



CITIZENS ADVISORY COMMITTEE

August 26, 2009

6:30 – 8:00 p.m.

McCloