N College Ave	COB	22	17	21	**60**
15	14	W 3rd St & S Cory Ln	COB	23	24	10	**57**
16	13	State Road 45/46 Bypass & N Kinser Pike	IN	19	19	18	**56**
17	11	State Road 48 & S Gates Dr	IN	21	20	13	**54**
18	18	E 3rd St & S Jordan Ave	COB	18	22	12	**52**
19	18	State Road 46 & S Smith Rd	IN	14	17	20	**51**
20	26	E 10th St & N Union St	COB	13	21	15	**49**
21	24	State Road 37 & W Tapp Rd	IN	25	11	11	**47**
22	15	E 10th St & N Fee Ln	COB	24	15	7	**46**
22	23	E 17th St & N Jordan Ave	COB	14	24	8	**46**
24	30	W 3rd St & N Walnut St	COB	11	10	22	**43**
25	28	E 10th St & N Jordan Ave	COB	17	10	15	**42**
25	24	W 7th St & N Walnut St	COB	18	12	12	**42**
25	31	W Kirkwood Ave & N Walnut St	COB	12	12	18	**42**
28	17	E 3rd St & S Washington St	COB	16	12	13	**41**
28	26	State Road 45 & N Pete Ellis Dr/N Range Rd	IN	12	11	18	**41**
28	21	W 2nd St & S College Ave	COB	15	12	14	**41**
31	36	E 3rd St & S Woodlawn Ave	COB	13	16	11	**40**
32	41	E Rhorer Rd & S Walnut Street Pike	MC	13	10	16	**39**
32	28	W 17th St & N Kinser Pike/N Madison St	COB	14	15	10	**39**
32	47	W 4th St & S Walnut St	COB	14	11	14	**39**
35	39	E 3rd St & S Fess Ave	COB	13	12	13	**38**
35	57	E 3rd St & S Highland Ave	COB	15	9	14	**38**
37	44	E 10th St & N Jefferson St	COB	10	11	16	**37**
38	31	E 10th St & N Sunrise Dr	COB	14	10	12	**36**
39	31	S Walnut Street Pike & E Winslow Rd	COB	12	10	13	**35**
39	62	State Road 37 & W Fullerton Pike	IN	12	11	12	**35**
39	39	W 7th St & N College Ave	COB	14	6	15	**35**
39	74	W Kirkwood Ave & N Rogers St	COB	8	11	16	**35**
43	31	E 17th St & N Dunn St	COB	6	11	17	**34**
43	77	State Road 45 & E Ooley Ave	IN	8	16	10	**34**
45	44	E 10th St & N Woodlawn Ave	COB	13	11	9	**33**
45	75	E 7th St & N Jordan Ave	COB	8	13	12	**33**
45	54	S Walnut St & W Country Club Dr/E Winslow Rd	COB	7	10	16	**33**
45	31	State Road 46 & E Eastgate Ln	IN	17	5	11	**33**
45	47	State Road 46 & N Centennial Dr	IN	14	10	9	**33**
50	47	E 13th St & N Indiana Ave	COB	11	11	10	**32**
50	59	W 9th St & N College Ave	COB	13	10	9	**32**

Table 3. Top 50 Crash Locations by Crash Rate, 2010-2012

Crash Rate Rank	Crash Frequency Rank	Intersection	Jurisdiction	3-Year Total	Crashes per Million Entering Vehicles
1	43	State Road 45 & E Ooley Ave	IN	34	2.47
2	12	W 10th St & N College Ave	COB	60	2.46
3	50	W 9th St & N College Ave	COB	32	2.45
4	31	E 3rd St & S Woodlawn Ave	COB	40	2.43
5	35	E 3rd St & S Fess Ave	COB	38	2.35
6	3	State Road 46 & Pete Ellis Dr	IN	101	1.97
7	5	State Road 46 & S Kingston Dr	IN	79	1.87
8	10	W 3rd St & S College Ave	COB	61	1.73
9	50	E 13th St & N Indiana Ave	COB	32	1.68
10	25	W 7th St & N Walnut St	COB	42	1.56
11	32	W 4th St & S Walnut St	COB	39	1.55
12	12	State Road 45 & S Gillham Dr	IN	60	1.54
13	45	E 7th St & N Jordan Ave	COB	33	1.46
14	25	W Kirkwood Ave & N Walnut St	COB	42	1.45
15	37	E 10th St & N Jefferson St	COB	37	1.41
16	3	State Road 46 & E 3rd St	IN	101	1.33
16	38	E 10th St & N Sunrise Dr	COB	36	1.33
16	39	W 7th St & N College Ave	COB	35	1.33
19	18	E 3rd St & S Jordan Ave	COB	52	1.32
20	32	E Rhorer Rd & S Walnut Street Pike	MC	39	1.30
21	20	E 10th St & N Union St	COB	49	1.27
22	15	W 3rd St & S Cory Ln	COB	57	1.24
23	22	E 10th St & N Fee Ln	COB	46	1.18
24	28	State Road 45 & N Pete Ellis Dr/N Range Rd	IN	41	1.12
25	6	State Road 45 & S Liberty Dr	IN	75	1.11
26	35	E 3rd St & S Highland Ave	COB	38	1.09
27	28	E 3rd St & S Washington St	COB	41	1.07
28	8	State Road 45 & S Curry Pike/S Leonard Springs Rd	IN	74	1.05
28	19	State Road 46 & S Smith Rd	IN	51	1.05
30	39	S Walnut Street Pike & E Winslow Rd	COB	35	1.04
31	28	W 2nd St & S College Ave	COB	41	1.03
32	45	E 10th St & N Woodlawn Ave	COB	33	1.01
33	22	E 17th St & N Jordan Ave	COB	46	1.00
34	9	State Road 48 & S Liberty Dr	IN	62	0.99
35	45	State Road 46 & E Eastgate Ln	IN	33	0.98
36	43	E 17th St & N Dunn St	COB	34	0.91
37	25	E 10th St & N Jordan Ave	COB	42	0.90
38	1	State Road 37 & W Bloomfield Rd	IN	107	0.88
38	24	W 3rd St & N Walnut St	COB	43	0.88
40	10	State Road 45/46 Bypass & E 10th St	IN	61	0.87
40	32	W 17th St & N Kinser Pike/N Madison St	COB	39	0.87
42	6	State Road 45/46 Bypass & N College Ave/N Walnut St	IN	75	0.86
43	17	State Road 48 & S Gates Dr	IN	54	0.84
44	2	State Road 37 & W 3rd St	IN	103	0.80
45	16	State Road 45/46 Bypass & N Kinser Pike	IN	56	0.79
46	39	W Kirkwood Ave & N Rogers St	COB	35	0.72
47	12	State Road 37 & W Vernal Pike	IN	60	0.70
48	21	State Road 37 & W Tapp Rd	IN	47	0.55
49	45	State Road 46 & N Centennial Dr	IN	33	0.53
50	45	S Walnut St & W Country Club Dr/E Winslow Rd	COB	33	0.50
51	39	State Road 37 & W Fullerton Pike	IN	35	0.48

Table 4. Top 50 Crash Locations by Crash Severity, 2010-2012

Crash Severity Rank	Intersection	Juris-diction	Fatality	Personal Injury	Property Damage Only	Severity Number
1	State Road 37 & W Bloomfield Rd	IN	0	35	72	**177**
2	State Road 37 & W 3rd St	IN	0	28	75	**159**
3	State Road 46 & E 3rd St	IN	0	23	78	**147**
4	State Road 46 & Pete Ellis Dr	IN	0	17	84	**135**
5	State Road 46 & S Kingston Dr	IN	0	20	59	**119**
6	State Road 45 & S Liberty Dr	IN	0	19	56	**113**
7	State Road 45 & S Curry Pike/S Leonard Springs Rd	IN	0	18	56	**110**
8	State Road 45/46 Bypass & N College Ave/N Walnut St	IN	0	17	58	**109**
9	State Road 48 & S Liberty Dr	IN	0	20	42	**102**
10	W 3rd St & S Cory Ln	COB	0	22	35	**101**
11	State Road 37 & W Vernal Pike	IN	0	19	41	**98**
12	W 3rd St & S College Ave	COB	0	17	44	**95**
13	State Road 45/46 Bypass & E 10th St	IN	0	15	46	**91**
14	State Road 45/46 Bypass & N Kinser Pike	IN	0	14	42	**84**
15	State Road 46 & S Smith Rd	IN	0	16	35	**83**
16	W 10th St & N College Ave	COB	0	11	49	**82**
17	E 3rd St & S Jordan Ave	COB	0	13	39	**78**
18	State Road 37 & W Fullerton Pike	IN	0	20	15	**75**
19	State Road 48 & S Gates Dr	IN	0	9	45	**72**
20	W 17th St & N Kinser Pike/N Madison St	COB	0	14	25	**67**
20	S Walnut St & W Country Club Dr/E Winslow Rd	COB	0	17	16	**67**
22	W Kirkwood Ave & N Walnut St	COB	0	12	30	**66**
23	State Road 45 & N Pete Ellis Dr/N Range Rd	IN	0	12	29	**65**
24	E 10th St & N Fee Ln	COB	0	9	37	**64**
25	E 7th St & N Jordan Ave	COB	0	15	18	**63**
26	State Road 45 & S Gillham Dr	IN	0	1	59	**62**
27	E 10th St & N Union St	COB	0	6	43	**61**
27	State Road 37 & W Tapp Rd	IN	0	7	40	**61**
27	E 3rd St & S Washington St	COB	0	10	31	**61**
30	E 17th St & N Jordan Ave	COB	0	8	35	**59**
31	E 10th St & N Jordan Ave	COB	0	8	34	**58**
31	W 7th St & N Walnut St	COB	0	8	34	**58**
33	W 2nd St & S College Ave	COB	0	8	33	**57**
34	E 17th St & N Jordan Ave	COB	0	5	41	**56**
34	E 3rd St & S Highland Ave	COB	0	9	29	**56**
36	S Walnut Street Pike & E Winslow Rd	COB	0	9	26	**53**
36	W Kirkwood Ave & N Rogers St	COB	0	9	26	**53**
38	E 3rd St & S Woodlawn Ave	COB	0	6	34	**52**
38	E 3rd St & S Fess Ave	COB	0	7	31	**52**

Crash Severity Rank	Intersection	Juris-diction	Fatality	Personal Injury	Property Damage Only	Severity Number
40	E Rhorer Rd & S Walnut Street Pike	MC	0	6	33	**51**
41	State Road 45 & E Ooley Ave	IN	0	8	26	**50**
42	W 4th St & S Walnut St	COB	0	5	34	**49**
42	E 10th St & N Jefferson St	COB	0	6	31	**49**
42	W 7th St & N College Ave	COB	0	7	28	**49**
45	E 13th St & N Indiana Ave	COB	0	8	24	**48**
46	State Road 46 & E Eastgate Ln	IN	0	7	26	**47**
46	State Road 46 & N Centennial Dr	IN	0	7	26	**47**
48	E 10th St & N Sunrise Dr	COB	0	5	31	**46**
49	E 10th St & N Woodlawn Ave	COB	0	6	27	**45**
50	E 17th St & N Dunn St	COB	0	3	31	**40**
50	W 9th St & N College Ave	COB	0	4	28	**40**

Crash Factors

This section summarizes the primary crash factors from 2009 to 2011. An understanding of these causes informs infrastructure investments, enforcement activities, and educational efforts. For instance, unsafe speeds can be addressed by traffic enforcement and road design, while the tendency of motorists to drive off the road can be mitigated with a guardrail or rumble strips. Similarly, enforcement and education could reduce the number of crashes attributable to alcohol.

Failure to yield right of way was once again the most common cause of crashes, contributing to over 2,500 crashes from 2009 to 2011. Following too closely, driver errors, and unsafe backing were also significant crash factors. Table 3 shows the top 10 primary crash factors for 2010-2012, which account for over three-quarters of total crashes.

Table 5. Top 10 Primary Crash Factors by Severity, 2010-2012

Rank	Primary Factor	Severity				3-Year Total
		Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	No Injury/ Unknown	
1	Failure To Yield Right Of Way	3	60	670	1783	**2,516**
2	Following Too Closely	1	20	479	1365	**1,865**
3	Unsafe Backing	0	3	29	1195	**1,227**
4	Other (Driver) - Explain In Narrative	2	19	165	908	**1,094**
5	Ran Off Road Right	8	31	200	592	**831**
6	Speed Too Fast For Weather Conditions	0	9	103	402	**514**
7	Animal/Object In Roadway	1	7	44	403	**455**
8	Disregard Signal/Reg Sign	0	15	168	267	**450**
9	Improper Turning	0	3	36	390	**429**
10	Driver Distracted - Explain In Narrative	0	1	102	235	**338**

Fatalities

This section provides a focused look at motor vehicle fatalities in Monroe County from 2010 to 2012. As with previous sections, the material presented here can be useful for enforcement, education, and decision-making.

In 2012 there were nine fatalities in Monroe County (Table 5). Of these, four resulted from single-car crashes, one from two-car crashes, and two from crashes involving a moped or motorcycle. Over the period from 2010 to 2012, the average annual number of fatalities per 100,000 residents was 7.8 for Monroe County. This figure is well below the U.S. average of 10.63 fatalities per 100,000 people for 2010[6].

An investigation of the causal factors leading to fatal crashes shows that running off the road to the right and unsafe speeds are the most common cause of crashes leading to a fatality.

Table 6. Fatalities by Crash Type, 2010-2012

Year	Crash Type						Total	Fatalities per 100,000 Population
	One car	Two cars	Three cars or more	Moped and Motorcycle	Bicycle	Pedestrian		
2010	6	5	0	1	0	1	**13**	**9.4**
2011	3	3	0	3	0	0	**9**	**6.4**
2012	4	1	1	2	0	1	**9**	**6.4**
Total	**13**	**9**	**1**	**6**	**0**	**2**	**31**	**7.8**

Table 7. Top Primary Crash Factors for Fatal Crashes, 2010-2012

Rank	Primary Factor	Fatal Injury	% of Total
1	RAN OFF ROAD RIGHT	10	**30.3%**
2	UNSAFE SPEED	6	**18.2%**
3	LEFT OF CENTER	4	**12.1%**
4	FAILURE TO YIELD RIGHT OF WAY	3	**9.1%**
5	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	2	**6.1%**
5	OVERCORRECTING/OVERSTEERING	2	**6.1%**
7	ACCELERATOR FAILURE OR DEFECTIVE	1	**3.0%**
7	ANIMAL/OBJECT IN ROADWAY	1	**3.0%**
7	FOLLOWING TOO CLOSELY	1	**3.0%**
7	IMPROPER LANE USAGE	1	**3.0%**
7	IMPROPER PASSING	1	**3.0%**
7	PEDESTRIAN ACTION	1	**3.0%**
	Total	**33**	**100.0%**

[6] U.S. Department of Transportation, National Center for Statistics & Analysis. Fatality Analysis Reporting System, Web-Based Encyclopedia. http://www-fars.nhtsa.dot.gov/ Accessed on April 12, 2013

Fatal Crash Locations

This section summarizes the locations for crashes that resulted in fatalities. From 2010 to 2012, there were 31 fatal crashes, which resulted in 31 fatalities. The locations of these fatal crashes are identified in Table 6. Location information will aid transportation planners and engineers to identify problematic locations. Fatalities are a major factor in determining HSIP funding eligibility (see the Table A1 in the appendix for more information).

Table 8. Fatal Crash Locations by Type, 2010-2012

Location	Juris-diction	Total	Crash Type				
			One Car	Two Cars	Three or More Cars	Moped or Motorcycle	Pedestrian
State Road 37 & W Wayport Rd	IN	2	0	2	0	0	0
E Monroe Dam Rd From S Strain Ridge Rd To S Foggy Morning Rd	MC	1	1	0	0	0	0
E Moores Pike & S Olcott Blvd	COB	1	0	0	0	1	0
E North Dr & S Walnut St	COB	1	0	1	0	0	0
E Rhorer Rd & S Nimit Dr	MC	1	0	0	0	0	1
N Dunn St & N Old State Road 37	COB	1	0	0	0	1	0
N Kinser Pike & W Rosewood Dr	COB	1	1	0	0	0	0
N Old State Road 37 From W Gourley Pk To W Club House Dr	COB	1	0	0	0	1	0
Old State Road 37 & S E Rhorer Rd	MC	1	1	0	0	0	0
S Fairfax Rd & E Schacht Rd	MC	1	0	1	0	0	0
S Leonard Springs Rd & W Stapleton Ave	MC	1	0	1	0	0	0
S Victor Pike from W Fluck Mill Rd to W Tramway Rd	MC	1	1	0	0	0	0
State Road 37 & W Sample Rd	IN	1	0	1	0	0	0
State Road 37 From E Ellis Rd To E Wylie Rd	IN	1	1	0	0	0	0
State Road 37 From E Zikes Rd To E Smithville Rd	IN	1	0	0	0	1	0
State Road 37 From W Simpson Chapel Rd To S Lee Paul Rd	IN	1	1	0	0	0	0
State Road 446 & E Chandler Rd	IN	1	0	0	0	1	0
State Road 446 from E Allens Creek Rd to S Chapel Hill Rd	IN	1	0	1	0	0	0
State Road 446 From Moores Pk To Old State Road 446	IN	1	1	0	0	0	0
State Road 446 From S Chapel Hill Rd To E Allens Creek Rd	IN	1	1	0	0	0	0
State Road 446 From S Old Richardson Rd To E Merritt Drive	IN	1	0	1	0	0	0
State Road 45 & S Breeden Rd	IN	1	0	0	1	0	0
State Road 45 & W Sparks Rd	IN	1	1	0	0	0	0
State Road 45 from S Darrell Dr to S Dunlap Rd	IN	1	0	0	0	1	0
State Road 46 & E Kings Rd	IN	1	1	0	0	0	0
State Road 46 Fom E Kent Rd To N Brummetts Creek Rd	IN	1	0	1	0	0	0
W Arlington Rd & N Canterbury Ct	MC	1	1	0	0	0	0
W Beasley Dr & S Curry Pike	MC	1	1	0	0	0	0
W Cockrell Rd From S Rockport Rd To S Sweetwater Ln	MC	1	0	0	0	0	1
W Popcorn Rd from S Rockport Rd to S Ketcham Rd	MC	1	1	0	0	0	0

Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2010 to 2012. Such crashes are an important consideration in Bloomington and Monroe County due to a relatively high number of non-motorized trips in the area. For instance, data from the 2011 American Community Survey indicates that 5.2% of commuters in Bloomington use a bicycle as their primary mode of transportation, while 16.6% walk[7]. The combined walking and biking commute rate ranks 2nd among U.S. cities with a population of greater than 65,000 people[8]. However, as described in this report, individuals using these modes of transportation are particularly vulnerable to injury.

In 2012, there were 66 reported crashes involving a cyclist and 62 involving a pedestrian (Table 1). This included ten pedestrian and five bicycle crashes that resulted in incapacitating injuries, and one pedestrian crash that resulted in a fatality. During the period from 2010 to 2012, 360 pedestrian and bicycle crashes were reported, resulting in two pedestrian fatalities.

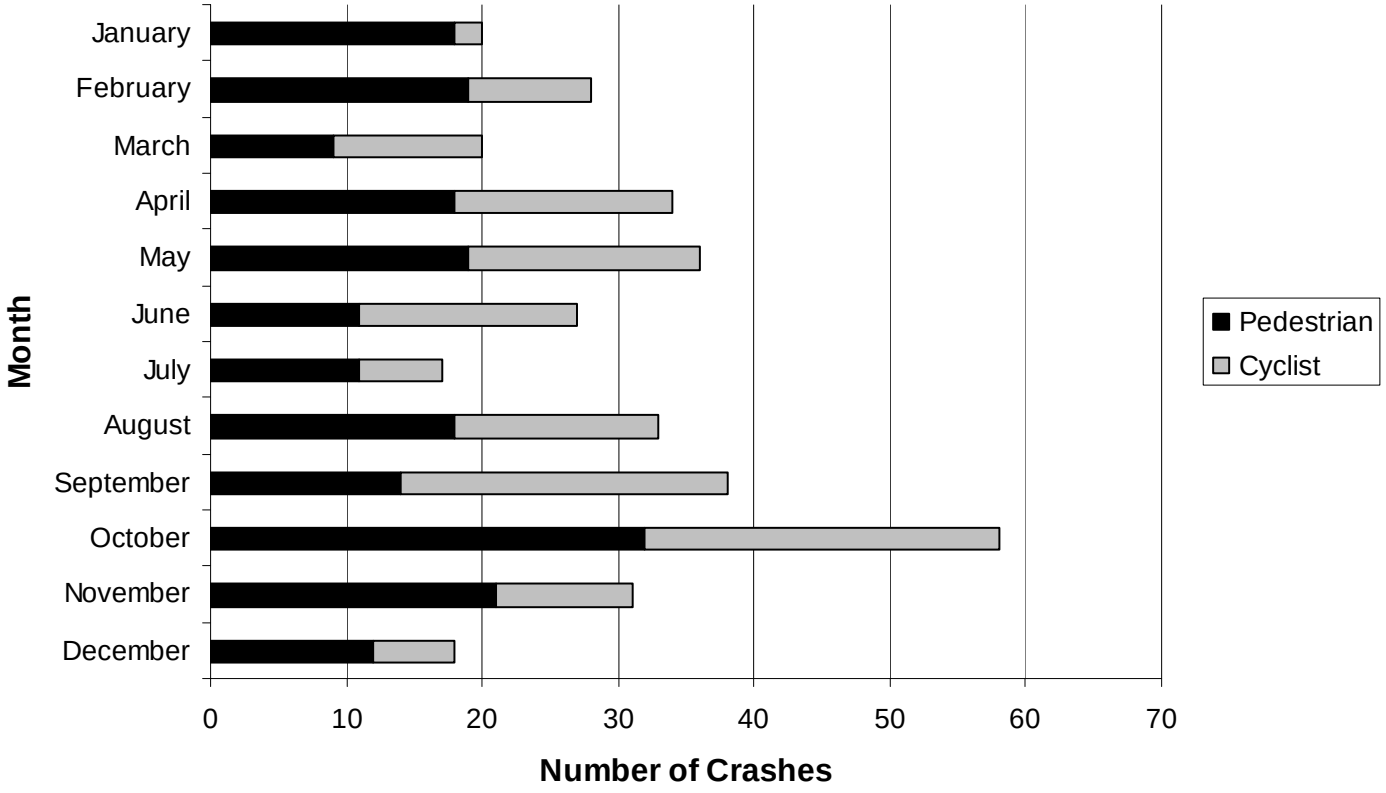
It is well understood that crashes involving these modes of transportation more often result in injury when compared with other crash types, therefore there is a need to reduce the frequency and severity of these crashes. Figure 5 shows that the frequency of bicycle and pedestrian crashes peaks each year in May and October. This information could be used by local agencies to help deploy enforcement and education strategies that will result in the greatest reduction in crashes.

Table 9. Top Bicycle and Pedestrian Crash Locations, 2010-2012

Intersection	Jurisdiction	Crash Type		Total
		Bicycle	Pedestrian	
E 7th St & N Jordan Ave	COB	11	3	**14**
N Dunn St & E Kirkwood Ave	COB	2	4	**6**
N Jordan Ave & S Jordan Ave	COB	2	2	**4**
W 7th St & N Walnut St	COB	1	3	**4**
N Fee Ln & E Law Ln	COB	1	3	**4**
State Road 45 & S Curry Pike/S Leonard Springs Rd	IN	0	3	**3**
E Miller Dr & S Walnut St	COB	1	2	**3**
S Henderson St & E Miller Dr	COB	1	2	**3**
E Southern Dr & W Southern Dr & S Walnut St	COB	1	2	**3**
W Grimes Ln & S Walnut St	COB	3	0	**3**
W 1st St & S College Ave	COB	2	1	**3**
W 3rd St & S Patterson Dr	COB	2	1	**3**
W 3rd St & S Cory Ln	COB	3	0	**3**
E 3rd St & S Washington St	COB	2	1	**3**
E 3rd St & S Grant St	COB	0	3	**3**

[7] US Census Bureau. 2011 American Community Survey, 1-Year Estimate. http://www.census.gov/acs/Accessed on April 11, 2013.
[8] Ibid.

Figure 5. Bicycle and Pedestrian Crashes by Month, 2010-2012



Conclusion

This report has demonstrated a number of meaningful trends relating to motor vehicle crashes in Monroe County. The information should inform transportation decision-making and, ultimately, lead to a safer, more efficient transportation system.

Some problem areas noted in this and past reports have already been improved or are in the process of being addressed. For example, in 2009, the City of Bloomington completed improvements to the intersection of E 17th Street and N Fee Ln, and Monroe County finished improvements to the dangerous curve at E Rogers Rd and S Smith Rd. Post-construction data from this report shows a 37% reduction in the crash frequency at the intersection of 17th Street and Fee Lane following the completion of these improvements[9]. In future years, we will be able to analyze the impact of improvements at the E Atwater Ave and S Henderson St intersection which were completed in 2011. Evaluation of past and future crash data at these, and other, locations will further aid in implementing appropriate and effective mitigation strategies to reduce crashes.

There are many additional locations that will require further study to see if physical improvements could be implemented to improve safety. Several intersections along State Roads (37, 45, 46, Bypass) continue to be problematic due to the sheer frequency of crashes. Due to jurisdictional boundaries at these locations, state and local officials, engineers, and staff will need to coordinate targeted safety improvements and reach agreements before any improvements can occur.

Data and analysis on other attributes are included within the report (e.g. bus, moped, motorcycle, fatalities, causes, locations, severity of crashes), providing additional information to identify trends and/or areas of concern. Future versions of this report may consider a more detailed analysis of the circumstances of fatal and incapacitating crashes and the characteristics of individuals involved. In particular, age-related factors and impacts could be explored. An improved understanding of these factors would help the community to better focus its efforts on reducing serious traffic injuries and their impact on our community, which is one of the primary purposes of this report.

By identifying potentially problematic locations, this report has taken the first step to improving safety on our local roadways. It is expected that transportation planners, engineers, and local officials together will use this information to determine locations that need attention, and seek funding for necessary physical improvements or other means (enforcement, education) to improve safety.

[9] At this location, 30 crashes occurred from 2007 to 2009, while 19 crashes occurred from 2009 to 2011.

Appendix

Figure A1. Top 50 Total Crash Locations, 2010-2012

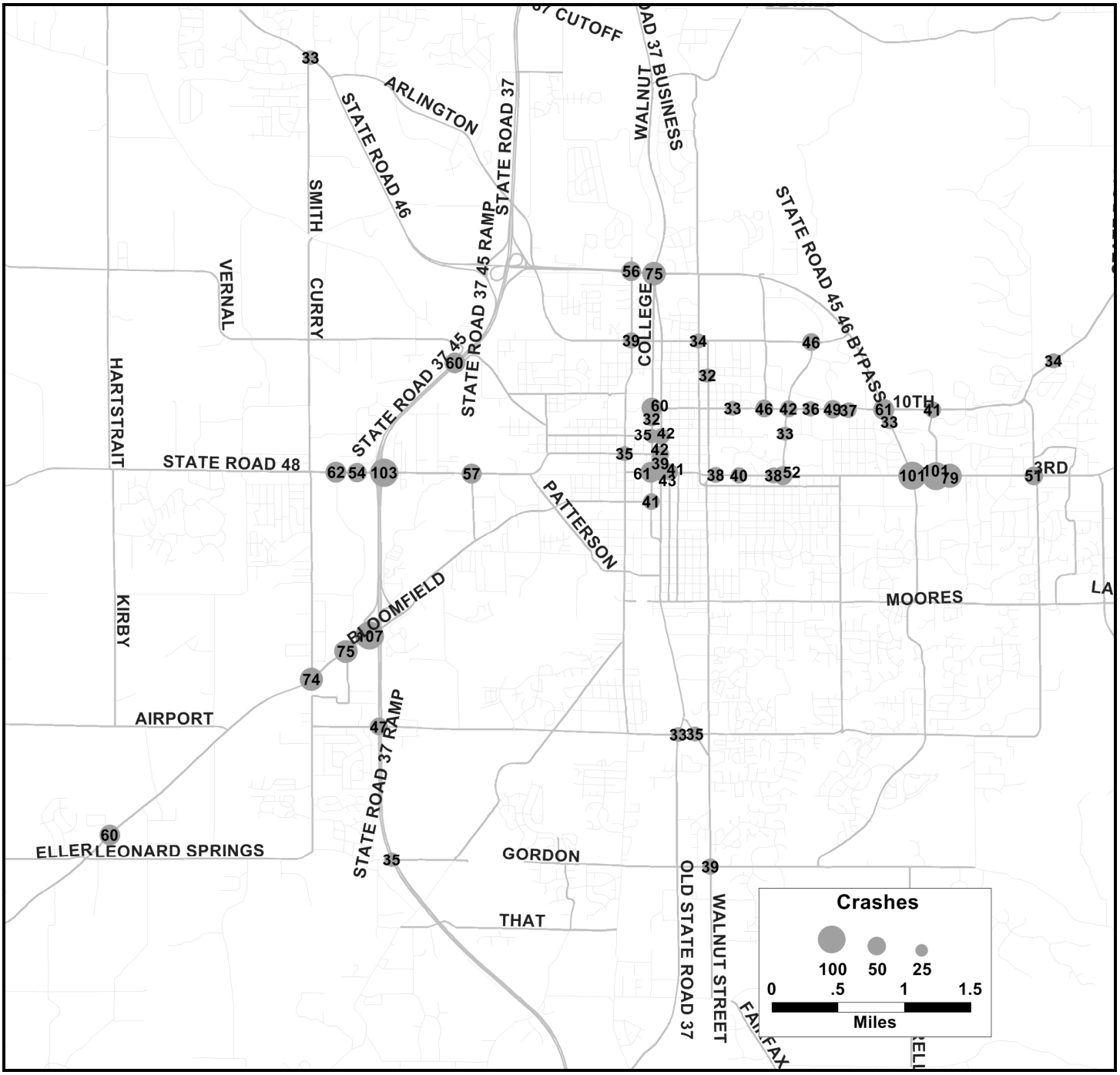


Figure A2. Fatal Crashes in Monroe County, 2010-2012

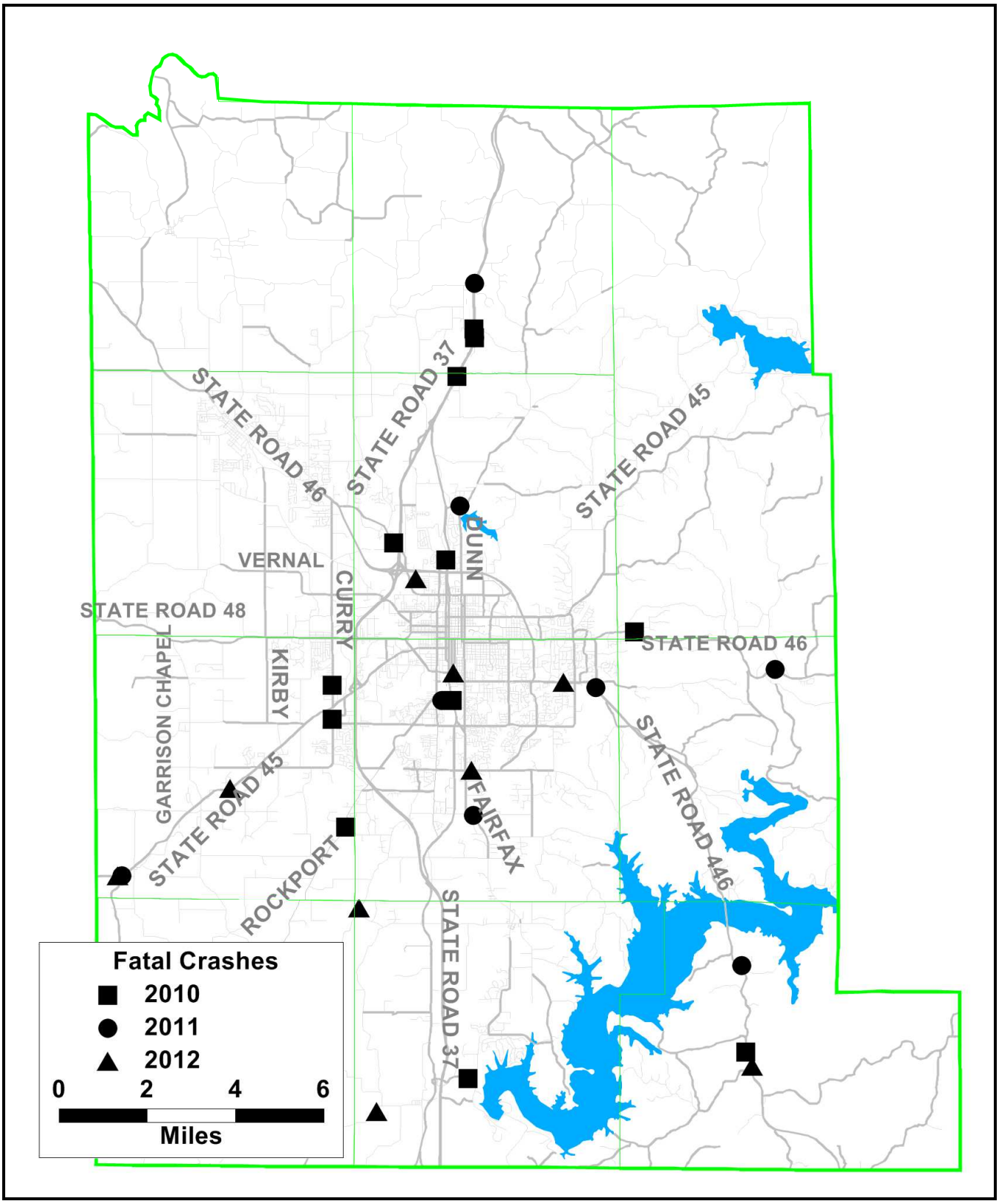


Figure A3. Fatalities by Gender and Crash Type, 2010-2012

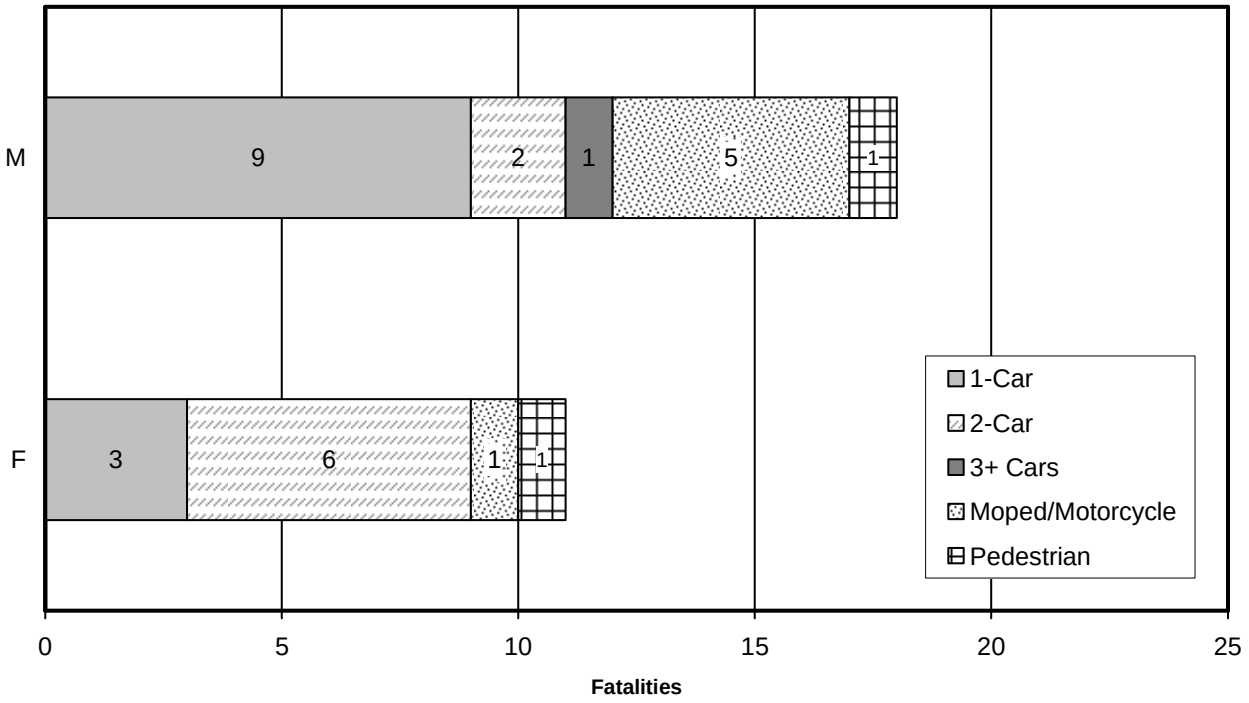
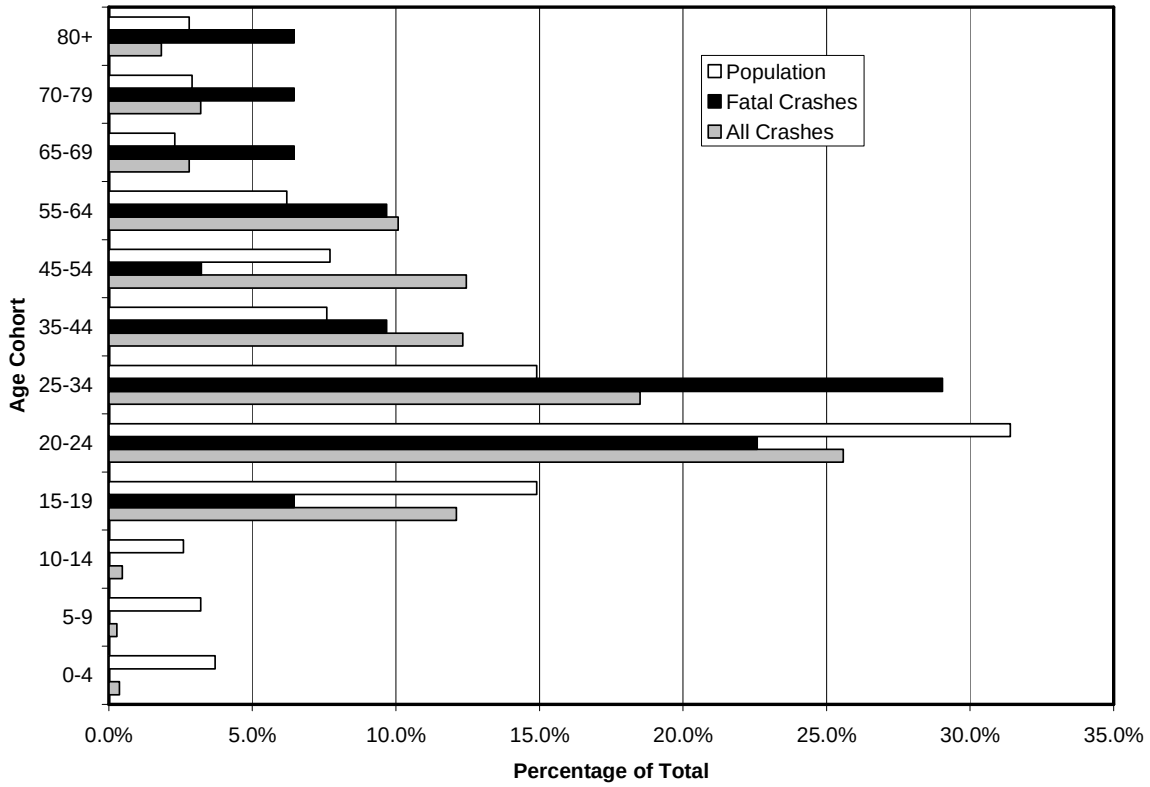


Figure A4. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age, 2010-2012[10,11]



[10] For the purposes here, individuals whose age was not reported were excluded from the total number of individuals.
[11] American Community Survey, 5-Year Estimate, 2007-2011

HSIP Eligibility List

The Highway Safety Improvement Program (HSIP) is a program that provides federal funding for areas with a high incidence of crashes, as identified through the annual crash reports. Emphasis is paid to locations which have a high frequency of crashes resulting in fatal or incapacitating injuries. The intent of the funding is to leverage effective safety improvements in a timely fashion to reduce the severity and frequency of crashes.

According to BMCMPO guidelines, there are three criteria that determine eligibility for HSIP funding. In order to be eligible, a location must be: 1) within the Urban Area of the BMCMPO, 2) exclusive of INDOT facilities, and 3) rank in the top 50 locations when locations are ordered first by the frequency of crashes resulting in fatal or incapacitating injury, and then by the frequency of crashes of any type.

A list of locations that are automatically eligible for HSIP funding will be included in the final draft of the 2012 Crash Report.

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO Technical Advisory and Citizens Advisory Committee Members

From: Anna Dragovich, Senior Transportation Planner

Date: April 24, 2013

Re: Draft Fiscal Years 2014-2017 Transportation Improvement Program

Background

As has been discussed at previous meetings, the BMCMPO must develop and maintain a Transportation Improvement Program (TIP). The TIP is similar to a capital improvement plan and must show how federal transportation funds will be spent on State and local projects within the Metropolitan Planning Area over the next four fiscal years.

The following tables describe in detail the proposed programming of Federal funding in the new TIP. Each table displays the proposed project costs by phase (PE, RW, or CON) and shows the Federal and local funding shares for each phase. In addition to the project tables, there are two tables that summarize the overall TIP budget for Fiscal Years 2014 through 2017 and the total expenditures for each of those years. In order for the TIP to be considered "fiscally constrained", the total programmed expenditures must not exceed the total expected revenues for each Fiscal Year.

A draft Transportation Improvement Program for fiscal years 2014-2017 has been developed with the assistance of local public agencies (attached). A thirty day public comment period will be held from May 3rd to June 3rd. The draft TIP will be presented to the Policy Committee for final adoption on June 14th, 2013.

Requested Action

No action is requested at this time. The TAC and CAC will be asked to make recommendations regarding adoption of the 2014 – 2017 Transportation Improvement Program at the meetings on May 22nd.

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Transportation Improvement Program
Fiscal Years 2014 - 2017

Adopted

Pending

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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I. Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document used by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) to program funding for transportation projects. Pursuant to the most recent transportation legislation, Moving Ahead for Progress in the 21st Century, or MAP-21, the TIP must include at least four fiscal years. The TIP includes the list of priority projects to be carried out in each of the four years indicated in the document. The TIP must be consistent with the 2030 Long Range Transportation Plan, the Transit Development Plan, and other planning studies developed by the BMCMPO and its local stakeholders.

A. Applicability

The TIP is a multi-modal capital budgeting tool that specifies an implementation timetable, funding sources, and agencies responsible for transportation related projects within the BMCMPO metropolitan planning area (MPA). Projects come from any one of the following six implementing agencies (refer to Appendix V for a map of the BMCMPO's urbanized area boundary):

- The Indiana Department of Transportation*
- Monroe County*
- City of Bloomington
- Town of Ellettsville
- Bloomington Public Transportation Corporation (Bloomington Transit)
- Rural Transit*

*Note: Some agencies serve an area larger than the BMCMPO's urbanized area and may have projects that use federal funding which are not reflected in this document.

B. Air Quality

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

C. Fiscal Constraint

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

D. Year of Implementation Dollars

MAP-21 mandates that the TIP reflect project costs in year of implementation dollars. By doing so, projects should anticipate less unforeseen cost over-runs which could jeopardize project implementation. Consequently, a four percent (4%) inflation factor was applied to all phases of all local projects identified in the TIP (FY 2014 was used as the base year). This inflation rate was agreed upon by Local Public Agencies (LPAs) in early 2008.

E. Complete Streets

On January 9, 2009 the Policy Committee adopted a Complete Streets Policy. The purpose of the policy is to ensure that all federally funded local road projects are designed and built to adequately accommodate all users of a corridor including: pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Project submittals by LPAs demonstrate compliance with the policy where applicable. This information is reviewed by the Citizens Advisory Committee and Technical Advisory Committee. The Policy Committee certifies through resolution that applicable projects are either compliant or exempt from the Complete Streets Policy. A table at the end of the document (Appendix II) illustrates local project compliance with the Complete Streets Policy.

F. Project Selection

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

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

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

Projects initiated locally are jointly prioritized according to the type of activity scheduled in the TIP and the Federal funding category. The process of prioritizing projects is also influenced by state and local policy-level decision making and the availability of Federal, state, and local funds. Wherever possible, technical and non-technical factors are jointly used to identify projects which have the greatest need for implementation.

G. Amendment Process

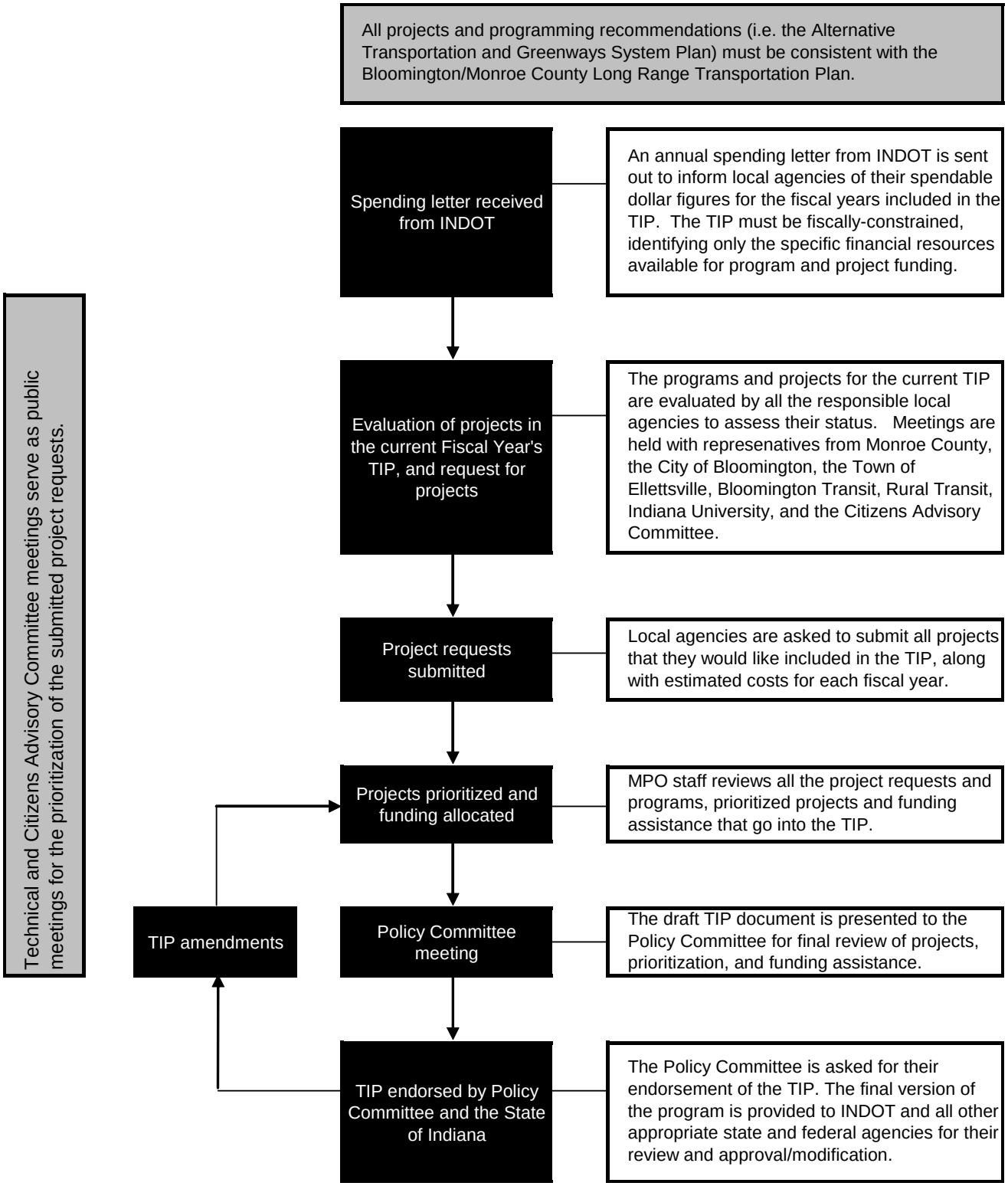
The TIP may be modified pursuant to the procedures outlined in the BMCMPO's Public Participation Plan. The scope of a TIP amendment will dictate the level of public participation solicited (major amendment, minor amendment, administrative modification). The TIP must be approved by the BMCMPO and the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

II. Fiscal Year 2014 - 2017 TIP Development Timeline

The following list provides a chronology of events that have taken place throughout the development of this document:

Date	Description
Jan. 31, 2013 …….	Call for projects is issued to LPAs
Feb. 12, 2013 …….	Kick-off meeting with LPAs to discuss funding and projects
Feb. 27, 2013 …….	First review of draft TIP by Technical Advisory Committee Citizens Advisory Committee
Mar. 1, 2013 …….	Call for Projects ends, project submittals due
Mar. 21, 2013 …….	Meeting with LPAs to discuss project submittals and available budget
Mar. 27, 2013……...	Second review of draft TIP by Technical Advisory Committee and Citizens Advisory Committee
Apr. 12, 2013……...	First review of draft TIP by the Policy Committee
Apr. 24, 2013……...	Review and recommendation by the Technical Advisory Committee and Citizens Advisory Committee
May 3 to Jun. 3, 2013…….…….	Thirty day public comment and review period

III. TIP Development Process



IV. Local Revenue & Expenditure Summary

In order to remain fiscally constrained, the Transportation Improvement Program must balance estimated project expenditures with expected funding revenues. In addition, each particular source of funding must be used in a manner consistent with its designated purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the BMCMPO stakeholders. The Fiscal Year used for the purposes of the TIP begins on July 1 and ends on June 30. Thus, Fiscal Year 2014 begins on July 1, 2013 and ends on June 30, 2018.

The tables in this section summarize the projected local revenues and expenditures for fiscal years 2014 through 2017. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the scope of the BMCMPO. Non-local revenue forecasts are based on past receipts, projections from the FHWA, FTA, and INDOT, anticipated Federal spending authorization levels, and consultations with appropriate Federal and State funding agencies. Local funding forecasts are derived from a similar methodology and through extensive coordination with local agencies. Project expenditures are based on realistic cost estimates provided by the implementing agency for each project.

A. Projected Revenues for Local Projects

The table below summarizes the projected funding available, by funding source, for programming in the FY 2014-2017 TIP. The STP line highlights estimated spending authority available through FY 2017. This table does not include Federal revenues that may be added in the future through special Congressional earmarks, discretionary funding sources, or other grants. Any project utilizing such funds has been marked as “Illustrative” and is not counted in the fiscal constraint analysis.

Funding Source	Fiscal Year				
	2014	2015	2016	2017	TOTAL
STP	$ 5,587,268	$ 2,732,834	$ 2,732,834	$ 2,732,834	$ 13,785,770
TE	$ 2,387,315	$ -	$ -	$ -	$ 2,387,315
TA	$ 313,248	$ 156,624	$ 156,624	$ 156,624	$ 783,120
HSIP	$ 872,942	$ 407,221	$ 407,221	$ 407,221	$ 2,094,605
Bridge	$ 71,614	$ -	$ 66,106	$ -	$ 137,720
FTA 5307/09	$ 2,091,128	$ 3,448,337	$ 3,400,178	$ 2,534,854	$ 11,474,497
FTA 5311	$ 713,651	$ 742,139	$ 816,353	$ 897,988	$ 3,170,131
FTA 5316	$ 286,047	$ -	$ -	$ -	$ 286,047
PMTF	$ 2,857,110	$ 2,971,394	$ 3,109,649	$ 3,255,373	$ 12,193,527
Farebox	$ 1,609,939	$ 1,674,336	$ 1,741,310	$ 1,810,962	$ 6,836,547
Local	$ 4,954,504	$ 4,011,246	$ 3,278,427	$ 3,974,049	$ 16,218,225
TOTAL	$ 21,744,766	$ 16,144,131	$ 15,708,702	$ 15,769,905	$ 69,367,504

B. Programmed Expenditures for Local Projects

The table below summarizes the programmed local expenditures, by funding source, for projects in the FY 2014-2017 TIP. The available STP funding has been programmed to ensure a 5 % reserve to cover project cost overruns. Any usage of funds from this reserve will be subject to the BMCMPO's Change Order Policy.

Funding Source	Fiscal Year				
	2014	2015	2016	2017	TOTAL
STP	$ 5,577,642	$ 2,496,580	$ 1,535,774	$ 4,175,774	$ 13,785,770
TE	$ 2,387,315	$ -	$ -	$ -	$ 2,387,315
TA	$ 158,800	$ 8,000	$ 220,800	$ -	$ 387,600
HSIP	$ 148,500	$ -	$ 1,440,000	$ -	$ 1,588,500
Bridge	$ 71,614	$ -	$ 66,106	$ -	$ 137,720
FTA 5307/09	$ 2,091,128	$ 3,448,337	$ 3,400,178	$ 2,534,854	$ 11,474,497
FTA 5311	$ 713,651	$ 742,139	$ 816,353	$ 897,988	$ 3,170,131
FTA 5316	$ 286,047	$ -	$ -	$ -	$ 286,047
PMTF	$ 2,857,110	$ 2,971,394	$ 3,109,649	$ 3,255,373	$ 12,193,527
Farebox	$ 1,609,939	$ 1,674,336	$ 1,741,310	$ 1,810,962	$ 6,836,547
Local	$ 4,954,504	$ 4,011,246	$ 3,278,427	$ 3,974,049	$ 16,218,225
TOTAL	$ 20,856,250	$ 15,352,032	$ 15,608,597	$ 16,649,000	$ 68,465,879

C. Programmed Projects

The following tables provide a description of each project programmed in the Transportation Improvement Program for fiscal years 2014 to 2017. The tables are organized by implementing entity in the following order: Indiana Department of Transportation, Monroe County, City of Bloomington, Town of Ellettsville, Bloomington Transit and Rural Transit. At the end of each agency's section is a summary of programmed expenditures by funding source for each fiscal year.

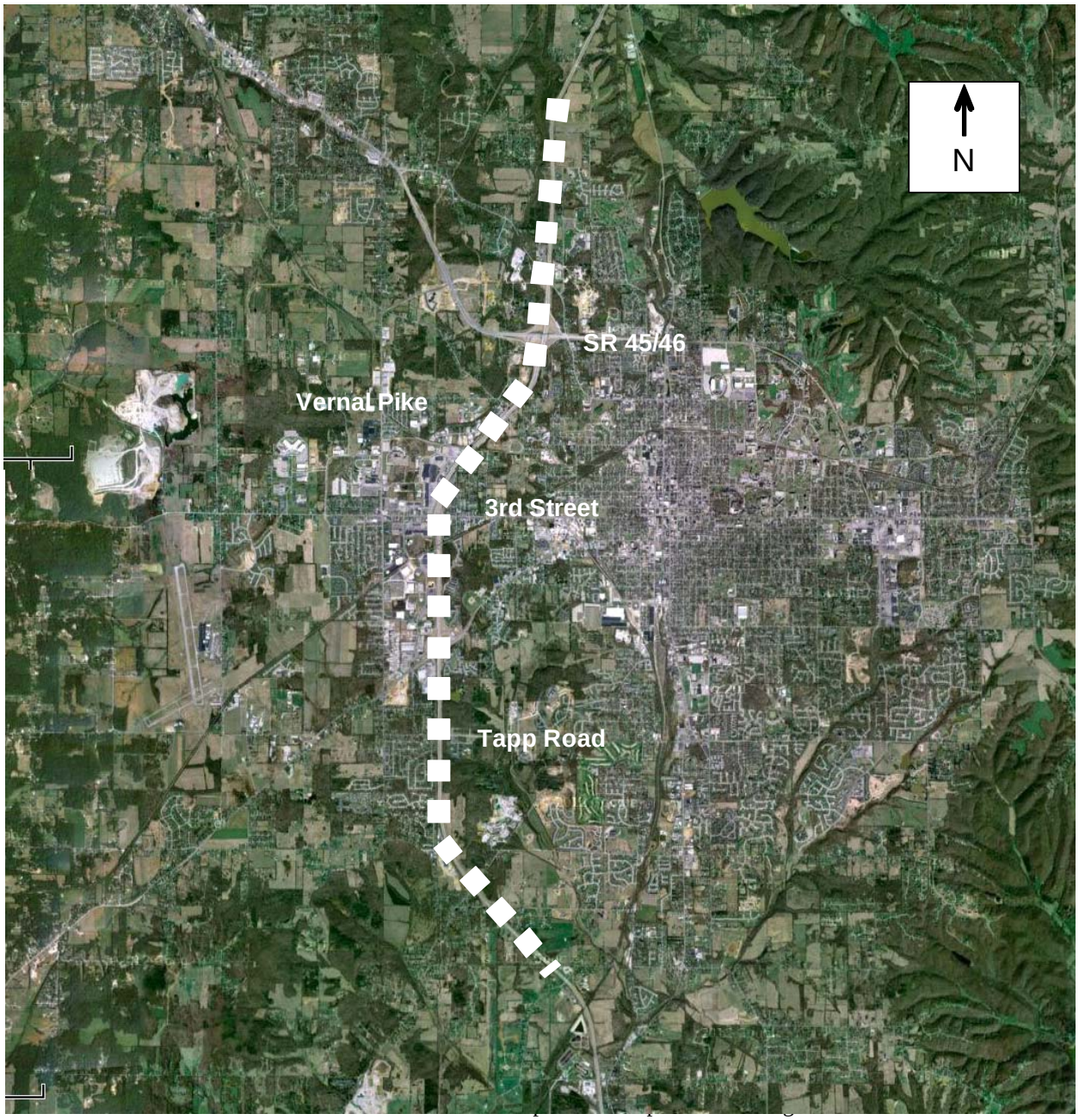
Additionally, each project which involves an identifiable location is also accompanied by a visualization of the approximate project boundaries. The dashed white lines provide an estimation of project location based on best information available at the time this document was developed. These graphics are provided for the sake of reference only and should not be interpreted as exact delineations of project alignment.

Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source		Fiscal Year 2014	2015	2016	2017
Project:	**New Signal Installation**						
Location:	SR 46 and Matthews Drive at RP 47 + 08 in Ellettsville	PE					
Description:	Signal modernization at State Route 46 and Matthews Drive in Ellettsville	RW					
		CN	NHS	$ 172,800			
DES #:	1173647	CN	State	$ 43,200			
Support:							
Allied Projects			**TOTAL:**	$ 216,000			

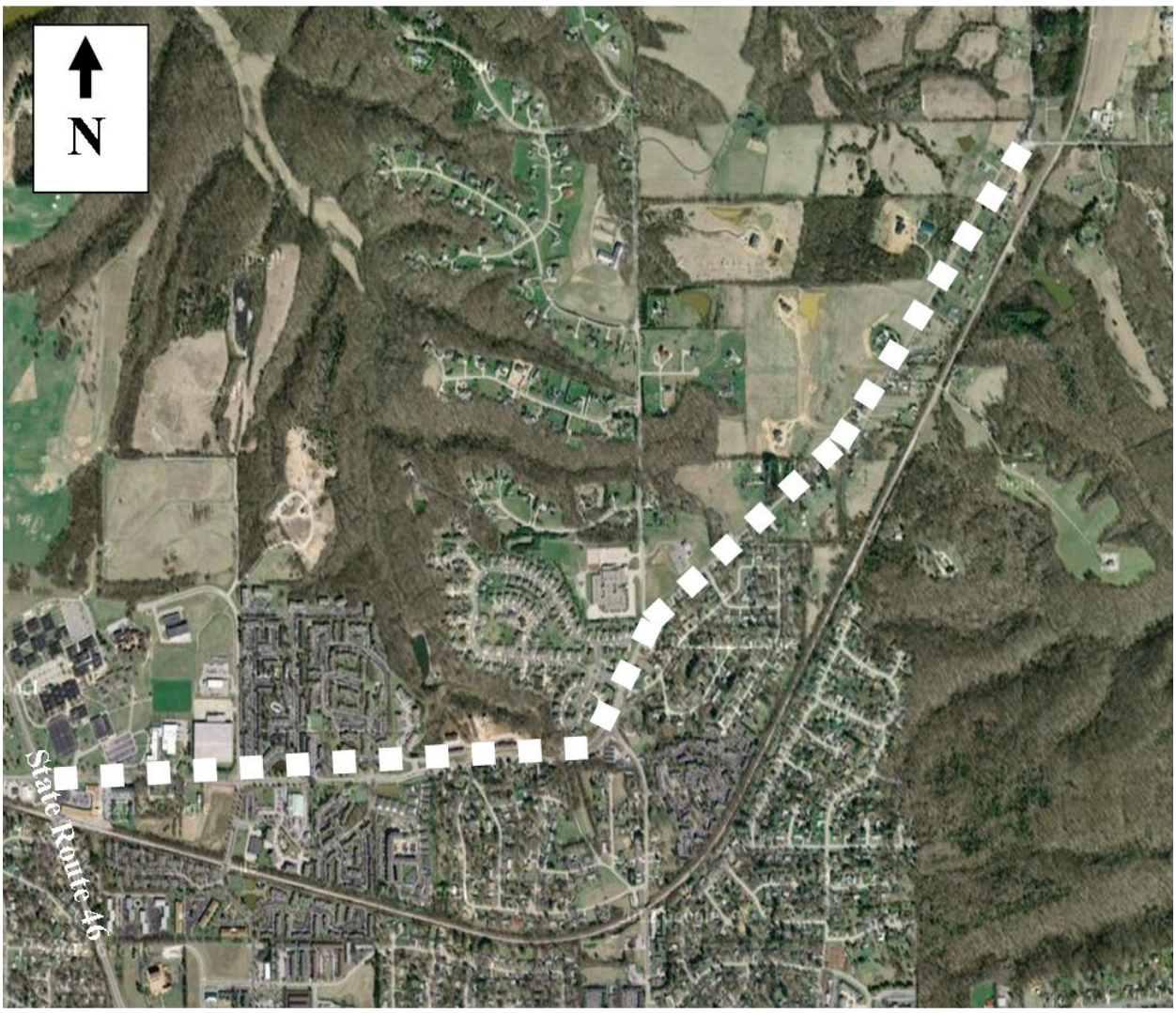
Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source		Fiscal Year 2014	2015	2016	2017
Project:	**I-69 Section 5**	PE	NHS	$ 6,400,000	$ 1,600,000		
Location:	Kinser Pike to Victor Pike		State	$ 1,600,000	$ 400,000		
Description:	Conversion of State Route 37 to fully access controlled interstate rom Kinser Pike to Victor Pike	RW	NHS	$ 13,840,000	$ 8,000,000		
			State	$ 3,460,000	$ 2,000,000		
		CN	NHS	$ 16,000,000	$ 16,000,000	$ 16,000,000	$ 16,000,000
Des #:	1297885		State	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 4,000,000
Support:							
Allied Projects	I-69 Section 4		**TOTAL:**	$ 45,300,000	$ 32,000,000	$ 20,000,000	$ 20,000,000



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source		Fiscal Year 2014	2015	2016	2017
Project:	**Pavement Project**	PE					
Location:	From SR 46 to ECL of Unionville						
Description:	HMA Overlay, Preventive Maintenance	RW					
		CN	NHS			$ 1,270,400	
DES #:	1296962		State			$ 317,600	
Support:							
Allied Projects			**TOTAL:**			$ 1,588,000	



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source		Fiscal Year 2014	2015	2016	2017
Project:	**ISP parking lot maintenance**	PE					
Location:	Parking lot @ Indiana State Police in Bloomington						
Description:	HMA Overlay, Preventative Maintence	RW					
		CN	NHS	$ 42,000			
DES #:	1173506		State	$ 10,500			
Support:							
Allied Projects			**TOTAL:**	$ 52,500			

Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Bridge Rehabilitation**	PE BR	$ 16,000			
Location:	3.00 miles E of SR-446 over Stephens Creek on SR-46	PE State	$ 4,000			
Description:	Bridge rehabilitation over Stephens Creek on State Route 46, 3 miles east of State Route 446.	RW				
		CN BR				$ 436,000
DES #:	1297004	CN State				$ 109,000
Support:						
Allied Projects		**TOTAL:**	$ 20,000			$ 545,000

State of Indiana Projects		Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Bridge Inspections**	PE BR	$ 480,000	$ 480,000	$ 480,000	$ 480,000
Location:	Various	PE State	$ 120,000	$ 120,000	$ 120,000	$ 120,000
Description:	Statewide underwater bridge inspections	RW				
Des #:	1297250	CN				
Support:						
Allied Projects		**TOTAL:**	$ 600,000	$ 600,000	$ 600,000	$ 600,000

State of Indiana Projects		Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Bridge Inspections**	PE BR	$ 400,000	$ 400,000		
Location:	Various	PE State	$ 100,000	$ 100,000		
Description:	Statewide fracture critical bridge inspections	RW				
Des #:	1297452	CN				
Support:						
Allied Projects		**TOTAL:**	$ 500,000	$ 500,000	$ -	$ -

State of Indiana Projects		Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Bridge Inspections**	PE BR	$ 480,000	$ 400,000		$ 400,000
Location:	Various	PE State	$ 120,000	$ 100,000		$ 100,000
Description:	Statewide bridge load rating inspections	ROW				
DES#:	1297451	CON				
Support:						
Allied Projects:	n/a	**TOTAL**	$ 600,000	$ 500,000	$ -	$ 500,000

Summary of Programmed Expenditures for State of Indiana Projects

Funding Source	Fiscal Years				
	2014	2015	2016	2017	TOTAL
NHS	$ 36,454,800	$ 25,600,000	$ 17,270,400	$ 16,000,000	$ 95,325,200
Bridge	$ 1,376,000	$ 1,280,000	$ 480,000	$ 1,316,000	$ 4,452,000
State	$ 9,457,700	$ 6,720,000	$ 4,437,600	$ 4,329,000	$ 24,944,300
TOTAL	$ 47,288,500	$ 33,600,000	$ 22,188,000	$ 21,645,000	$ 124,721,500

Programmed Projects: Monroe County

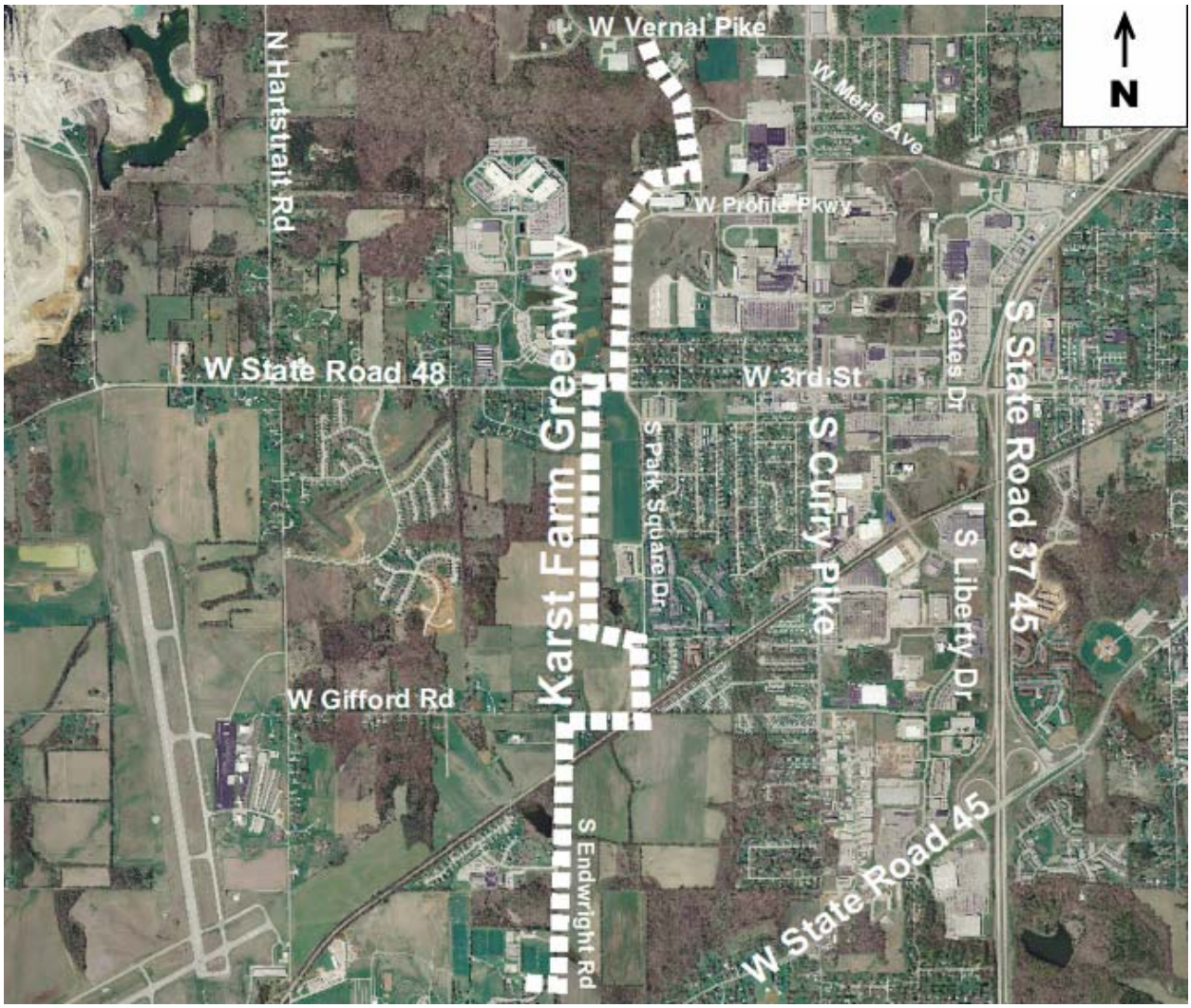
Monroe County Projects			Funding Source	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017
Project:	**Fullerton Pike/Gordon Pike/Rhorer Rd.**	PE	STP				
Location:	475 feet west of the intersection of Old SR 37 and proceed east to the end point, 200 feet east of Walnut Street Pike	PE	Local	$ 385,400			
Description:	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. This includes turn lanes and the installation of a new traffic sigal at the Walnut Street Pike intersection	RW	STP				
		RW	Local		$ 811,800		
		CN	STP			$ 1,399,132	$ 1,399,132
DES#:	801059	CN	Local			$ 349,783	$ 349,783
Support:	GPP, LRTP						
Allied Projects:	SR 37/I-69, Sare Road		**TOTAL**	$ 385,400	$ 811,800	$ 1,748,915	$ 1,748,915

Note: This project is expected to incur $22,415,800 in additional costs through Federal and local funding in outlying years beyond what is reflected in the project table.

Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Karst Farm Greenway (Phase I)**					
Location:	South of Vernal Pike to Karst Farm Park	PE				
Description:	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)	RW				
		CN	TE	$ 1,500,000			
DES#:	600370	CN	Local	$ 401,328			
Support:	LRTP, MCATGSP, BATGSP, ERCP					
Allied Projects:	Ellettsville Heritage Trail, B-Line Trail	**TOTAL**	$ 1,901,328	$ -	$ -	$ -

*TE funds were awarded through the statewide transportation enhancements program



Programmed Projects: Monroe County

Monroe County Projects			Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Karst Farm Greenway (Phase IIa)**	PE	Local	$ 8,000			
Location:	Vernal Pike to Woodyard Rd.						
Description:	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~1.1 miles long)	RW	Local	$ 91,200			
		CN	TE	$ 430,000			
DES#:	9002263		*TA*	*$ 120,400*			
Support:	LRTP, MCATGSP, BATGSP, ERCP		Local	$ 137,600			
Allied Projects:	Ellettsville Heritage Trail, B-Line Trail		**TOTAL**	$ 787,200	$ -	$ -	$ -

Note: The figures in italics represent illustrative funding

*TE funds were awarded through the local transportation enhancements program

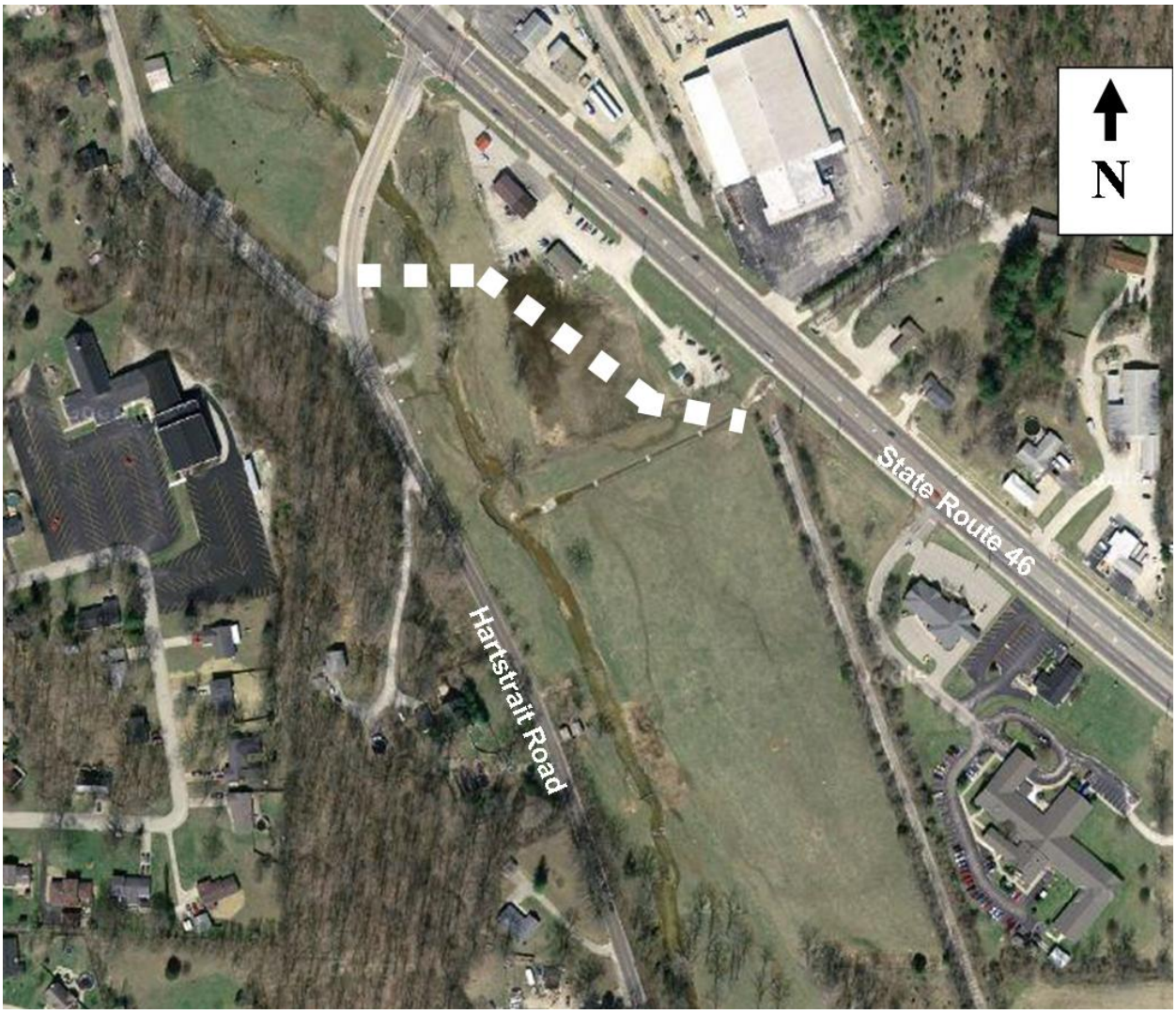
Programmed Projects: Monroe County

Monroe County Projects			Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Mt. Tabor Road Bridge #33**	PE	Local	$ 43,000			
Location:	Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road						
Description:	Bridge replacement	RW	Local	$ 15,500			
		CN	STP	$ 1,781,000			
DES#:	801060		Local	$ 445,250			
Support:	Bridge Inventory & Safety Inspection, LRTP						
Allied Projects:			**TOTAL**	$ 2,284,750	$ -	$ -	$ -

Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017
Project:	**Karst Farm Greenway (Phase 3)**	PE *TA*	*$ 38,400*			
Location:	From railbanked area to Hartstrait Road	PE Local	$ 9,600			
Description:	Multi-use trail with amenities	RW *TA*		*$ 8,000*		
		RW Local		$ 2,000		
DES#:	1382431	CN *TA*			*$ 220,800*	
Support:	LRTP, MCATGSP, BATGSP, ERCP	CN Local			$ 55,200	
Allied Projects:	Other Karst Farm Phases, Ellettsville Heritage Trail, B-Line Trail	**TOTAL**	$ 48,000	$ 10,000	$ 276,000	$ -

Note: The figures in italics represent illustrative funding



Monroe County Projects		Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Bridge Safety Inspection & Inventory**	PE BR	$ 71,614		$ 66,106	
Location:	various locations in Monroe County	PE Local	$ 17,904		$ 16,526	
Description:	Bridge safety inspection and rating	RW				
DES#:	BR-NBIS	CN				
Support:	LRTP, NBIS					
Allied Projects:		**TOTAL**	$ 89,518	$ -	$ 82,632	$ -

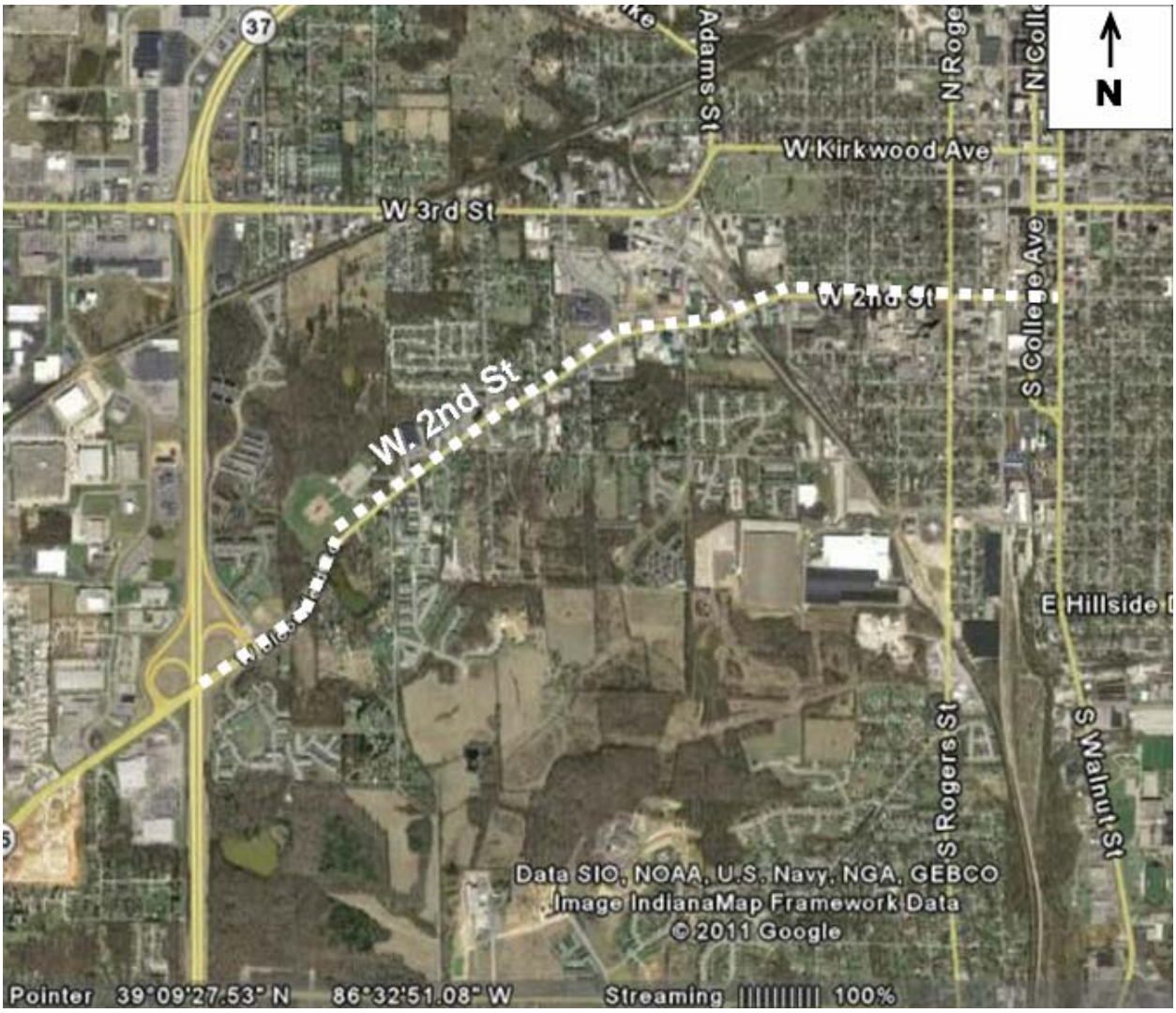
Monroe County Projects		Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Upgrade Signs**	PE				
Location:	Various locations					
Description:	Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices (MUTCD) retroreflectivity requirements on roadways	RW				
DES#:	1006377	CN HSIP	$ 58,500			
Support:	MUTCD	CN Local	$ 6,500			
Allied Projects:		**TOTAL**	$ 65,000	$ -	$ -	$ -

Summary of Programmed Expenditures for Monroe County

Funding Source	Fiscal Year 2014	2015	2016	2017	TOTAL
STP	$ 1,781,000	$ -	$ 1,399,132	$ 1,399,132	$ 4,579,264
TE	$ 1,930,000	$ -	$ -	$ -	$ 1,930,000
TA	$ 560,128	$ -	$ -	$ -	$ 560,128
HSIP	$ 58,500	$ -	$ -	$ -	$ 58,500
Bridge	$ 71,614	$ -	$ 66,106	$ -	$ 137,720
Local	$ 1,159,954	$ 813,800	$ 421,509	$ 349,783	$ 2,745,046
TOTAL	$ 5,561,196	$ 813,800	$ 1,886,747	$ 1,748,915	$ 10,010,658

Programmed Projects: City of Bloomington

City of Bloomington Projects			Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**W. 2nd Street Feasibility Study**	PE	STP	$ 100,000			
Location:	W. 2nd St. from Walnut Street to Basswood Drive	PE	Local	$ 25,000			
Description:	Complete Streets study to evaluate alternatives & designs for corridor improvements to W. 2nd St. w/ emphasis on Walnut to Patterson due to Hospital.	RW					
DES#:	1382427	CN					
Support:	LRTP						
Allied Projects:	S. Rogers Streetscape, B-Line Trail. W. 2nd Street Sidewalk Project, I69		**TOTAL**	$ 125,000	$ -	$ -	$ -



Programmed Projects: City of Bloomington

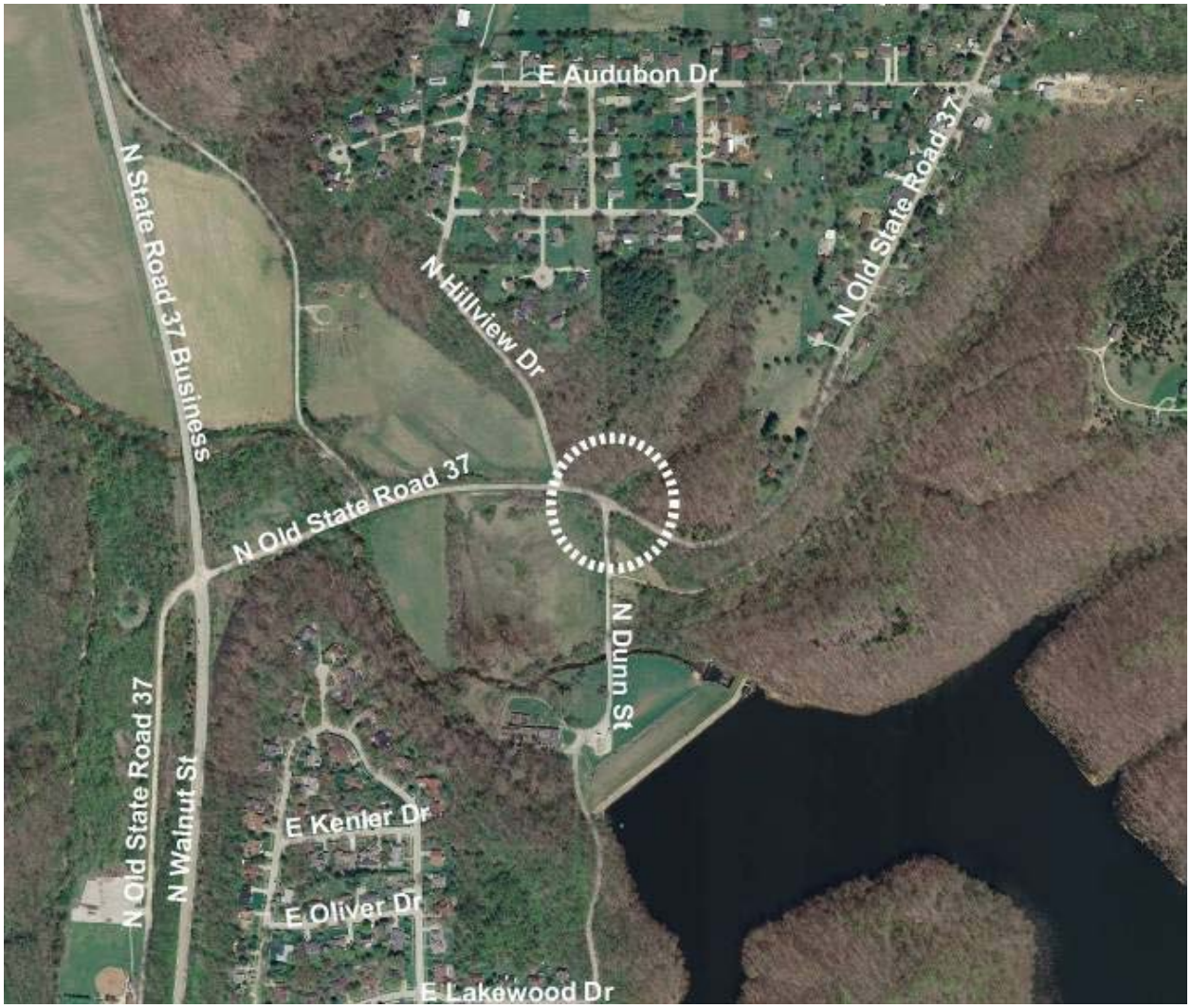
City of Bloomington Projects			Funding Source	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017
Project:	**17th St. & Arlington Rd. Roundabout**	PE					
Location:	Intersection of Arlington Road, W. 17th Street and N. Monroe Street	RW					
Description:	Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	CN	STP	$ 2,600,000	$ 830,000		
DES#:	900216		Local	$ 650,000	$ 207,500		
Support:	LRTP						
Allied Projects:	Crestline Development, Vernal Pike & Crescent Rd.		**TOTAL**	$ 3,250,000	$ 1,037,500	$ -	$ -

Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2014	2015	2016	2017
Project:	**17th St. & Jordan Ave.**	PE					
Location:	Intersection of E 17th Street and N. Jordan Avenue						
Description:	Improve vertical geometry and sight distance at the intersection and on approaches	RW					
		CN	STP	$ 960,000			
DES#:	901710		Local	$ 240,000			
Support:	LRTP						
Allied Projects:	17th and Fee Intersection Realignment, SR45/46 Bypass		**TOTAL**	$ 1,200,000	$ -	$ -	$ -

Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Old SR 37 & Dunn St. Intersection Improvements**	PE				
Location:	At the intersection of Old SR 37 & Dunn St.			**Note:** The figures in italics represent illustrative funding		
Description:	Improve horizontal and vertical geometry and sight distance at the intersection and on approaches	RW	STP Local	$ 200,000 $ 50,000		
DES#:	1297060	CN	*HSIP* Local		*$ 1,440,000* $ 160,000	
Support:	LRTP					
Allied Projects:	Proposed development on Old SR 37	**TOTAL**	$ -	$ 250,000	$ 1,600,000	$ -



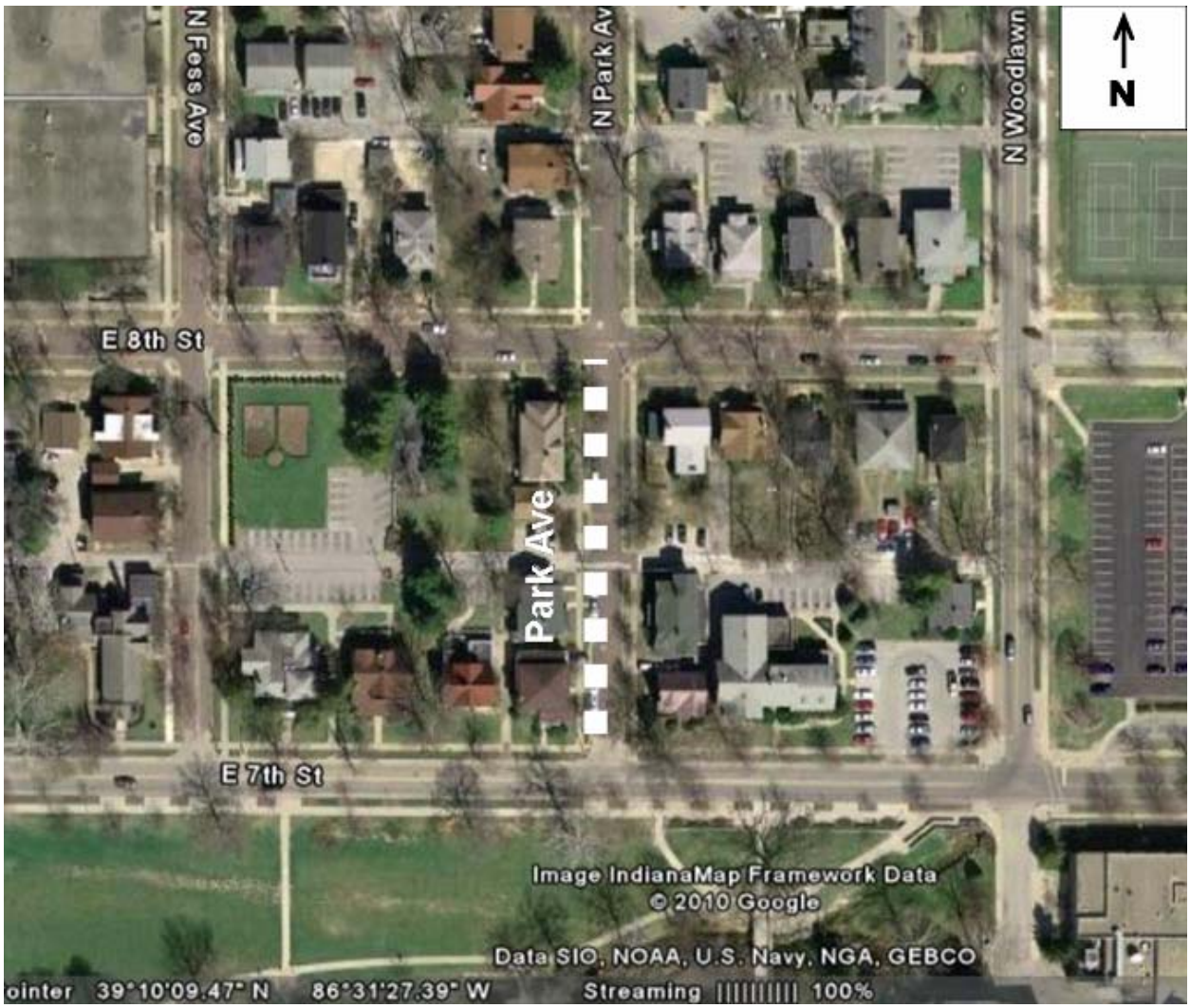
Programmed Projects: City of Bloomington

City of Bloomington Projects			Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Tapp Rd & Rockport Rd Intersection Improvements**	PE	STP		$ 259,072		
Location:	At the intersection of Tapp Rd/Country Club Dr. and Rockport Rd.	PE	Local		$ 64,768		
Description:	Modernize intersection and upgrade from 4-way stop to roundabout or signal	RW	STP		$ 600,000		
		RW	Local		$ 150,000		
		CN	STP				$ 2,640,000
DES#:	901730	CN	Local				$ 660,000
Support:	LRTP, BBPTGSP						
Allied Projects:	Tapp/Adams Roundabout, Rogers/Country Club Intersection Improvements		**TOTAL**	$ -	$ 1,073,840	$ -	$ 3,300,000

Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2014	2015	2016	2017
Project:	**University Courts Brick St. Restoration**	PE					
Location:	Park Avenue from 7th St to 8th St. (~.1mi)						
Description:	Phased restoration of brick streets in the University Ciourts Historic District including 8th St. intersection and replacement of sidewalks and curbing	RW					
		CN	TE	$ 130,000			
DES#:	902258		Local	$ 134,354			
Support:	Historic Survey						
Allied Projects:			**TOTAL**	$ 264,354	$ -	$ -	$ -

*TE funds were awarded through the local transportation enhancements program



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2014	2015	2016	2017
Project:	**Black Lumber Trail spur**	PE	STP		$ 64,000		
Location:	Henderson Street to B-Line Switchyard property (approx .3 miles)	PE	Local		$ 16,000		
Description:	Construction of a multi-use trail for non-motorized use	RW					
DES#:	1382429	CN	STP		$ 406,866		
Support:	BATGSP, PMP	CN	Local		$ 101,717		
Allied Projects:	B-Line Trail, B-Line Trail Switchyard		**TOTAL**	$ -	$ 588,583	$ -	$ -

Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source		Fiscal Year 2014	2015	2016	2017
Project:	**Upgrade Signs (Zones 5-8) Ph 2**	PE					
Location:	Various locations (downtown, IU, core neighborhoods)				**Note:** The figures in italics represent illustrative funding		
Description:	Retroreflectivity Upgrades to regulatory signs.	RW					
		CN	*HSIP*	*$ 90,000*			
DES#:	1382416		Local	$ 10,000			
Support:	MUTCD						
Allied Projects:			**TOTAL**	$ 100,000	$ -	$ -	$ -

Summary of Programmed Expenditures for City of Bloomington

Funding Source	Fiscal Year 2014	2015	2016	2017	TOTAL
STP	$ 3,660,000	$ 2,359,938	$ -	$ 2,640,000	$ 8,659,938
TE	$ 130,000	$ -	$ -	$ -	$ 130,000
TA	$ -	$ -	$ -	$ -	$ -
HSIP	$ 90,000	$ -	$ 1,440,000	$ -	$ 1,530,000
Local	$ 1,059,354	$ 573,985	$ -	$ 660,000	$ 2,293,339
TOTAL	$ 4,939,354	$ 2,933,923	$ 1,440,000	$ 3,300,000	$ 12,613,277

Programmed Projects: Town of Ellettsville

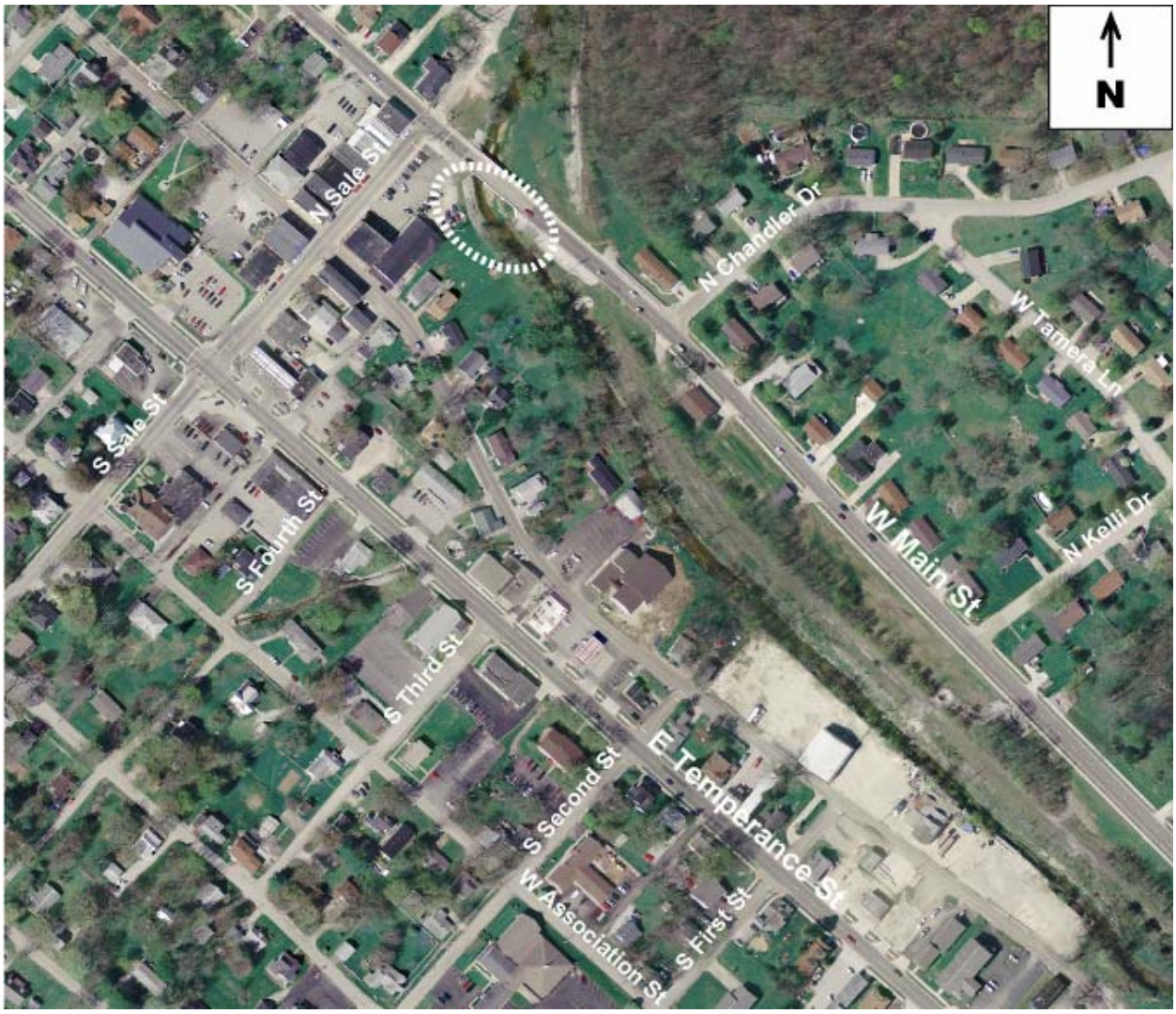
Town of Ellettsville Projects		Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Ellettsville Heritage Trail (Ph 1)**	PE: TE Local				
Location:	Along former rail line from Main St. to Depot Rd.					
Description:	Construction of a multi-use trail for non-motorized use, including site amenities.	RW: TE Local				
DES#:	0301167	CN: TE Local	$ 103,795 $ 25,946			
Support:	MCATGSP					
Allied Projects:	B-Line Trail, Ellettsville-Stinesville Trail	**TOTAL**	$ 129,741	$ -	$ -	$ -

*TE funds were awarded through the statewide transportation enhancements program

Programmed Projects: Town of Ellettsville

Town of Ellettsville Projects			Funding Source	Fiscal Year 2014	2015	2016	2017
Project:	**Ellettsville Heritage Trail (Ph II)**	PE	TE	$ 12,800			
Location:	Bridge over Jack's Defeat Creek	PE	Local	$ 3,200			
Description:	Construction of a multi-use trail bridge for non-motorized use.	RW	TE Local				
DES#:	1297579	CN	TE Local	$ 210,720 $ 52,680			
Support:	MCATGSP						
Allied Projects:	B-Line Trail, Ellettsville-Stinesville Trail		**TOTAL**	$ 279,400	$ -	$ -	$ -

*TE funds were awarded through the local transportation enhancements program



Summary of Programmed Expenditures for Town of Ellettsville

Funding Source	Fiscal Year				
	2014	2015	2016	2017	TOTAL
STP	$ -	$ -	$ -	$ -	$ -
TE	$ 327,315	$ -	$ -	$ -	$ -
TA	$ -	$ -	$ -	$ -	$ -
HSIP	$ -	$ -	$ -	$ -	$ -
Local	$ 81,826	$ -	$ -	$ -	$ -
TOTAL	$ 409,141	$ -	$ -	$ -	$ 409,141

Programmed Projects: Bloomington Transit

Bloomington Transit Projects			Fiscal Year 2014	2015	2016	2017
Project:	**25 Foot Buses**	FTA 5307	$ 67,500			
Description:	Purchase of a new 25 foot bus	Local	$ 16,875			
DES#:	1172615, 1172616					
Support:	LRTP, TDP	**TOTAL**	$ 84,375	$ -	$ -	$ -

Bloomington Transit Projects			Fiscal Year 2014	2015	2016	2017
Project:	**40 Foot Buses**	FTA5307		$ 1,040,000	$ 1,081,600	
Description:	Purchase of three 40-foot buses in 2015, three in 2016 and four in 2017.	FTA 5309				$ 1,499,819
		Local		$ 260,000	$ 270,400	$ 374,955
DES#:	n/a					
Support:	LRTP, TDP	**TOTAL**	$ -	$ 1,300,000	$ 1,352,000	$ 1,874,774

Bloomington Transit Projects			Fiscal Year 2014	2015	2016	2017
Project:	**BT Access Vehicles**	FTA 5307	$82,115	$ 85,400	$ 88,816	$ 92,369
Description:	This project would provide for the replacement of 3 2002 40-foot buses in 2015; 3 2003 buses in 2016; and 4 2003 buses in 2017.	Local	$20,529	$ 21,350	$ 22,204	$ 23,092
DES#:	1172617, 1172618, 1172619, 1172620					
Support:	LRTP, TDP	**TOTAL**	$ 102,644	$ 106,750	$ 111,020	$ 115,461

Bloomington Transit Projects			Fiscal Year 2014	2015	2016	2017
Project:	**Fare Collection Equipment**	FTA 5307	$ 12,000			
Description:	Replace a 2002 portable fare revenue auditron in 2014 which securely stores fare revenues from the bus to the counting room	Local	$ 3,000			
DES#:	n/a					
Support:	TDP, ITS	**TOTAL**	$ 15,000	$ -	$ -	$ -

Bloomington Transit Projects			Fiscal Year 2014	2015	2016	2017
Project:	**Maintenance**	FTA 5307	$ 100,000	$ 104,000	$ 108,160	$ 112,486
Description:	Capitalize the purchase of engine/ transmission rebuilds & tires for BT fixed route vehicles.	Local	$ 25,000	$ 26,000	$ 27,040	$ 28,122
DES#:	1172622, 1172623, 1172624, 1172625					
Support:	LRTP, TDP	**TOTAL**	$ 125,000	$ 130,000	$ 135,200	$ 140,608

Programmed Projects: Bloomington Transit

Bloomington Transit Projects			Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017
Project:	**Operational Assistance**	FTA 5307	$ 1,702,313	$ 1,982,617	$ 2,061,922	$ 2,144,399
Description:	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight service.	FTA 5316	$ 286,047	$ -	$ -	$ -
		PMTF	$ 2,546,235	$ 2,648,084	$ 2,754,008	$ 2,864,168
		Local	$ 1,647,127	$ 1,713,012	$ 1,781,533	$ 1,852,794
		Fares	$ 1,609,939	$ 1,674,336	$ 1,741,310	$ 1,810,962
DES#:	1172605, 1172612, 1172613, 1172614					
Support:	LRTP, GPP, TDP	**TOTAL**	$ 7,791,661	$ 8,018,049	$ 8,338,773	$ 8,672,323

Bloomington Transit Projects			Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017
Project:	**Passenger Shelters**	FTA 5307	$ 25,600		$ 27,680	
Description:	Purchase of 6 new shelters/benches in 2014 and 6 more in 2016.	Local	$ 6,400		$ 6,920	
DES#:	1172628					
Support:	LRTP, GPP, TDP	**TOTAL**	$ 32,000	$ -	$ 34,600	$ -

Bloomington Transit Projects			Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017
Project:	**Support & Maintenance Vehicles**	FTA 5307	$ 68,000	$ 70,720		$ 25,600
Description:	Purchase support & maintenance vehicles	Local	$ 17,000	$ 17,680		$ 6,400
DES#:						
Support:	GPP, TDP, LRTP	**TOTAL**	$ 85,000	$ 88,400	$ -	$ 32,000

Bloomington Transit Projects			Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017
Project:	**Paratransit AVL & Scheduling Technology**	FTA 5307		$ 120,000		
Description:	Replace the existing 2002 paratransit scheduling software & purchase scheduling software with AVL technology	Local		$ 30,000		
DES#:						
Support:	GPP, TDP, LRTP	**TOTAL**	$ -	$ 150,000	$ -	$ -

Bloomington Transit Projects			Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017
Project:	**Portable Maintenance Lifts**	FTA 5307	$ 33,600			
Description:	Purchase a complete set of portable maintenance lifts for one BT vehicle maintenance bay.	Local	$ 8,400			
DES#:						
Support:	GPP, TDP, LRTP	**TOTAL**	$ 42,000	$ -	$ -	$ -

Programmed Projects: Bloomington Transit

Bloomington Transit Projects			Fiscal Year 2014	2015	2016	2017
Project:	**Fuel Usage Hardware/Software**	FTA 5307		$ 20,000		
Description:	Replace the 1997 fuel usage hardware/software that is used to track, report and monitor fuel usage for both the BT and IU Campus Buses	Local		$ 5,000		
DES#:						
Support:	GPP, TDP, LRTP	**TOTAL**	$ -	$ 25,000	$ -	$ -

Bloomington Transit Projects			Fiscal Year 2014	2015	2016	2017
Project:	**Paratransit Security Camera Technology**	FTA 5307			$ 32,000	
Description:	Equip all paratransit vehicles with security cameras for purposes of investigating accidents and customer incidents	Local			$ 8,000	
DES#:						
Support:	GPP, TDP, LRTP	**TOTAL**	$ -	$ -	$ 40,000	$ -

Bloomington Transit Projects			Fiscal Year 2014	2015	2016	2017
Project:	**Bus Radio Communications Technology**	FTA 5307				$ 160,000
Description:	Replace the 2005 bus radio communications system in 2017. This would provide replacement radios for all fixed route buses.	Local				$ 40,000
DES#:						
Support:	GPP, TDP, LRTP	**TOTAL**	$ -	$ -	$ -	$ 200,000

Bloomington Transit Projects			Fiscal Year 2014	2015	2016	2017
Project:	**Mobility Management Program**	FTA 5317	$ 22,500			
Description:	Volunteer driver program & vouchers for accessible taxi service.	Local	$ 7,500			
DES#:	1298241					
Support:	LRTP, GPP, TDP	**TOTAL**	$ 30,000	$ -	$ -	$ -

Summary of Programmed Expenditures for Bloomington Transit

Funding Source	Fiscal Year 2014	2015	2016	2017	TOTAL
FTA 5307/5309	$ 2,091,128	$ 3,422,737	$ 3,400,178	$ 4,034,673	$ 12,948,716
FTA 5311	$ -	$ -	$ -	$ -	$ -
FTA 5316	$ 286,047	$ -	$ -	$ -	$ 286,047
FTA 5317	$ 22,500	$ -	$ -	$ -	$ 22,500
PMTF	$ 2,546,235	$ 2,648,084	$ 2,754,008	$ 2,864,168	$ 10,812,495
Farebox	$ 1,609,939	$ 1,674,336	$ 1,741,310	$ 1,810,962	$ 6,836,547
Local	$ 1,751,831	$ 2,073,042	$ 2,116,097	$ 2,325,363	$ 8,266,333
TOTAL	$ 8,307,680	$ 9,818,199	$ 10,011,593	$ 11,035,166	$ 39,172,638

Programmed Projects: Rural Transit

Rural Transit Projects			Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017
Project:	**Operating Budget**	FTA 5311	$ 713,651	$ 742,139	$ 816,353	$ 897,988
Description:	Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.	PMTF	$ 310,875	$ 323,310	$ 355,641	$ 391,205
		Local	$ 507,711	$ 528,019	$ 580,821	$ 638,903
DES#:	n/a					
Support:	Coordinated Plan	**TOTAL**	$ 1,532,237	$ 1,593,468	$ 1,752,815	$ 1,928,096

Summary of Programmed Expenditures for Rural Transit

Funding Source	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	TOTAL
FTA 5307/5309	$ -	$ -	$ -	$ -	$ -
FTA 5311	$ 713,651	$ 742,139	$ 816,353	$ 897,988	$ 3,170,131
FTA 5316	$ -	$ -	$ -	$ -	$ -
FTA 5317	$ -	$ -	$ -	$ -	$ -
PMTF	$ 310,875	$ 323,310	$ 355,641	$ 391,205	$ 1,381,031
Farebox	$ -	$ -	$ -	$ -	$ -
Local	$ 507,711	$ 528,019	$ 580,821	$ 638,903	$ 2,255,454
TOTAL	$ 1,532,237	$ 1,593,468	$ 1,752,815	$ 1,928,096	$ 6,806,616

Appendix I: Abbreviations and Definitions List

A for a full listing of acronyms and definitions can be found online at:
www.bloomington.in.gov/Transportation_Acronym_Dictionary

ADA	Americans with Disabilities Act
BL	City of Bloomington
BMCMPO	Metropolitan Planning Organization
CAC	Citizens Advisory Committee
BR	Bridge Replacement and Rehabilitation
BT	Bloomington Transit
CON (or CN)	Construction
EJ	Environmental Justice
EV	Town of Ellettsville
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (for the TIP: July 1 through June 30)
HSIP	Highway Safety Improvement Program
IN	State of Indiana
INDOT	Indiana Department of Transportation
INSTIP	Indiana Statewide Transportation Improvement Program
IU	Indiana University
LPA	Local Public Agency
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MC	Monroe County
MPA	Metropolitan Planning Area
NHS	National Highway System
PC	Policy Committee
PE	Preliminary Engineering
PMTF	Public Mass Transportation Fund
ROW (or RW)	Right-of-Way
RT	Rural Transit
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TE	Transportation Enhancements
TIF	Tax Increment Financing District
TIP	Transportation Improvement Program
UAB	Urbanized Area Boundary
UPWP	Unified Planning Work Program

Appendix II: Complete Streets Compliance

Complete Streets Compliance of Local Projects					
LPA	**Project**	**Brief Description**	**Compliant***	**Exempt***	**Not Applicable***
MC	Fullerton Pike/Gordon Pike/Rhorer Rd.	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtnenances. (~3.21 miles long)	✓		
MC	Karst Farm Greenway (Phase I)	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			✓
MC	Karst Farm Greenway (Phase IIa)	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			✓
MC	Karst Farm Greenway (Phase 3)	Preliminary engineering, Right-of-Way and Construction of a multi-use trail for non-motorized use, including site amenities			✓
MC	Mt. Tabor Road Bridge #33	Bridge replacement and road realignment	✓		
MC	Bridge Inventory	Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.			✓
MC	Upgrade Signs	Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices MUTCD) retroreflectivity requirements on roadways			✓
BL	W. 2nd Street Feasibility Study	Study to evaluate alternatives and designs for corridor improvements to W. 2nd St. with emphasis on Walnut St to Patterson Dr. because of Bloomington Hospital	✓		
BL	17th St. & Arlington Rd. Roundabout	Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	✓		
BL	17th St. & Jordan Ave.	Improve vertical geometry and sight distance at the intersection and on approaches			✓
BL	Black Lumber Trail Spur	Construction of a multi-use trail for non-motorized use			✓
BL	Old SR 37 & Dunn St. Intersection Improvements	Improve horizontal and vertical geometry and sight distance at the intersection and on approaches		✓	
BL	Upgrade Signs	Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices MUTCD) retroreflectivity requirements on roadways		✓	
BL	Tapp Rd & Rockport Rd Intersection Improvements	Modernize intersection and upgrade from 4-way stop to roundabout or signal	✓		
BL	University Courts Brick Street Restoration	Phased restoration of brick streets in the historic University Courts neighborhood			✓
BL	Upgrade Signs (Zones 5-8) Phase 2	Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices MUTCD) retroreflectivity requirements on roadways			✓

*Compliance with the Complete Strets Policy is determined by the Policy Committee at the time of adoption of this document or when new local projects are amended in to the Transportation Improvement Program

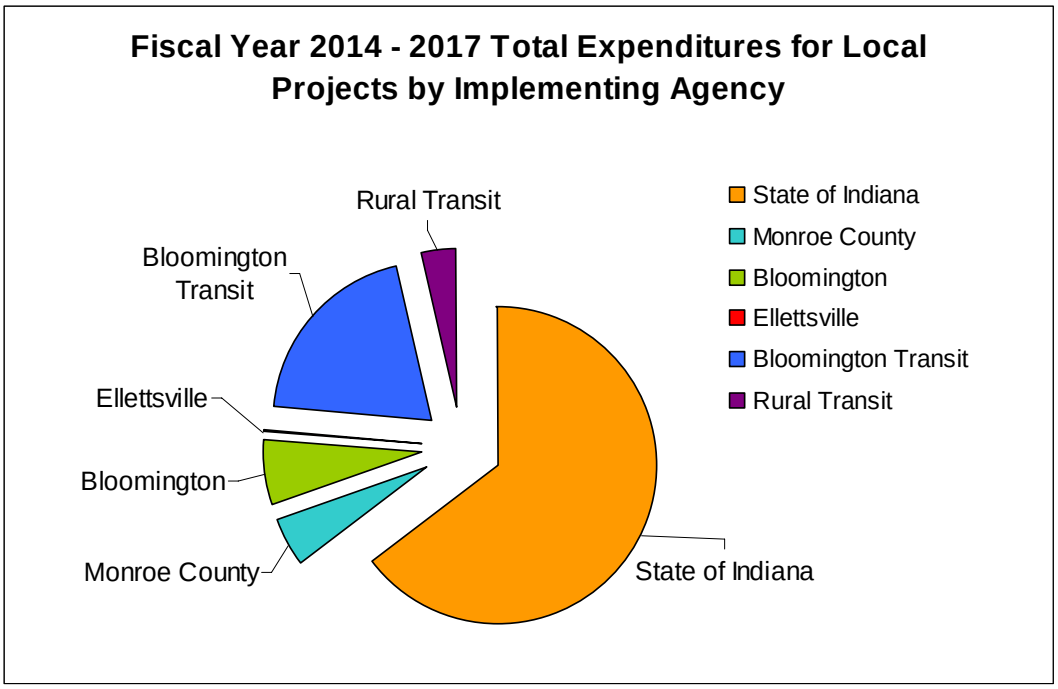
Appendix II continued: Complete Streets Compliance

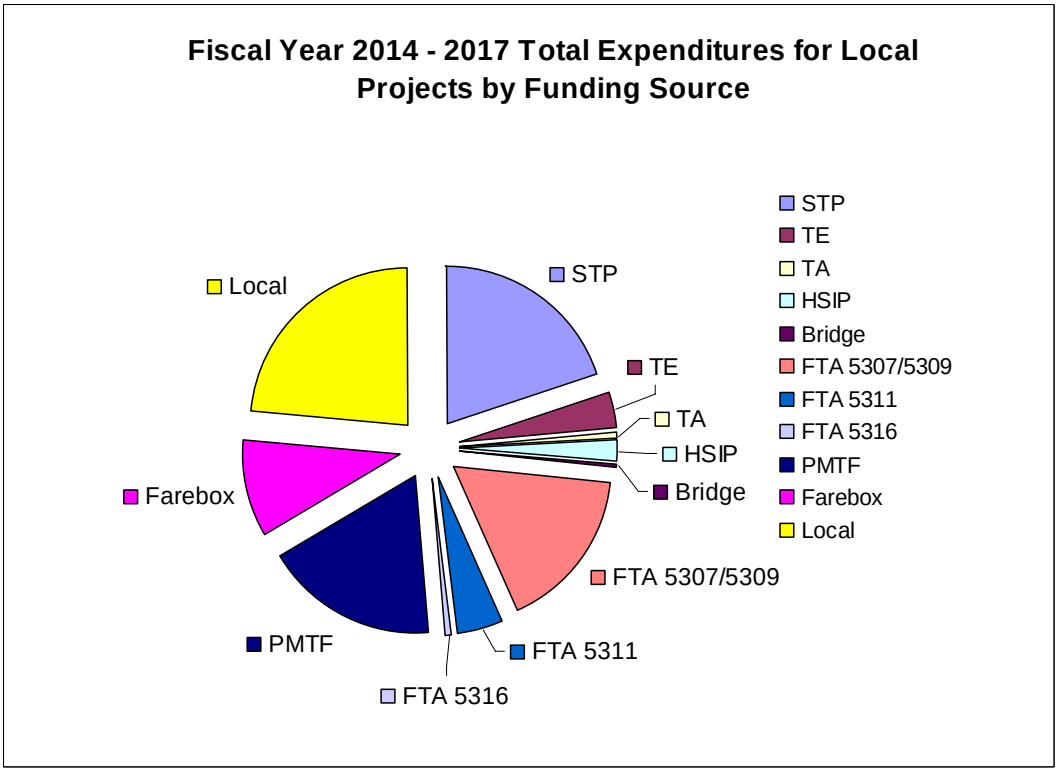
Complete Streets Compliance of Local Projects					
LPA	**Project**	**Brief Description**	**Compliant***	**Exempt***	**Not Applicable***
EV	Ellettsville Heritage Trail (Ph I)	Construction of a multi-use trail for non-motorized use, including site amenities.			✓
EV	Ellettsville Heritage Trail (Ph II)	Construction of a multi-use trail bridge for non-motorized use.			✓
RT	Operating Budget	Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.			✓
BT	25 Foot Buses	Purchase of one new 25-foot bus			✓
BT	40 Foot Buses	Purchase of three 40-foot buses in 2015, three in 2016, and four in 2017			✓
BT	BT Access Vehicles	Replace three 2002 20-foot buses in 2015, three 2003 buses in 2016 and four 2003 buses in 2017			✓
BT	Fare Collection Equipment	Replace a 2002 portable fare revenue auditron in 2014 which securely stores fare revenues from the bus to the counting room			✓
BT	Maintenance	Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.			✓
BT	Operational Assistance	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.			✓
BT	Passenger Shelters	Purchase 5-10 passenger shelters for BT fixed route stops.			✓
BT	Support & Maintenance Vehicles	Purchase support & maintenance vehicles			✓
BT	Paratransit AVL & Schedule	Replace the existing 2002 paratransit scheduling software & purchase scheduling software with AVL technology			✓
BT	Portable Maintenance Lifts	Purchase a complete set of portable maintenance lifts for one BT vehicle maintenance bay			✓
BT	Fuel Usage Hardware/Software	Replace the 1997 fuel usage hardware/software that is used to track, report and monitor fuel usage for both the BT and IU Campus buses			✓
BT	Paratransit Security Camera	Equip all paratransit vehicles with security cameras for purposes of investigating accidents and customer incidents			✓
BT	Bus Radio Communications Technology	Replace the 2005 bus radio communications system in 2017. This would provide replacement radios for all fixed route buses			✓

*Compliance with the Complete Streets Policy is determined by the Policy Committee at the time of adoption of this document or when new local projects are amended into the Transportation Improvement Program.

Appendix III: Total Expenditure Charts

The following charts illustrate how transportation funding will be spent as identified in this document. It should be noted that revenues and expenditures related to transit include operational expenses and illustrative projects.





Appendix IV: Listing of Projects by Year

The following tables represent a compilation of annual expenditures and the funding sources for all projects It is important to note that State project costs are not included in the totals. Please note that 5% of available STP funding has been set aside in a Change Order Reserve. The intent of setting aside this money is to provide a source of revenue to cover project cost overruns. Any use of funds from this reserve will be subject to the BMCMPO Change Order Policy. Any figures or projects in *italics* are illustrative.

2014 Local Public Agency Project Listing

	2014 Local Projects	Phase	STP	TE	TA	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	PMTF	Farebox	Local	TOTAL
BL	17th & Arlington	CN	$ 2,600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 650,000	$ 3,250,000
BL	U. Courts Historic Street Restoration	CN	$ -	$ 130,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 134,354	$ 264,354
BL	17th & Jordan Ave.	CN	$ 960,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 240,000	$ 1,200,000
BL	*Sign Upgrades (Phase 2, Zone 5-8)*	*CN*	*$ -*	*$ -*	*$ -*	*$ 90,000*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	$ 10,000	$ 100,000
BL	West 2nd St. Feasibility Study	PE	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 25,000	$ 125,000
MC	Bridge Inspection & Inventory	PE	$ -	$ -	$ -	$ -	$ 71,614	$ -	$ -	$ -	$ -	$ -	$ 17,904	$ 89,518
MC	Fullerton Pike/Gordon Pike/Rhorer Rd	PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 385,400	$ 385,400
MC	*Sign Upgrades*	*CN*	*$ -*	*$ -*	*$ -*	*$ 58,500*	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,500	$ 65,000
MC	Mt. Tabor Road Bridge #33	PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 43,000	$ 43,000
MC	Mt. Tabor Road Bridge #33	RW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 15,500	$ 15,500
MC	Mt. Tabor Road Bridge #33	CN	$ 1,781,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 445,250	$ 2,226,250
MC	Karst Farm Ph 1	CN	$ -	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 401,328	$ 1,901,328
MC	Karst Farm Ph 2a	PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 8,000
MC	Karst Farm Ph 2a	RW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 91,200	$ 91,200
MC	*Karst Farm Ph 2a*	*CN*	$ -	*$ 430,000*	*$ 120,400*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 137,600	$ 688,000
MC	*Karst Farm Ph 3*	*PE*	*$ -*	*$ -*	*$ 38,400*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	$ 9,600	$ 48,000
EV	Heritage Trail Ph 1	CN	$ -	$ 103,795	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 25,946	$ 129,741
EV	Heritage Trail Ph 2	PE	$ -	$ 12,800	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,200	$ 16,000
EV	Heritage Trail Ph 2	CN	$ -	$ 210,720	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 52,680	$ 263,400
RT	Operating Budget	n/a	$ -	$ -	$ -	$ -	$ -	$ -	$ 713,651	$ -	$ 310,875	$ -	$ 507,711	$ 1,532,237
BT	Operating Assistance	n/a	$ -	$ -	$ -	$ -	$ -	$ 1,702,313	$ -	$ 286,047	$ 2,546,235	$ 1,609,939	$ 1,647,127	$ 7,791,661
BT	Maintenance & Support Vehicles	n/a	$ -	$ -	$ -	$ -	$ -	$ 68,000	$ -	$ -	$ -	$ -	$ 17,000	$ 85,000
BT	BT Access Vehicles	n/a	$ -	$ -	$ -	$ -	$ -	$ 82,115	$ -	$ -	$ -	$ -	$ 20,529	$ 102,644
BT	25 Foot Buses	n/a	$ -	$ -	$ -	$ -	$ -	$ 67,500	$ -	$ -	$ -	$ -	$ 16,875	$ 84,375
BT	Engine/Transmission Rebuilds/Tires	n/a	$ -	$ -	$ -	$ -	$ -	$ 100,000	$ -	$ -	$ -	$ -	$ 25,000	$ 125,000
BT	Portable Maintenance Lifts	n/a	$ -	$ -	$ -	$ -	$ -	$ 33,600	$ -	$ -	$ -	$ -	$ 8,400	$ 42,000
BT	Passenger Shelters	n/a	$ -	$ -	$ -	$ -	$ -	$ 25,600	$ -	$ -	$ -	$ -	$ 6,400	$ 32,000
BT	Fare Collection Equipment	n/a	$ -	$ -	$ -	$ -	$ -	$ 12,000	$ -	$ -	$ -	$ -	$ 3,000	$ 15,000
MPO	5% Change Order Reserve	n/a	$ 136,642	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 136,642
	TOTAL		$ 5,577,642	$ 2,387,315	$ 158,800	$ 148,500	$ 71,614	$ 2,091,128	$ 713,651	$ 286,047	$ 2,857,110	$ 1,609,939	$ 4,954,504	$ 20,856,250

2015 Local Public Agency Project Listing													
	2015 Local Projects	**Phase**	**STP**	**TA**	**HSIP**	**Bridge**	**FTA 5307/09**	**FTA 5311**	**FTA 5316**	**PMTF**	**Farebox**	**Local**	**TOTAL**
BL	Dunn & Old 37	RW	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,000	$ 250,000
BL	17th & Arlington	CN	$ 830,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 207,500	$ 1,037,500
BL	Black Lumber Spur	PE	$ 64,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 16,000	$ 80,000
BL	Black Lumber Spur	CN	$ 406,866	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 101,717	$ 508,583
BL	Tapp & Rockport	PE	$ 259,072	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 64,768	$ 323,840
BL	Tapp & Rockport	RW	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 150,000	$ 750,000
MC	Fullerton Pike/Gordon Pike/Rhorer	RW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 811,800	$ 811,800
MC	*Karst Farm Trail Phase 3*	*RW*	*$ -*	*$ 8,000*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000	$ 10,000
RT	Operating Budget	n/a	$ -	$ -	$ -	$ -	$ -	$ 742,139	$ -	$ 323,310	$ -	$ 528,019	$ 1,593,468
BT	Operating Assistance	n/a	$ -	$ -	$ -	$ -	$ 1,982,617	$ -	$ -	$ 2,648,084	$ 1,674,336	$ 1,713,012	$ 8,018,049
BT	Maintenance/Support Vehicles	n/a	$ -	$ -	$ -	$ -	$ 70,720	$ -	$ -	$ -	$ -	$ 17,680	$ 88,400
BT	BT Access Vehicles	n/a	$ -	$ -	$ -	$ -	$ 85,400	$ -	$ -	$ -	$ -	$ 21,350	$ 106,750
BT	40 Foot Buses	n/a	$ -	$ -	$ -	$ -	$ 1,040,000	$ -	$ -	$ -	$ -	$ 260,000	$ 1,300,000
BT	Engine/Transmission Rebuilds/Tires	n/a	$ -	$ -	$ -	$ -	$ 104,000	$ -	$ -	$ -	$ -	$ 26,000	$ 130,000
BT	Passenger Shelters & Benches	n/a	$ -	$ -	$ -	$ -	$ 25,600	$ -	$ -	$ -	$ -	$ 6,400	$ 32,000
BT	Paratransit AVL & Scheduling Tech.	n/a	$ -	$ -	$ -	$ -	$ 120,000	$ -	$ -	$ -	$ -	$ 30,000	$ 150,000
BT	Fuel Usage Hardware/Software	n/a	$ -	$ -	$ -	$ -	$ 20,000	$ -	$ -	$ -	$ -	$ 5,000	$ 25,000
MPO	5% Change Order Reserve	n/a	$ 136,642	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 136,642
	TOTAL		$ 2,496,580	$ 8,000	$ -	$ -	$ 3,448,337	$ 742,139	$ -	$ 2,971,394	$ 1,674,336	$ 4,011,246	$ 15,352,032

2016 Local Public Agency Project Listing													
	2016 Local Projects	**Phase**	**STP**	**TA**	**HSIP**	**Bridge**	**FTA 5307/09**	**FTA 5311**	**FTA 5316**	**PMTF**	**Farebox**	**Local**	**TOTAL**
BL	*Dunn & Old 37*	*CN*	*$ -*	*$ -*	*$ 1,440,000*	$ -	$ -	$ -	$ -	$ -	$ -	$ 160,000	$ 1,600,000
MC	Fullerton Pike/Gordon Pike/Rhorer	CN	$ 1,399,132	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ 349,783	$ 1,748,915
MC	*Karst Farm Trail Phase 3*	*CN*	*$ -*	*$ 220,800*		$ -	$ -	$ -	$ -	$ -	$ -	$ 55,200	$ 276,000
MC	Bridge Inspection & Inventory	PE	$ -	$ -	$ -	$ 66,106	$ -	$ -	$ -	$ -	$ -	$ 16,526	$ 82,632
RT	Operating Budget	n/a	$ -	$ -	$ -	$ -		$ 816,353		$ 355,641		$ 580,821	$ 1,752,815
BT	Operating Assistance	n/a	$ -	$ -	$ -	$ -	$ 2,061,922	$ -	$ -	$ 2,754,008	$ 1,741,310	$ 1,781,533	$ 8,338,773
BT	Engine/Transmission Rebuilds & Tires	n/a	$ -	$ -	$ -	$ -	$ 108,160	$ -	$ -	$ -	$ -	$ 27,040	$ 135,200
BT	Passenger Shelters	n/a	$ -	$ -	$ -	$ -	$ 27,680	$ -	$ -	$ -	$ -	$ 6,920	$ 34,600
BT	Security Camera Technology	n/a	$ -	$ -	$ -	$ -	$ 32,000	$ -	$ -	$ -	$ -	$ 8,000	$ 40,000
BT	BT Access Vehicles	n/a	$ -	$ -	$ -	$ -	$ 88,816	$ -	$ -	$ -	$ -	$ 22,204	$ 111,020
BT	Purchase 40 foot buses	n/a	$ -	$ -	$ -	$ -	$ 1,081,600	$ -	$ -	$ -	$ -	$ 270,400	$ 1,352,000
MPO	5% Change Order Reserve	n/a	$ 136,642										$ 136,642
	TOTAL		$ 1,535,774	$ 220,800	$ 1,440,000	$ 66,106	$ 3,400,178	$ 816,353	$ -	$ 3,109,649	$ 1,741,310	$ 3,278,427	$ 15,608,597

2017 Local Public Agency Project Listing

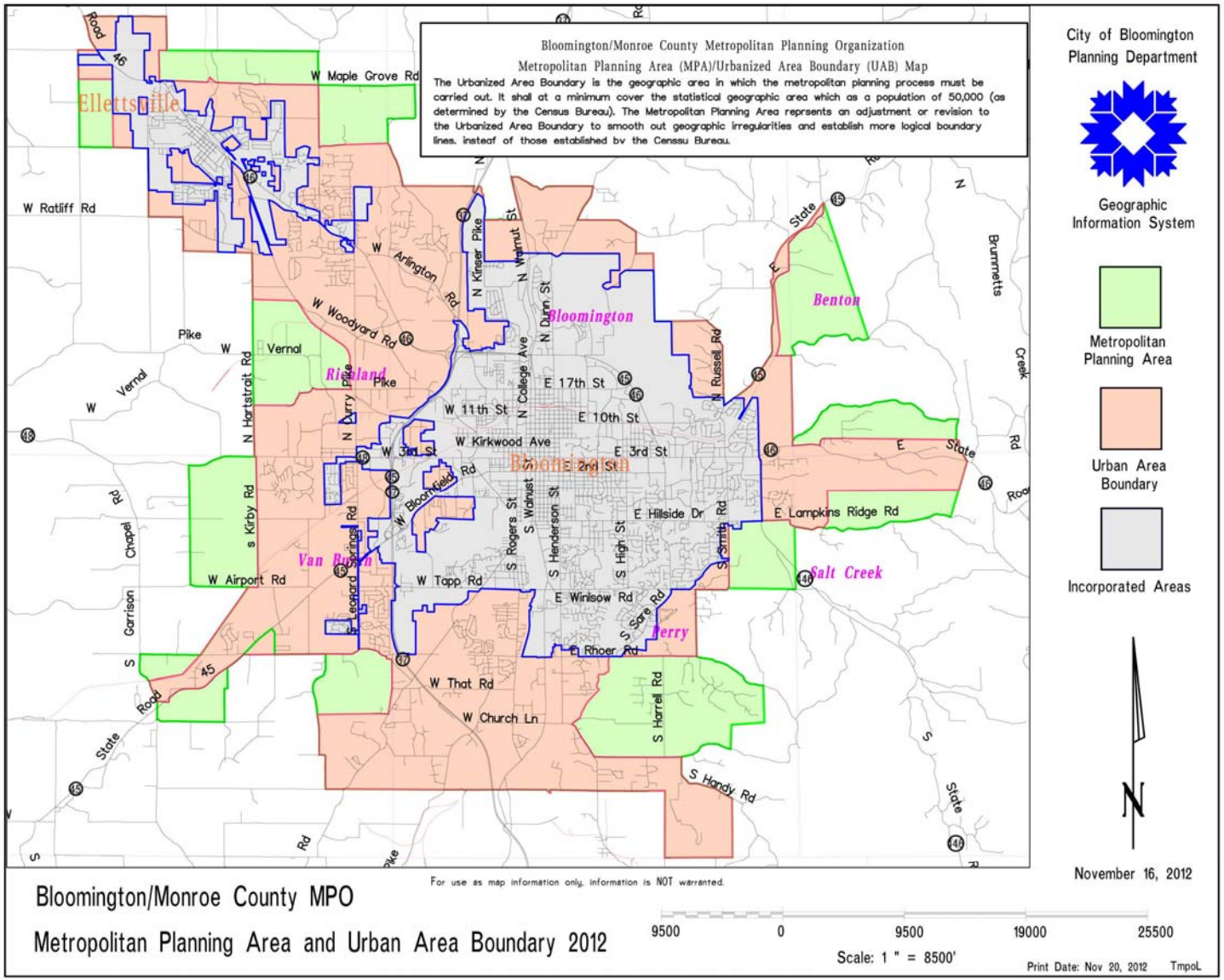
	2017 Local Projects	Phase	STP	TA	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	PMTF	Farebox	Local	TOTAL
BL	Tapp & Rockport	CN	$ 2,640,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 660,000	$ 3,300,000
MC	Fullerton Pike/Gordon Pike/Rhorer	CN	$ 1,399,132	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 349,783	$ 1,748,915
RT	Operating Budget	n/a	$ -	$ -	$ -	$ -	$ -	$ 897,988	$ -	$ 391,205	$ -	$ 638,903	$ 1,928,096
BT	Operational Assistance	n/a	$ -	$ -	$ -	$ -	$ 2,144,399	$ -	$ -	$ 2,864,168	$ 1,810,962	$ 1,852,794	$ 8,672,323
BT	Engine/Transmission Rebuilds & Tires	n/a	$ -	$ -	$ -	$ -	$ 112,486	$ -	$ -	$ -	$ -	$ 28,122	$ 140,608
BT	BT Access Vehicles	n/a	$ -	$ -	$ -	$ -	$ 92,369	$ -	$ -	$ -	$ -	$ 23,092	$ 115,461
BT	Maintenance & Support Vehicles	n/a	$ -	$ -	$ -	$ -	$ 25,600	$ -	$ -	$ -	$ -	$ 6,400	$ 32,000
BT	Bus Radio Communications Technology	n/a	$ -	$ -	$ -	$ -	$ 160,000	$ -	$ -	$ -	$ -	$ 40,000	$ 200,000
BT	40 Foot Buses	n/a	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 374,955	$ 374,955
MPO	5% Change Order Reserve	n/a	$ 136,642	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 136,642
	TOTAL		$ 4,175,774	$ -	$ -	$ -	$ 2,534,854	$ 897,988	$ -	$ 3,255,373	$ 1,810,962	$ 3,974,049	$ 16,649,000

Outlying Years (FY 2018 and beyond) Project Listing

	Outlying Year Projects	Phase	STP	TE	HSIP	Bridge	FTA 5307/0	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
IN	I-69 Section 5	PE	$ 320,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 80,000	$ 400,000
IN	I-69 Section 5	RW	$ 1,600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,000	$ 2,000,000
IN	I-69 Section 5	CN	$ 64,400,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 16,100,000	$ 80,500,000
MC	Fullerton Pike/Gordon Pike/Rhorer	PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,099,600	$ 1,099,600
MC	Fullerton Pike/Gordon Pike/Rhorer	RW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,303,200	$ 1,303,200
MC	Fullerton Pike/Gordon Pike/Rhorer	CON	$ 16,010,400	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,002,600	$ 20,013,000
	TOTAL of local projects only		$ 82,330,400	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 22,985,400	$ 105,315,800

Appendix V: Urbanized Area Boundary

The Urbanized Area Boundary (UAB) is the geographic area in which the metropolitan planning process must be carried out. It shall at a minimum cover the statistical geographic area which has a population of 50,000 as determined by the U.S. Census Bureau. The Metropolitan Planning Area (MPA) represents an adjustment or revision to the Urbanized Area Boundary to smooth out geographic irregularities and establish more logical boundary lines, instead of those established by the Census Bureau.



http://bloomington.in.gov/media/media/application/pdf/1960.pdf

Appendix VI: Self Certification

TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Indiana Department of Transportation, and the Bloomington/Monroe County Metropolitan Planning Organization for the Bloomington urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT 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.

FY 2011-2012 Transportation Planning Process Certification

MPO DIRECTOR

Joshua Desmond, AICP — Date 5/26/10

POLICY BOARD

Jack Baker (Vice Chair) — Date 5/26/10

INDOT DIRECTOR OF LONG RANGE PLANNING AND MODELING

Roy Nunnally — Date 6/1/10

Appendix VII: Amendment Resolutions

MEMORANDUM

To: MPO Technical Advisory and Citizens Advisory Committee Members

From: Joshua Desmond, BMCMPO Director

Date: April 18, 2013

Re: Fiscal Year 2014 UPWP Amendment

Background

Every other year, the BMCMPO adopts a two-year Unified Planning Work Program (UPWP). The MPO is currently approaching the midpoint of the Fiscal Year 2013-2014 UPWP. At the end of the first year of each UPWP, the MPO must revise its budget based on updated Federal funding allocations as well as the incorporation of unspent funding from the previous UPWP. In addition, new Planning Emphasis Areas (PEAs) from FHWA and INDOT must be incorporated into the UPWP. The document provided here reflects all of the above mentioned changes and must be adopted by the MPO so that revised funding contracts can be prepared for Fiscal Year 2014.

Funding

The original budget for the FY 2013-2014 UPWP reflected total funding of $319,107 in each year. This translates to $255,286 in Federal funding (80%) and $63,821 (20%). For FY 2014, the Federal allocation was revised to $222,388, which requires a local share of $55,597. This represents an approximately 13% reduction in the base funding for FY 2014. Carryover funding from FY 2011-2012 is also available for FY 2014. In total, $143,765 in unspent Federal funds from FY 2011-2012 may be added to FY 2014. In anticipation of future expenses for the new Metropolitan Transportation Plan, $43,367 in Federal funding has been "banked" for FY 2015 and will be incorporated into the budget for the upcoming FY 2015-2016 UPWP. As a result of these changes, the final Federal Funding amount for FY 2014 is $322,886, with a local match of $80,721. With the proposed amendment, the overall FY 2014 UPWP budget will increase by approximately 26%.

Planning Emphasis Areas

INDOT and FHWA issued five Planning Emphasis Areas for FY 2014. Four of the PEAs related to activities already occurring in the FY 2013-2014 UPWP while one was a new activity that was not previously addressed in the UPWP. The following PEAs are addressed by the FY 2014 UPWP amendment:

1. Red Flag Investigations as part of Planning & Environmental Linkages
2. Quarterly Project Tracking
3. Americans with Disabilities Act Transition Plans (Phase II)
4. Functional Classification Review
5. MPO Change Order Process

Detailed descriptions of the PEAs and their implications for MPOs are provided in the FY 2014 PEA letter from FHWA that is included as Appendix D in the attached UPWP document.

Document Updates

Several areas of the FY 2013-2014 UPWP document have been revised to accommodate the funding changes and the new planning emphasis areas. The following list documents the key changes that have been made.

- **Executive Summary (p. 2-4):** Revised to provide explanation of FY 2014 PEAs.
- **Bloomington/Monroe County MPO Committee Composition (p. 7-9):** Updated committee rosters as necessary to reflect current membership.
- **Fiscal Year 2013-2014 UPWP Funding Summary (p. 10-11):** All tables revised to reflect new funding amounts (by work element and overall).
- **101 Transportation Planning Coordination (p. 13-16):** Funding added for FY 2014.
- **102 Transportation Improvement Program (p. 17-19):** Funding added for FY2014 to accommodate PEAs. Text related to Change Orders, Quarterly Tracking, and Red Flag Investigations PEAs added. TE Program Administration changed to TA Program Administration to reflect MAP-21 provisions.
- **201 Long Range Transportation Plan (p. 20):** Funding added for FY 2014.
- **202 Short Range Transportation Plan (p. 21-22):** Text and funding added for Functional Classification Review PEA. Funding added for Bloomington to continue work on its ADA Transition Plan.
- **Appendix C (p. 33):** Updated Metropolitan Planning Area Map to reflect new boundaries adopted since last UPWP approvals.
- **Appendix D (p. 34-35):** Added FY 2014 Plannin Emphasis Areas letter from FHWA as an appendix to UPWP.

Requested Action

The TAC and CAC are requested to approve the amended FY 2013-2014 UPWP. Staff plans to present the document to the Policy Committee for final approval on May 10.

Unified Planning Work Program

Fiscal Years 2013-2014

[July 1, 2012 through June 30, 2014]

Adopted:
May 11, 2012

Adopted:
TBD, 2013

ACKNOWLEDGEMENT AND DISCLAIMER

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Executive Summary

The following is the Executive Summary of the Fiscal Year (FY) 2013-2014 Unified Planning Work Program for the Bloomington/Monroe County Metropolitan Planning Organization. One of the federal requirements of the urban transportation planning process involves the development of an annual Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the MPO study area over the next two programming years, and documents the work that will be performed with federal highway and transit planning funds.

Planning Factors

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) introduced eight planning factors that MPOs must incorporate into their practices. These planning factors are found in 23 CFR 450.306(a) and are listed below.

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
2. *Increase the safety of the transportation system for motorized and non-motorized users;*
3. *Increase the security of the transportation system for motorized and non-motorized users;*
4. *Increase accessibility and mobility of people and freight;*
5. *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*
6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
7. *Promote efficient system management and operation; and*
8. *Emphasize the preservation of the existing transportation system.*

The FY 2013-2014 will address these factors in a number of ways, through new projects as well as on-going functions of the MPO. The development and adoption of a new 2035 Long Range Transportation Plan (Work Element #201) will help to implement several of these factors, including supporting economic vitality, increasing safety and security, increasing accessibility and mobility, and enhancing overall quality of life on a regional basis. Continued management and implementation of projects through the Transportation Improvement Program (Work Element #102), including management of the Highway Safety Improvement Program, Safe Routes to School, and Transportation Enhancements, will ensure the continued integration and connectivity of the transportation system, as well as enhance safety for all users. On-going infrastructure management work by the MPO's LPA partners, maintenance of the MPO ITS Architecture, and production of the Annual Crash Report (Work Element #203) will continue to promote efficient system management and operation. The Bloomington Transit On/Off and Title VI Compliance studies (Work Element #302) will help to ensure that transit remains a viable and connected component of the overall transportation system.

Planning Emphasis Areas

In addition the general planning factors discussed above, the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) annually issue a set of Planning Emphasis Areas (PEAs) to Indiana MPOs. These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies helps to implement the provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Four Planning Emphasis Areas have been set forth for the FY 2013-2014 UPWP, and they are summarized as follows.

RED FLAG INVESTIGATIONS AS PART OF PLANNING & ENVIRONMENTAL LINKAGES

MPOs and INDOT should consider environmental issues early in the transportation planning process, and use information and analysis conducted during early planning in the formal NEPA process. This will ensure that key early analysis and input is included as the project moves forward, and will provide for efficiencies once the NEPA process proceeds. For Fiscal Year 2014, MPOs should move toward conducting Red Flag Investigations for any new projects entering the Transportation Improvement Program. The RFI may be conducted by the MPO or by the LPA. MPS and LPAs should also consider using Community Context Audits as a tool for early input and coordination on new TIP projects.

QUARTERLY PROJECT TRACKING

In recent years, Indiana MPOs have developed systems to track the progress of projects within their TIPs. The BMCMPO collects project reports on a quarterly basis from each LPA, and then provides a summary report for all TIP projects to each of the BMCMPO committees. MPOs are expected to enhance these reports with the establishment of quarterly tracking meetings. Such meetings will include MPO staff, LPA staff, INDOT District staff and project consultants, and would provide an opportunity for all parties to discuss project progress and resolve issues. MPO staff is also charged with ensuring that all LPAs maintain the proper staff certifications in order to continue receiving Federal funding for their TIP projects. For Fiscal Year 2014, additional emphasis is being placed on MPO relationships with INDOT districts to ensure that proper participation is occurring. Also, MPOs should begin tracking project "success" as defined by the number of projects that are let for construction in the same year that is shown for that project in the TIP.

AMERICANS WITH DISABILITIES ACT TRANSITION PLANS – PHASE II

All local governments with greater than 50 employees have been given a deadline of December 31, 2012, to complete an ADA Transition Plan, which was a requirement of the original Americans with Disabilities Act when it was passed in 1990. Each MPO is asked to provide technical resources and support to the Local Public Agencies within their boundaries in order to ensure that they meet the deadline. The LPAs within the BMCMPO have all made significant progress on the development of their ADA Transition Plans. The BMCMPO will continue to provide support to the City of Bloomington, Monroe County, and the Town of Ellettsville as they complete their ADA Transition Plans. The BMCMPO will also continue to coordinate with FHWA and INDOT on the status of these plans.

FUNCTIONAL CLASSIFICATION REVIEW

The BMCMPO recently updated is Urbanized Area and Metropolitan Planning Area boundaries in response to the issuance of the 2010 Census data. MPOs must now review the functional classifications of the roadways within their planning areas to determine if any changes are necessary. Functional class designations determine which roadways are eligible for federal funding. Along with functional class, MPOs must also review and update (as needed) their local portions of the National Highway System and National Truck Network. Changes to these three networks will require concurrence between the MPO and INDOT to be considered for final approval by FHWA.

MPO CHANGE ORDER PROCESS

MPOs are required to establish a Change Order Process instructing INDOT on how to fund change orders to TIP projects after construction letting. This process must be reported to INDOT and FHWA. INDOT will require all change orders to be paid with local money in the absence of a change order process for the MPO's federal funding. BMCMPO has had a formal change order process since 2009. Staff will resubmit the process to the appropriate parties to ensure that it continues to be followed for local projects.

Key Projects

In addition to fulfilling the PEA directives noted above, the BMCMPO will also undertake a number of key projects over the course of the FY 2013-2014 UPWP.

2035 Long Range Transportation Plan

The MPO re-adopted its 2030 Long Range Transportation Plan in 2010 with the understanding that the development of a 2035 Plan would commence shortly thereafter. The new LRTP has been under development since then and the MPO will be securing a consultant to assist with the project at the beginning of Fiscal Year 2013. It is anticipated that the new Plan will be adopted during Fiscal Year 2014.

2012 Indiana MPO Conference

The Indiana MPO Council hosts an annual state-wide conference. The location of the conference rotates between the member MPOs. The BMCMPO is the host of the 2012 Conference, after having last served as host in 2001. The Conference will take place at the Bloomington Convention Center on October 16 through 18, 2012. BMCMPO staff will be responsible for planning and hosting the conference.

FY 2013-2014 Budget

The Bloomington/Monroe County MPO has an estimated $578,571 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2013 through 2014. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of $144,543 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2013-2014 UPWP is $722,714. This budget is split between the two Fiscal Years, with $319,107 allocated for FY 2013 and $403,607 allocated for FY 2014. The following table summarizes the two-year budget, breaking it down by work element.

Work Element	Federal Funds	Local Match	Total
Comprehensive Planning Coordination & Outreach			
101	$ 185,211	$ 46,303	$ 231,514
102	$ 50,400	$ 12,600	$ 63,000
Transportation Planning			
201	$ 185,600	$ 46,400	$ 232,000
202	$ 16,000	$ 4,000	$ 20,000
203	$ 82,400	$ 20,600	$ 103,000
Alternative Transportation Planning			
301	$ -	$ -	$ -
302	$ 48,560	$ 12,140	$ 60,700
303	$ 10,000	$ 2,500	$ 12,500
TOTAL	$ 578,171	$ 144,543	$ 722,714

Bloomington/Monroe County MPO Structure and Administration For Fiscal Years 2013-2014 (July 1, 2012 through June 30, 2014)

INTRODUCTION

In March 1982, the Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process. The 3-C planning process is outlined in the urban planning regulations jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on September 17, 1975, as amended on June 30, 1983.

Federal transportation policy and programs relating to MPO's are guided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA – LU), which was signed into law in 2005. This legislation updates Titles 23 and 49 of the United States Code (U.S.C.) and builds on the major changes made to Federal transportation policy and programs addressed in the Transportation Equity Act for the 21st Century (TEA-21). Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects, which are to be funded by the FHWA and/or FTA.

One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP), which describes all planning activities that are anticipated in the urbanized area over the next programming year. The UPWP also documents the work that will be performed with federal planning funds.

The FY 2013-2014 UPWP is intended to satisfy the Bloomington metropolitan planning area's work program requirement for the Fiscal Years 2013 and 2014 (July 1, 2012 to June 30, 2014). It is entitled, and shall hereafter be referred to as the FY 2013-2014 Unified Planning Work Program.

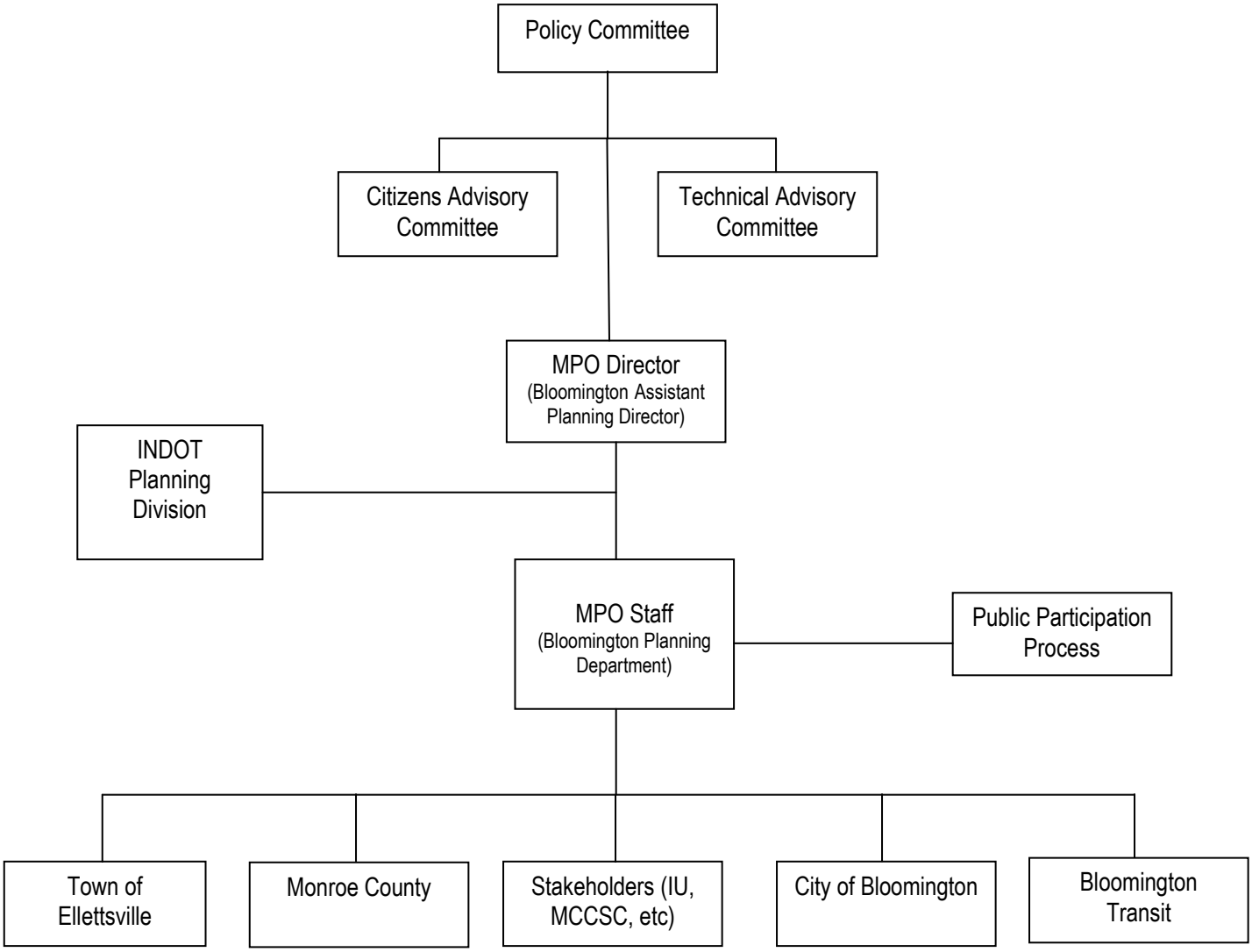
MPO STRUCTURE

The Bloomington/Monroe County MPO is an organization consisting of a three-part intergovernmental steering committee, the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning Department as the lead staff agency.

The three-part intergovernmental steering committee is made up of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement effectively provides for close communication between key policy/decision makers, the technical planning staff, and citizen representatives. In addition, the MPO Staff maintains close working relationships with City of Bloomington, Monroe County, and the Town of Ellettsville departments and agencies, Bloomington Public Transportation Corporation, Indiana University, Monroe County and Richland Bean Blossom Community School Corporations, the Indiana Department of Transportation (INDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

The following pages document the MPO Committee organization structure and the composition of the three MPO committees.

Bloomington/Monroe County MPO Organizational Chart



Bloomington/Monroe County MPO Committee Composition

POLICY COMMITTEE

Name	Title	Representing
Kent McDaniel *(Chair)*	Board of Directors Member	Bloomington Public Transportation Corporation
Jack Baker *(Vice Chair)*	President, Plan Commission	City of Bloomington
Mark Kruzan	Mayor	City of Bloomington
Andy Ruff	Common Council Member	City of Bloomington
Susie Johnson	Director, Public Works Department	City of Bloomington
Lynn Coyne	Director, Real Estate Department	Indiana University
Iris Kiesling	County Commissioner	Monroe County
Cheryl Munson	County Council Member	Monroe County
Richard Martin	President, Plan Commission	Monroe County
Bill Williams	Director, Highway Department	Monroe County
Dan Swafford	Town Council Member	Town of Ellettsville
David Sabbagh	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Ryan Gallagher	Deputy Commissioner, Seymour District	Indiana Department of Transportation
Richard Marquis	Administrator, Indiana Division	Federal Highway Administration (non-voting)
Marisol Simon	Administrator, Region V	Federal Transit Administration (non-voting)

TECHNICAL ADVISORY COMMITTEE

Name	Title	Representing
Adrian Reid *(Chair)*	City Engineer	City of Bloomington
Jane Fleig *(Vice Chair)*	Assistant Engineer, Utilities Department	City of Bloomington
Lew May	General Manager	Bloomington Transit
Laurel Cornell	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee
Andrea Roberts	Deputy Director, Public Works Department	City of Bloomington
Dave Williams	Director of Operations, Parks & Recreation Dept.	City of Bloomington
Tom Micuda	Director, Planning Department	City of Bloomington
Sue West	Controller	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Bobby Chestnut	Street Commissioner	City of Bloomington
Steve Saulter	Auditor	Monroe County
Chuck Stephenson	Administrator, Parks & Recreation Dept.	Monroe County
Larry Wilson	Director, Planning Department	Monroe County
Kurt Babcock	GIS Coordinator	Monroe County
S. Bruce Payton	Executive Director, Monroe County Airport	Monroe County Airport
John Carter	Director of Planning	Monroe County Community Schools Corp.
Steven Kain	Superintendent	Richland-Bean Blossom Community Schools Corp.
Doug Norton	Manager	Rural Transit
Mike Cornman	Street Department	Town of Ellettsville
Connie Griffin	Director, Planning Services	Town of Ellettsville
Perry Maull	Operations Director, IU Transportation	Indiana University
John Collison	Highway Department Assistant Director	Monroe County
Jim Ude	District Planning & Programming Director	Indiana Department of Transportation (non-voting)
Emanuel Nsonwu	Urban and MPO Planning Representative	Indiana Department of Transportation (non-voting)
Brian Jones	Project Manager	Indiana Department of Transportation (non-voting)
Michelle Allen	Indiana Division	Federal Highway Administration (non-voting)

CITIZENS ADVISORY COMMITTEE

Name	Representing
David Sabbagh *(Chair)*	Citizen
Laurel Cornell *(Vice-Chair)*	Prospect Hill Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Jack Baker	McDoel Gardens Neighborhood
Ken Campanella	Citizen
Trent Carney	Citizen
Glenn Carter	Citizen
Sarah Clevenger	Citizen
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Anita Douglas	Citizen
Mary Jane Hall	Bloomington Board of Realtors
Elizabeth Irwin	Citizen
Larry Jacobs	Greater Bloomington Chamber of Commerce
Nicole Johnson	Citizen
John Kehrberg	County Citizen
Ted Miller	Citizen
Bill Milroy	Old Northeast Neighborhood Assoc.
Cheryl Munson	Citizen
Patrick Murray	Prospect Hill Neighborhood
James Reed	Citizen
Sarah Ryterband	Prospect Hill Neighborhood
David Walter	Sixth & Ritter Neighborhood
Tamby Wikle-Cassady	Citizen

MPO STAFF

Name	Position
Joshua Desmond, AICP	MPO Director
Scott Robinson, AICP	Long Range/Transportation Manager
Anna Dragovich	Senior Transportation Planner
Vince Caristo	Bicycle & Pedestrian Coordinator
Jane Weiser	Planning Assistant

Fiscal Year 2013-2014 UPWP Funding Summary

FISCAL YEAR 2013-2014 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated $578,571 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2013 through 2014. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of $144,543 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2013-2014 UPWP is $722,714. This budget is split between the two Fiscal Years, with $319,107 allocated for FY 2013 and $403,607 allocated for FY 2014. The following table summarizes the two-year budget, breaking it down by work element.

FUND USE BY MATCHING AGENCY

The table below provides a breakdown of FY 2013-2014 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent MPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. More detailed breakdowns of each work element are provided in later sections of this document.

Work Element	MPO Staff	Bloomington Transit	Consultants/Supplies	CSA	Total
Comprehensive Planning Coordination & Outreach					
101	$ 210,064	$ -	$ 21,450	$ -	$ 231,514
102	$ 63,000	$ -	$ -	$ -	$ 63,000
Transportation Planning					
201	$ 30,000	$ -	$ 202,000	$ -	$ 232,000
202	$ 11,000	$ -	$ -	$ 9,000	$ 20,000
203	$ 8,500	$ -	$ -	$ 94,500	$ 103,000
Alternative Transportation Planning					
301	$ -	$ -	$ -	$ -	$ -
302	$ 10,500	$ 50,000	$ 200	$ -	$ 60,700
303	$ 8,500	$ 4,000	$ -	$ -	$ 12,500
TOTAL	$ 341,564	$ 54,000	$ 223,650	$ 103,500	$ 722,714

OBJECT CLASS BUDGET BY FUNDING SOURCE

The table below provides a breakdown of FY 2013-2014 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2013-2014 Cost Allocation Plan. As with the previous table, funding allocations for MPO Staff, Bloomington Transit, Consultants/Other, and CSA are separated for illustrative purposes. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal Funds	Local Match	Total
Direct Chargeable Salary	$ 142,534	$ 35,633	$ 178,167
Fringe Expenses (77.42%)	$ 110,350	$ 27,587	$ 137,937
Indirect Expenses (14.29%)	$ 20,368	$ 5,092	$ 25,460
Bloomington Transit	$ 43,200	$ 10,800	$ 54,000
Consultants/Supplies	$ 178,920	$ 44,730	$ 223,650
CSA	$ 82,800	$ 20,700	$ 103,500
TOTAL	$ 578,171	$ 144,543	$ 722,714

SUMMARY BUDGET BY FUNDING SOURCE

The table below provides a summary of the FY 2013-2014 budget for each of the work elements in the Unified Planning Work Program. The federal funding/local match split for each work element is highlighted here. As illustrated in this summary table, the FY 2013-2014 funding allocations fall within the total available funding noted previously.

Work Element	Federal Funds	Local Match	Total
Comprehensive Planning Coordination & Outreach			
101	$ 185,211	$ 46,303	$ 231,514
102	$ 50,400	$ 12,600	$ 63,000
Transportation Planning			
201	$ 185,600	$ 46,400	$ 232,000
202	$ 16,000	$ 4,000	$ 20,000
203	$ 82,400	$ 20,600	$ 103,000
Alternative Transportation Planning			
301	$ -	$ -	$ -
302	$ 48,560	$ 12,140	$ 60,700
303	$ 10,000	$ 2,500	$ 12,500
TOTAL	$ 578,171	$ 144,543	$ 722,714

CONTRACT SERVICE AGREEMENTS

The Bloomington/Monroe County Metropolitan Planning Organization will enter into Contract Service Agreements (CSA) with the City of Bloomington Public Works Department (and all of its divisions), the Town of Ellettsville, and the Monroe County Planning and Highway Departments in order to assist with several of the work elements outlined in this UPWP. Each CSA will provide a mechanism for coordination and ensure that the duplication of transportation planning services is minimized. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will be approved by the Policy Committee. Each non-MPO government entity entering into a CSA with the MPO is responsible for paying all costs detailed within a CSA and will be reimbursed up to a maximum of 80% of federal aid eligible costs.

Comprehensive Planning Coordination & Outreach

101 TRANSPORTATION PLANNING COORDINATION

A) Intergovernmental Coordination

Work to be conducted under this element will include all activities associated with administering the MPO Policy Committee, the MPO Technical Advisory Committee, the Citizen Advisory Committee, and daily MPO administrative activities with FHWA and INDOT. Meetings of the MPO Committees occur on a monthly basis. Activities that can be anticipated in association with these committees include the preparation of information packets for each meeting, clerical support activities, and documentation of such meetings. All meetings will be open to attendance from the public and the preparation of proper meeting notifications will be included under this work element.

The 1982 charter of the Bloomington/Monroe County MPO established a Citizens Advisory Committee (CAC) to solicit citizen input into the transportation planning process. Monthly meetings with the CAC provide an avenue for obtaining public input for Policy Committee deliberation on transportation issues. The CAC membership for the Bloomington/Monroe County MPO consists of volunteer representatives from community organizations, professional associations, neighborhood associations, and the private sector.

Responsible Agency and End Product(s):

(1) MPO Staff to conduct at least 6 MPO Policy Committee meetings, 10 MPO Technical Advisory Committee meetings, and 10 Citizen Advisory Committee meetings per fiscal year.
   (a) Publish and distribute agendas, minutes, and support material
   [Estimated Completion: On-going]

(2) MPO Staff to attend intergovernmental coordination meetings as needed with the INDOT Seymour District office each fiscal year.
   (a) Attend coordination meetings as needed
   [Estimated Completion: On-going]

(B) Unified Planning Work Program

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the urban transportation planning process. The UPWP describes all planning activities that are anticipated in the MPO study area over the next two fiscal years, and documents the work that will be performed with federal planning monies and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal to be used in determining billing rates for MPO staff.

Responsible Agency and End Product(s):

(1) MPO Staff to conduct coordination technical review meetings with FHWA, INDOT, and local stakeholders to develop the annual Fiscal Year Unified Planning Work Program.
   (a) Amendment(s) to FY 2013-2014 Unified Planning Work Program (UPWP)
   [Estimated Completion: Q4/FY13]
   (b) FY 2015-2016 Unified Planning Work Program (UPWP)
   [Estimated Completion: Q4/FY14]

(2) MPO Staff to develop and update the Cost Allocation Plan as part of the UPWP.
   (a) FY 2015-2016 Cost Allocation Plan (CAP)
   [Estimated Completion: Q3/FY14]

(3) MPO Staff to prepare and submit an Annual Completion Report to INDOT.
  (a) FY 2012 Annual Completion Report
  [Estimated Completion: Q1/FY13]
  (b) FY 2013 Annual Completion Report
  [Estimated Completion: Q1/FY13]

(4) MPO Staff to prepare and submit an annual Self Certification Review Statement to INDOT/FHWA/FTA representatives.
  (a) FY 2013 Annual Self Certification Statement
  [Estimated Completion: Q4/FY13, with TIP]
  (b) FY 2014 Annual Self Certification Statement
  [Estimated Completion: Q4/FY14, with TIP]

(C) Planning Grant Administration

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2013-2014 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2013-2014 UPWP will be provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that have occurred towards completion of the UPWP.

Responsible Agency and End Product(s):

(1) MPO Staff to prepare and submit quarterly progress reports to INDOT for review.
  (a) Quarterly Progress Reports
  [Estimated Completion: On-going, Quarterly]

(2) MPO Staff to prepare and submit quarterly billing statements to INDOT for reimbursement.
  (a) Quarterly Billing Statements
  [Estimated Completion: On-going, Quarterly]

(D) Indiana MPO Council

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association (MPO Council) that meets monthly to discuss and act on matters of mutual interest. The monthly Indiana MPO Council meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA. The MPO Council also presents an annual state-wide MPO Conference, which in calendar year 2012 will be hosted by the BMCMPO. This will require the MPO to book venues, schedule keynote speakers and educational sessions, and manage registration and sponsorship processes for the conference, as well as playing host at major events during the conference.

Responsible Agency and End Product(s):

(1) MPO Staff to attend 12 MPO Council monthly meetings per fiscal year.
  [Estimated Completion: On-going, Monthly]
(2) MPO Staff to organize and host the 2012 Indiana MPO Conference in October 2012.
  [Estimated Completion: Q2/FY13]

(E) Staff Training and Education

The continuous development of MPO staff expertise will occur through attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training, including TransCAD. These educational tools are essential for the professional development of all MPO staff and to bring about knowledge of regional and national best practice transportation planning topics.

Responsible Agency and End Product(s):

(1) MPO Staff to attend the annual Indiana MPO Conference, the annual Purdue Road School meeting, and TransCAD training or other technical training opportunities.
[Estimated Completion: On-going]

(2) MPO to renew annual professional membership dues to the American Planning Association and other relevant professional organizations.
[Estimated Completion: On-going]

(3) MPO Staff to attend webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, and Urban Land Institute, and Institute of Transportation Engineers.
[Estimated Completion: On-going]

(F) Web Site Administration

The MPO web site is a subsection of the City of Bloomington web site and provides the MPO with a significant point of public communication and interaction. Citizens, businesses, and other local community members can access and download reports, data, updates, and other information related to the functions of the MPO in addition to the traditional forms of correspondence that are offered by the staff.

Responsible Agency and End Product(s):

(1) On-going development and maintenance of the MPO Web Site.
- (a) MPO Staff to post MPO Policy/Technical Advisory/Citizen Advisory Committee agendas, minutes, and draft MPO documents on-line
[Estimated Completion: On-going]
- (b) MPO Staff to post adopted MPO documents
[Estimated Completion: On-going]

(G) Public Participation Process

The MPO adopted a revised Public Participation Process in 2007 that is SAFETEA-LU compliant, including maintaining compliance with the Environmental Justice considerations initiated under Executive Order 12898 on February 11, 1994. In addition, staff and the CAC have jointly produced a brochure that provides citizens with an overview of the MPO and methods of participating in its work. This brochure and the policies of the PPP will be used to recruit, retain, and involve interested citizens within the MPO area.

Responsible Agency and End Product(s):

(1) MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process.
- (a) Public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper.
[Estimated Completion: On-going]

(2) MPO Staff to continue development of recruitment tools to increase public participation in the MPO.
- (a) Further development and distribution of new MPO informational brochure.
[Estimated Completion: On-going]
- (b) MPO Staff to employ alternative methods of outreach (e.g. Facebook, online surveys) to convey information
[Estimated Completion: On-going]

101					
	Task	**Responsible Agency**	**FY 2013**	**FY 2014**	**Total Cost**
(A)	**Intergovernmental Coordination**				
	Policy, TAC, and CAC Committee	MPO	$56,757	$83,307	$140,064
	Coord. Mtgs. w/Seymour District	MPO			
(B)	**Unified Planning Work Program**				
	UPWP	MPO	$6,000	$8,000	$14,000
	CAP	MPO			
	Annual Completion Report	MPO			
	Annual Self-Certification Statement	MPO			
(C)	**Planning Grant Administration**				
	Quarterly Progress Reports	MPO	$6,000	$7,000	$13,000
	Quarterly Billing Statements	MPO			
(D)	**Indiana MPO Council**				
	MPO Council Meetings	MPO	$24,000	$15,000	$39,000
	2012 Indiana MPO Conference	MPO			
(E)	**Staff Training and Education**				
	Conferences and Technical Training	MPO	$4,250	$9,000	$13,250
	Membership Dues and Fees	MPO			
	Other educational resources	MPO			
(F)	***Web Site Administration***				
	On-going Development and Maintenance	MPO	$2,000	$4,000	$6,000
(G)	***Public Participation Process***				
	Public Participation Process	MPO	$2,100	$4,100	$6,200
	Outreach Activities	MPO			
		TOTAL	**$101,107**	**$130,407**	**$231,514**

102 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

(A) Transportation Improvement Program

The development of a Transportation Improvement Program (TIP) is a U.S. Department of Transportation requirement for MPOs that intend to implement projects with funds from the Federal Highway Administration and the Federal Transit Administration. All federal-aid projects must be included in the TIP, and the adopted program of projects must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT).

The MPO staff will also attend monthly meetings with the City of Bloomington Projects Team, made up of representatives from various City of Bloomington departments, for the purposes of transportation project management and coordination. All current projects are to be examined for action to date, current status summary, next action steps, timelines, and public involvement/coordination issues.

Updates for FY 2014 PEAs:

- MPO staff will submit the BMCMPO Change Order Process, which has been in effect since 2009, to INDOT and FHWA to ensure that proper procedures are followed in regard to funding post-letting changes to TIP funded projects.
- The BMCMPO will formalize it's Quarterly Project Tracking process to include regularly scheduled quarterly meetings as detailed in work element 102(A)(4) below. These meetings will include INDOT Seymour District staff that is directly responsible for LPA project management.

Responsible Agency and End Product(s):

(1) MPO Staff to review project requests from local entities for inclusion in the TIP for consistency with the 2030 Long Range Transportation Plan and other MPO policy documents. Interagency coordination will result in the development and production of the TIP document.
   (a) FY 2014 – 2017 Transportation Improvement Program
   [Estimated Completion: Q4/FY13]

(2) MPO Staff to administer the on-going implementation of TIP projects through coordination with LPAs, management of the local Change Order Process, and management of the TIP amendment process as needed.
[Estimated Completion: On-going]

(3) MPO Staff to provide assistance and coordination for Federal-aid application submissions by local planning agencies.
[Estimated Completion: On-going]

(4) MPO Staff to administer the Quarterly Project Tracking Program for the management of local projects in the TIP. Staff will enhance the Program by adding quarterly meetings between the MPO, INDOT, LPA staff, and LPA consultants to discuss project progress.
[Estimated Completion: On-going, Quarterly]

(5) MPO Administrative Staff to attend monthly City Projects Team meetings for interagency coordination and participation.
[Estimated Completion: On-going, Monthly]

(B) Highway Safety Improvement Program Administration

The Bloomington/Monroe County MPO has established a local Highway Safety Improvement Program (HSIP) in compliance with SAFETEA-LU and the directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and HSIP funding will be awarded depending on project compliance with HSIP selection criteria.

Responsible Agency and End Product(s):

(1) MPO Staff to coordinate with local agencies on the annual solicitation and selection of candidate projects eligible for HSIP grant funds and for inclusion in the Transportation Improvement Program.
[Estimated Completion: On-going, Annually]

(C) Transportation Alternatives (TA) Program Administration

The Bloomington/Monroe County MPO has an established local Transportation Enhancement (TE) program in compliance with SAFETEA-LU and the directives of INDOT. With the adoption of the new MAP-21 legislation, this program will be revised to reflect the new Transportation Alternatives (TA) program that replaced Transportation Enhancements. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and TA funding will be awarded depending on project compliance with TA selection criteria.

Responsible Agency and End Product(s):

(1) MPO Staff to coordinate with local agencies on the annual solicitation and selection of candidate projects eligible for TA grant funds and for inclusion in the Transportation Improvement Program.
[Estimated Completion: On-going, Annually]

(D) Safe Routes to School (SRTS) Program Administration

The Bloomington/Monroe County MPO has taken a lead role in implementing the Safe Routes to School Program on the local level. A Safe Routes to School Task Force featuring representatives of local community school corporations, local governments, community groups, and other key stakeholders guides the local process. The task force works cooperatively to generate project ideas and coordinate the production of SRTS grant applications. As a result, multiple grants have been secured for local SRTS projects, and the task force has begun to focus on implementation of the grant-funded projects. MPO staff will continue to play a lead role in the local implementation of the SRTS program by coordinating SRTS Task Force meetings, assisting with the production of grant applications, and helping local jurisdictions implement any SRTS grants that are awarded.

Since the adoption of this UPWP, the new federal transportation legislation (MAP-21) has eliminated Safe Routes to School as an independent program. For FY 2014, BMCMPO will manage funding for eligible projects via the Transportation Alternatives Program as detailed in work element 102(C).

Responsible Agency and End Product(s):

(1) MPO Staff to manage the Safe Routes to School Task Force that will be responsible for annual project identification and implementation of Safe Routes to School grant proposals and awards. Staff will coordinate regular meetings of the Task Force or its subcommittees as needed and provide logistical support to the Task Force or its subcommittees for project implementation.
   (a) Safe Routes to School grant submittals for infrastructure and non-infrastructure projects
   [Estimated Completion: On-going, Annually]

(E) Red Flag Investigations/Planning & Environmental Linkages (PEL)

MPOs and INDOT should consider environmental issues early in the transportation planning process, and use information and analysis conducted during early planning in the formal NEPA process. This will ensure that key early analysis and input is included as the project moves forward, and will provide for efficiencies once the NEPA process proceeds. For Fiscal Years 2013 and 2014, the MPO will begin the process of implementing Red Flag Investigations as a component of PEL. These inventories will ensure that LPAs perform a preliminary environmental scan for all new projects entering the TIP, thereby enabling them to progress through the formal NEPA process more efficiently.

Responsible Agency and End Product(s):

(1) MPO Staff to attend Red Flag Investigations training presented by FHWA and establish methodology for early planning coordination in the development of local and state transportation projects. MPO Staff to assist LPAs in completion of Red Flag Investigations for all new projects entering the TIP as of FY 2014
[Estimated Completion: On-going]

102					
	Task	**Responsible Agency**	**FY 2013**	**FY 2014**	**Total Cost**
(A)	**Transportation Improvement Program (TIP)**				
	FY 2014-2017 TIP	MPO	$13,000	$23,500	$36,500
	TIP Administration/Amendments	MPO			
	Federal Aid Application Coordination	MPO			
	Quarterly Project Tracking Program	MPO			
	City Projects Team	MPO			
(B)	**HSIP Administration**				
	Project Solicitation & Selection	MPO	$2,500	$5,000	$7,500
(C)	**TA Program Administration**				
	Project Solicitation & Selection	MPO	$2,500	$5,000	$7,500
(D)	**Safe Routes To School (SRTS)**				
	Project Solicitation & Selection	MPO	$4,000	$0	$4,000
(E)	**PEL: Red Flag Inventories**				
	MPO/LPA Training & Support	MPO	$2,500	$5,000	$7,500
		TOTAL	**$24,500**	**$38,500**	**$63,000**

Transportation Planning

201 LONG RANGE PLANNING

(A) 2035 Long Range Transportation Plan

Federal requirements mandate that the Long Range Transportation Plan maintain a 20 year time horizon. The MPO will take several years to develop a completely overhauled 2035 Long Range Transportation Plan (LRTP). MPO staff began the update process during FY 2011 and expects to complete it in FY 2014. The project timeline is approximately from August 2010 through December 2013. The update procedure will include a complete update of the Travel Demand Model using transportation modeling software together with a thorough public involvement process and other planning techniques to complete the 2035 LRTP. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the MPO. Funding has been allocated to provide for both staff support and consultant services in the development of the overall Plan. Annual technical support for transportation modeling software (TransCAD) is also programmed.

Responsible Agency and End Product(s):

(1) MPO Staff, with consultant assistance for Travel Demand Model updates, to develop the 2035 Long Range Transportation Plan (completion by end of FY 2014).

(a) Annual TransCAD License and technical support
[Estimated Completion: On-going, Annually]

(b) 2035 Long Range Transportation Plan
[Estimated Completion: Q4/FY14]

201					
	Task	**Responsible Agency**	**FY 2013**	**FY 2014**	**Total Cost**
(A)	**2035 Long Range Transportation Plan**				
	2035 Long Range Transportation Plan	MPO	$10,000	$20,000	$30,000
		MPO (TransCAD)	$1,000	$1,000	$2,000
		Consultant	$125,000	$75,000	$200,000
		TOTAL	**$136,000**	**$96,000**	**$232,000**

202 SHORT RANGE TRANSPORTATION STUDIES AND ACTIVITIES

(A) Urbanized Area/Metropolitan Planning Area Updates

The urbanized area served by the Bloomington/Monroe County MPO is established by the U.S. Census Bureau after every new Census is taken. In response to the 2010 Census, new population, household, and density data necessitates changes to the Urbanized and Metropolitan Planning Areas of the MPO. MPO staff will work with local, state, and federal partners to update the existing boundaries of both areas to comply with the new requirements from the Census Bureau.

Responsible Agency and End Product(s):

(1) MPO Staff to work with MPO Committees, INDOT and FHWA to update boundaries for the MPOs Urbanized Area and Metropolitan Planning Area.
[Estimated Completion: Q1/FY13]

(B) ADA Transition Plans [Part II]

The Americans with Disabilities Act (ADA) provides standards that ensure the accessibility of public services and facilities for people with disabilities. FHWA has made compliance with ADA a priority, specifically as it relates to the MPOs role in allocating Federal funding to local agencies. The MPO must ensure that LPAs have complied with ADA, or that LPAs have a plan for compliance in place, as a condition for allocating federal funding. The MPO will assist in the development of such plans for LPAs that do not have them, working toward a December 31, 2012 deadline for having plans in place. For Fiscal Year 2014, the MPO must continue to work with the LPAs to ensure that their ADA Transition Plans are complete and to report their completion status to INDOT and FHWA.

Responsible Agency and End Product(s):

(1) MPO Staff to review LPAs for compliance with ADA as part of TIP development process, and assist LPAs in the development of ADA Transition Plans as needed.
[Estimated Completion: Q2/FY14]

(C) Functional Classification Review

The BMCMPO recently updated is Urbanized Area and Metropolitan Planning Area boundaries in response to the issuance of the 2010 Census data. The MPO must now review the functional classifications of the roadways within the planning area to determine if any changes are necessary. Functional class designations determine which roadways are eligible for federal funding. Along with functional class, the MPO must also review and update (as needed) the local portions of the National Highway System and National Truck Network. Changes to these three networks will require concurrence between the MPO and INDOT to be considered for final approval by FHWA.

Responsible Agency and End Product(s):

(1) MPO Staff to work with MPO Committees, INDOT and FHWA to update the Federal functional classification of the local transportation network, including review and update to the local portions of the National Highway System (NHS) and National Truck Network (NTN).
[Estimated Completion: Q2/FY14]

202					
	Task	**Responsible Agency**	**FY 2013**	**FY 2014**	**Total Cost**
(A)	**UAB/MPA Updates**				
	UAB/MPA Updates	MPO	$3,000	$0	$3,000
(B)	**ADA Transition Plans**				
	Administration	MPO	$2,000	$2,000	$4,000
	Plan Development	COB	$2,500	$1,500	$4,000
	Plan Development	MC	$2,500	$0	$2,500
	Plan Development	EV	$2,500	$0	$2,500
(C)	**Functional Classification Review**				
	FC/NHS/NTN Updates	MPO	$0	$4,000	$4,000
		TOTAL	**$12,500**	**$7,500**	**$20,000**

203 DATA COLLECTION AND ANALYSIS

(A) Traffic Volume Counting

The MPO staff, in conjunction with Bloomington Engineering, Monroe County Engineering, and the Town of Ellettsville, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network. In addition to the above-mentioned counts, provisions need to be made to allow for special counts to be conducted upon the request of local entities to assist with engineering alternatives analysis and design decisions. Specifically, information may be needed to conduct traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, and corridor studies.

Responsible Agency and End Product(s):

(1) MPO Staff and the Bloomington Engineering Department will conduct annual traffic volume counts. Traffic volume link and segment counts will be conducted throughout the MPO urbanized area on a rotating basis of once every three (3) years, or as requested. The traffic volume sampling program will also be used to support INDOT's HPMS data collection efforts and to continuously refine link volumes, capacities, and speeds for calibration of the MPO's travel demand forecast model.
- (a) MPO FY 2011-12 Traffic Volume Report
  - (i) City of Bloomington will perform approximately 150 coverage counts
  - (ii) Town of Ellettsville will perform approximately 80 coverage counts

  [Estimated Completion: On-going]

(2) MPO Staff and the Bloomington Engineering Department to work toward the establishment of three-year traffic count data cycle for the functionally classified roadway network and to provide INDOT with the necessary Highway Performance Monitoring System (HPMS) data. This task will be a focus area for FY 2013 and 2014.
- (a) Perform data quality control with INDOT's HPMS software against field survey findings
  [Estimated Completion: On-going, Annually]
- (b) Complete approximately one-third of the defined HPMS traffic samples for INDOT data management requests
  [Estimated Completion: On-going, Annually]

(3) MPO Staff and Bloomington Engineering Department to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs.
- (a) Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to battery replacements, Hi-Star portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials necessary for the maintenance and capital replacement of traffic counting equipment.
  [Estimated Completion: On-going, As needed]

(B) Infrastructure Management Plan

The City of Bloomington Public Works Department and the Monroe County Engineering Department will perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. The infrastructure inventory will be continuously updated using an asset management software package (Cartegraph). Data on the various physical parameters such as location and the physical condition for each infrastructure module (pavement, signs, street markings, signals,) is managed by an infrastructure management software package to aid in the development of long term management plans.

Responsible Agency and End Product(s):

(1) MPO Staff, City of Bloomington Public Works Department, Monroe County, and the Town of Ellettsville will analyze the initial assessment of current roadway pavement conditions in the urbanized area to develop the initial phase of the infrastructure management plan. Regular collection of data on existing infrastructure modules to manage and update the database used for the asset management software used to develop and produce the infrastructure management plan. Future phases of the long term management plan will include other infrastructure modules and may require the purchase of geographic positioning technology and software to assist with field data collection.

(a) Long Term Management Plan/Ten-Year Pavement Management Plan
[Estimated Completion: On-going, Annually]

(b) Quarterly status report submitted with billings
[Estimated Completion: On-going, Quarterly]

(C) ITS Architecture Maintenance

A group of technologies, known collectively as Intelligent Transportation Systems (ITS), is being developed in urban areas throughout the world to improve transportation system efficiency, safety, and security. ITS uses a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. Through an evaluation and integration process with the transportation system, the Bloomington/Monroe County Urban Area can improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington/Monroe County MPO completed its Regional ITS Architecture in 2008. Administrative modifications to the ITS Architecture are warranted when an LPA wishes to include a new technology into a transportation project. In Fiscal Years 2013 and 2014, continued updates and revisions will be made to ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

Responsible Agency and End Product(s):

(1) MPO Staff to maintain and update the established Intelligent Transportation Systems (ITS) architecture. The assessment will target and implement specific ITS architecture improvements for future roadway improvements within the TIP.

(a) Maintain the Regional ITS Architecture
[Estimated Completion: Q4/FY14]

(D) Annual Crash Report

The Bloomington/Monroe County MPO will complete an Annual Crash Report. The crash report identifies hazardous intersections and corridors within the MPO study area. The identification of accident locations allows local and state jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report will also be used to determine project locations that may be eligible for funding through the MPO Highway Safety Improvement Program (HSIP).

Responsible Agency and End Product(s):

(1) MPO Staff to analyze state accident data for the development and production of an Annual Accident Report which includes vehicle, bicycle, and pedestrian accidents.

(a) Calendar Year 2011 Crash Report
[Estimated Completion: Q1/FY13]

(b) Calendar Year 2012 Crash Report
[Estimated Completion: Q1/FY14]

203					
	Task	**Responsible Agency**	**FY 2013**	**FY 2014**	**Total Cost**
(A)	**Traffic Volume Counting**				
	Traffic Data Collection	COB	$10,000	$20,000	$30,000
		EV	$2,000	$4,000	$6,000
	HPMS Counts for INDOT	COB	$4,000	$8,000	$12,000
	Purchase Traffic Counting Equipment	COB	$2,500	$5,000	$7,500
(B)	**Infrastructure Management Plan**				
	Infrastructure Management Plan	COB	$5,500	$11,000	$16,500
		MC	$5,500	$11,000	$16,500
		EV	$2,000	$4,000	$6,000
(C)	**ITS Architecture Maintenance**				
	ITS Architecture Maintenance	MPO	$500	$1,000	$1,500
(D)	**Annual Crash Report**				
	C.Y. 2011 & 2012 Crash Reports	MPO	$3,000	$4,000	$7,000
		TOTAL	**$35,000**	**$68,000**	**$103,000**

Alternative Transportation Planning

301 LONG RANGE PLANNING

(A) Placeholder for Future Study

No studies are anticipated to be conducted by the MPO under this work element for FY 2013 and 2014. This work element is reserved in anticipation of potential future amendments to the UPWP that would add such a study.

Responsible Agency and End Product(s):

(1) TBD

(a) TBD

301					
	Task	Responsible Agency	FY 2013	FY 2014	Total Cost
(A)	Placeholder for Future Study				
	TBD	MPO	$0	$0	$0
		Consultant	$0	$0	$0
		TOTAL	**$0**	**$0**	**$0**

302 SHORT RANGE ALTERNATIVE TRANSPORTATION STUDIES AND ACTIVITIES

(A) Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. In order for local transit operators to use these funding sources, any project proposed to be funded must be included in a locally developed Coordinated Human Services Public Transit Plan, which the MPO completed in 2007. A significant update to this plan was completed in February 2012. This update expanded the list of eligible transportation providers, identified new transportation needs in the community, and provided new strategies for addressing those needs. In Fiscal Years 2013 and 2014, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

Responsible Agency and End Product(s):

(1) MPO Staff to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan.
[Estimated Completion: On-going, As needed]

(B) Bicycle and Pedestrian Safety and Project Coordination

In conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC), MPO staff will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation. Two MPO Staff members have been certified to teach bicycle safety curricula developed by the League of American Bicyclists. The MPO will utilize this skill set to host bicycle skills and safety training seminars that are open to the public. Educational outreach activities may include structured classes developed by the League of American Bicyclists or may be informal presentations to target populations on the subject of bicycle and pedestrian safety.

Responsible Agency and End Product(s):

(1) MPO Staff to attend regular monthly meetings of the Bloomington Bicycle and Pedestrian Safety Commission, including the formal business meetings and the interim work sessions. Staff will assist the BBPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians.
[Estimated Completion: On-going, Monthly]

(2) MPO Staff to conduct bicycle and pedestrian outreach, education, workshops, and other events such as, but not limited to, League of American Bicyclists training programs, informational booths at special events, and presentations to targeted groups. This element includes the purchase of supplies and materials.
[Estimated Completion: On-going, As needed]

(C) 100% On/Off Study

Bloomington Transit conducted its last 100 percent on/off count of fixed route ridership by stop for all routes in 2006. Since that time, system ridership has grown by more than 40 percent from 2.36 million in 2006 to 3.39 million in 2011, an increase of about 1 million annual passenger trips.

On/off counts provide a profile for each route in terms of the exact numbers of riders boarding and alighting at each stop for every route on every trip. This includes counts on weekday, Saturday and Sunday. This data is important in evaluating route performance and assists staff in making key decisions on possible service changes, need for enhanced capacity at certain times, location of future passenger shelters, the numbers of transfers between certain routes, and possible adjustment of schedules to improve on-time performance.

As part of this planning effort, a 100 percent on/off count would be conducted for all trips on all routes. This shall include a 100 percent on/off count on two (2) weekdays. The two (2) weekday counts shall include one (1) Monday or Wednesday, one (1) Tuesday or Thursday, and one (1) Friday. A 100 percent on/off count shall also be conducted on one (1) Saturday and one (1) Sunday.

Data collected as a part of the on/off counts shall at a minimum include the following:

- Ons and offs by stop for all trips on all routes
- Passenger load factors for all trips on all routes
- Schedule adherence data for all trips on all routes
- Numbers of persons in wheelchairs for all trips on all routes
- Numbers of bikes loaded for all trips for all routes

Data collected shall be compiled, tabulated, and summarized into spreadsheets or tables. All spreadsheets and tables shall show the date, day of the week, route number and name, and all of the above-mentioned data in columnar format with individual stops reading down the column.

A 100 percent transfer count for all trips on all routes shall be conducted. This shall include transfers made at the downtown transfer facility as well as transfers made at other transfer points along each route. The data at a minimum shall include the following:

- Numbers of transfers received on each route and identify the route from which the passenger transferred from.
- Numbers of transfers made by stop or location.
- Time of day of the transfers

Responsible Agency and End Product(s):

(1) Bloomington Transit and independent consultant to conduct 100% On/Off Study as detailed above.
[Estimated Completion: Q4/FY14]

(D) Title VI Compliance Study

As required by Title VI of the Civil Rights Act, no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal Financial assistance.

To comply with Title VI requirements, Bloomington Transit shall prepare a Title VI Program that sets forth policies and procedures to accomplish the following objectives:

- Ensure that the level and quality of transportation service is provided without regard to race, color, or national origin.
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low income populations.
- Promote the full and fair participation of all affected populations in transportation decision making.
- Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low income populations.
- Ensure meaningful access to programs and activities by persons with limited English proficiency.

As part of this planning effort, Bloomington Transit shall prepare a Title VI Program that reports certain general information to determine compliance with Title VI. The Program shall include the following information and undertake the following activities:

- Summary of public outreach and involvement activities undertaken since the last submission and description of steps taken to ensure minority and low income people have meaningful access to these activities.
- Develop a plan to provide language assistance for persons with limited English proficiency (LEP) based on the DOT LEP Guidance or an alternative framework for providing such assistance.
- Develop updated procedures for tracking and investigating any Title VI complaints and develop summaries of any Title VI investigations, complaints, or litigation since the last submission.
- Develop updated procedures for providing notice to the public of compliance with Title VI and instructions on how to file discrimination complaints.

A final Title VI Program document shall be prepared summarizing all of the above activities including an LEP language assistance plan.

Responsible Agency and End Product(s):

(1) Bloomington Transit and independent consultant to conduct Title VI Compliance Study as detailed above.
[Estimated Completion: Q4/FY14]

302					
	Task	**Responsible Agency**	**FY 2013**	**FY 2014**	**Total Cost**
(A)	**Coordinated Human Services Public Transit Plan**				
	Program Administration	MPO	$500	$1,000	$1,500
(B)	**Bicycle Pedestrian Safety and Project Coordination**				
	Bike Pedestrian Outreach	MPO	$4,000	$5,200	$9,200
	BBPSC Meetings	MPO			
(C)	**100% On/Off Study**				
	Consultant Study	BT	$0	$25,000	$25,000
(D)	**Title VI Compliance Study**				
	Consultant Study	BT	$0	$25,000	$25,000
		TOTAL	**$4,500**	**$56,200**	**$60,700**

303 TRANSIT, BICYCLE AND PEDESTRIAN DATA COLLECTION

(A) Transit Ridership and Bicycle/Pedestrian Volume Counts

This work element will include the preparation of a ridership data and bicycle and pedestrian volume counts. This information, among other things, will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under or over utilized, and will aid in the prioritization of capital improvements. In summary, the method consists of counting boarding and alighting passengers and measuring distances between stops on randomly selected bus trips each week, throughout the fiscal year. Counts to determine usage of bicycle and pedestrian facilities will also be conducted on a regular basis to gauge and determine needs.

Responsible Agency and End Product(s):

(1) Bloomington Transit to collect operating data required for estimates of annual passenger miles. Procedures will follow FTA guidelines which describe the methodology to estimate annual passenger miles based on data from a sample of randomly selected bus trips for Bloomington Transit fixed route and demand response service.
   (a) Annual passenger mile data estimates for Bloomington Transit fixed route and demand response service.
   [Estimated Completion: On-going, Annually]

(2) MPO Staff to conduct seven (7) day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. This is currently a pilot program. As the bicycle and pedestrian network continues to be built, expectations for this pilot are to mirror the #203 Traffic Volume Counting element of the UPWP.
   (a) MPO staff report on the results of seasonal coverage counts for 3-6 facilities
   [Estimated Completion: Q4/FY13, Q4/FY14]

(3) MPO Staff and Bloomington Public Works Department to annually maintain, update, and develop the GIS sidewalk inventory. This inventory has been developed to identify missing sidewalk segments and to prioritize sidewalk improvement projects. Integration of a robust inventory and infrastructure management are to be implemented for a future phase of the Infrastructure Management Plan. The sidewalk inventory will incorporate sidewalk data on condition, width, and ADA compliance for integration into the asset management software.
   (a) Sidewalk Project Prioritization Report
   [Estimated Completion: Q4/FY13, Q4/FY14]
   (b) Status report with integration of GIS and asset management software for sidewalk inventory data
   [Estimated Completion: Q4/FY13, Q4/FY14]
   (c) Status report on phase two of long term management plan: Sidewalk Condition and Assessment Inventory
   [Estimated Completion: Q4/FY13, Q4/FY14]

303					
	Task	**Responsible Agency**	**FY 2013**	**FY 2014**	**Total Cost**
(A)	**Transit Ridership/Bike & Ped Counts**				
	Annual Passenger Trip Estimates	BT	$2,000	$2,000	$4,000
	Bike/Ped Counts & Staff Report	MPO	$3,500	$5,000	$8,500
	Sidewalk Inventory & Assessment	MPO			
		TOTAL	**$5,500**	**$7,000**	**$12,500**

Appendix A

Transit Operator Local Match Assurance

FY 2013-2014 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation hereinafter referred to as the "Transit Provider", HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2013-2014 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling $510,571 requiring $127,643 local match. As specified in the FY 2013-2014 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for $43,200 of the total grant, requiring $10,800.00 in local match for the following UPWP elements:

1) 302 (C) – 100% On/Off Study (consultant product)
2) 302 (D) – Title VI Compliance Study
3) 303 (A) – Annual unlinked passenger trip estimates

5/22/12
Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

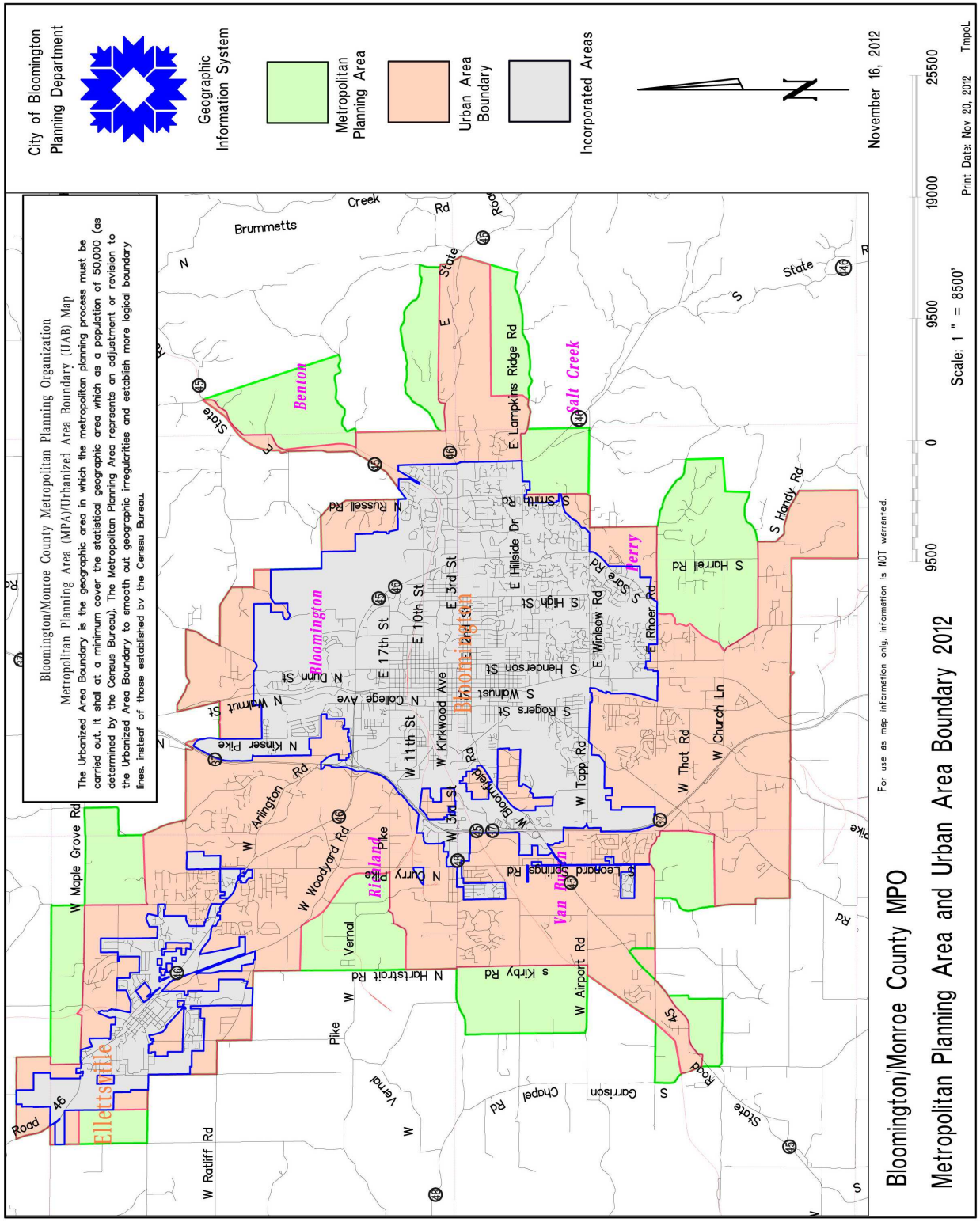
By: _____
Lew May, General Manager of Bloomington Transit

Appendix B

Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (July 1 through June 30)
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21st Century
MCCSC	Monroe County Community School Corporation
MPO	Metropolitan Planning Organization
MTP	Master Thoroughfare Plan
PDP	Program development Process
PL	Planning
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SRTS	Safe Routes To School
STP	Surface Transportation Program
TA	Transportation Alternatives
TAC	Technical Advisory Committee
TDF	Travel Demand Forecast
TEA-21	Transportation Efficiency Act for the 21st Century
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

Appendix C
BMCMPO Metropolitan Planning Area Map



http://bloomington.in.gov/media/media/application/pdf/1960.pdf

Appendix D
FY 2014 Planning Emphasis Areas

U.S. Department of Transportation
Federal Highway Administration

Indiana Division

575 N. Pennsylvania St, Room 254
Indianapolis, IN 46204
317-226-7475
317-226-7341

January 16, 2013

In Reply Refer To:
HDA-IN

Dear Indiana MPO Directors:

The Indiana Division Office of FHWA continues its annual issuance of planning emphasis areas (PEAs) for implementing Moving Ahead for Progress in 21st Century Act (MAP-21) in FY 2014. These will help us focus our efforts on priority areas and prepare all of us for future work program reviews. These PEAs are:

- Red Flag Investigations as part of Planning and Environmental Linkages (FHWA Every Day Counts Innovative Initiative)
- Quarterly Project Tracking
- ADA Transition Plans Part II
- Functional Classification Update
- MPO Change Order Process

We request that the Metropolitan Planning Organizations (MPOs) address them in their Unified Planning Work Programs or Statement of Works. The following are some comments to guide interpretation of each PEA:

Red Flag Investigations is part of the Planning & Environmental Linkages (PEL) Initiative – The PEL initiative purpose is to help MPOs and INDOT consider environmental issues early in the transportation planning process, and use information and analysis conducted in planning to assist the NEPA process. In April 2012, the MPOs and INDOT planning staff were trained to use INDOT's Red Flag Investigation template and data bases.

For FY 2014, the MPOs should be progressing towards producing the RFI reports to screen the project area for potential environmental, constructability, and engineering issues of concern prior to projects entering into the Transportation Improvement Programs. Conducting RFI early in the planning process will allow an examination of items of concern that might be impacted as a result of the proposed action and discard alternatives which contain fatal flaws before devoting time and resources to their development. Examples of RFIs can be found on either INDOT's or the Indiana MPO's websites at http://www.in.gov/indot/2523.htm or www.indianampo.com.

In developing this PEA, it was noted that the INDOT's LPA Guidance Document is silent on the role of the MPO to conduct RFI for its LPAs. FHWA request INDOT revises its LPA Guidance

Document to incorporate language that recognizes the MPOs are allowed to perform RFIs for its LPAs.

Another application that compliments the RFI and leads to a better understanding of the community is the Community Context Audit. It can be found on INDOT's website at http://www.in.gov/indot/files/CommunityContextAuditPublicInvolvementPlan.pdf. The purpose of the Community Context Audit is to provide a comprehensive understanding of the project area, to facilitate project delivery and reduce rework, and assist in the development of the public involvement plan. This application can be very beneficial in working towards ADA compliance and addressing community needs. The information can be transferred to the Community Impacts section of the NEPA document.

Quarterly Project Tracking– The MPOs are to continue developing their capabilities in tracking projects quarterly. This year the emphasis will be on the relationship MPOs have with the INDOT Districts to ensure project schedules are kept consistent and up-to-date. This includes project costs, and anticipated letting dates. Please indicate in the UPWP who from the INDOT Districts is working with the MPO tracking meetings. How do they participate and how often? How are changes being made to INDOT's SPMS, as result of the tracking meetings? How timely are they and what types of changes are made? Each MPO should also calculate the percent of projects delivered in the most recent year of the TIPs, by type of project sponsor (i.e., State vs. LPA). "Success" is to be defined by the number of projects shown for construction in the current year, actually being awarded in the current year published in the TIP. This performance indicator will help documents the reliability of the projects shown in the TIP and help identify ways to improve this reliability for all partners.

American Disabilities Act Transitions Plans Part II – MPOs are to ensure local public agencies (LPAs) with projects in the Transportation Improvement Program (TIP) have provided a status of their ADA Transition Plan to the appropriate MPO. Further, for those entities with greater than 50 employees that have yet to complete their ADA Transition Plan, the MPO should continue to encourage and assist the LPAs (as appropriate) with the completion of those plans. The MPOs will need to report a completion status of the ADA transition Plans for those entities with greater than 50 employees to FHWA and to INDOT.

The MPOs should also work to identify entities within their metropolitan planning areas (MPAs) with fewer than 50 employees. For these entities, the MPO should review INDOT's 18-month letting list for projects, and also determine the status of these entities' transition plans (accessibility plans) to ensure funding is forwarded only to those who have the required plans. Each MPO should provide a report to INDOT and FHWA to help develop a shared understanding of those entities, as well as the status of their ADA transition planning.

Lastly, the MPOs along with FHWA and INDOT should look to identify agencies that have consistent success in implementing their transition plans, so those entities can be congratulated and used as examples for others to model.

Functional Classification Review – With the issuance of the 2010 Census data, MPOs are completing or have completed an update of its Adjusted Urban Area Boundaries in FY 2013. MPOs need to review the functional classification of roadways in their planning areas and

3

determine if any changes are necessary in the MPO's transportation network. This is also an appropriate time to update the National Highway System and National Network for Trucks:

> **National Highway System Updates –** MAP-21 enhanced the NHS system to include all principal arterials. MPOs are requested to reconsider the appropriate roads that should be part of the NHS network within their MPA as part of the functional classification review.
>
> **National Truck Network Revisions** – FHWA is also requesting INDOT and the MPOs examine the National Truck Network in your respective areas. It will be updated as a result of the assessment of functional classification in your planning areas.

All changes to functional classification, NHS and the National Network will need to be coordinated with Eric Conklin at INDOT, econklin@indot.in.gov. All changes will need concurrence from your MPO and INDOT to be considered by FHWA. Please see Attachment 1.

MPO Change Order Process – To ensure proper management of federal funds, each MPO is required to have in place a change order process instructing INDOT on how the MPO wants to manage change orders to projects after letting. The process should address how a request for additional funding for something not anticipated in the original bid, or something that has changed due to a change in the project or its scope. The change order process is to be sent to Gary Eaton or Karen Hicks, geaton@indot.in.gov or khicks@indot.in.gov. FHWA request a copy as well. Please see Attachment 2.

If you have any questions, please contact your FHWA Planning and Environmental Specialist or INDOT MPO Liaison.

Sincerely,

Joyce E. Newland
Planning Program Manager

cc:
Indiana MPO Council
Kathy Eaton-McKalip, INDOT
Roy Nunnally, INDOT
Gary Eaton, INDOT
Karen Hicks, INDOT
Eric Conklin, INDOT
Debby Thomas, INDOT

Appendix E
Adoption Resolutions

Bloomington/Monroe County Metropolitan Planning Organization

ADOPTION RESOLUTION FY 2012-19

RESOLUTION ADOPTING THE UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEARS 2013 AND 2014 as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) on May 11, 2012.

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

WHEREAS, The BMCMPO must develop and adopt a Unified Planning Work Program (UPWP) detailing all planning activities that are anticipated in the MPO urbanized area over the next programming years and document the work that will be performed with federal highway and transit planning funds; and

WHEREAS, the work conducted to create the Unified Planning Work Program was performed under Element 101 of the Fiscal Years 2011-2012 Unified Planning Work Program;

NOW, THEREFORE, BE IT RESOLVED:

(1) That the Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the Fiscal Years 2013-2014 Unified Planning Work Program; and

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

PASSED AND ADOPTED by the Policy Committee by a vote of 7 - 0 upon this 11th day of May, 2012.

Jack Baker
Vice-Chair, Policy Committee
Bloomington/Monroe County MPO

Attest: Scott Robinson
Long Range/Transportation Manager
Bloomington/Monroe County MPO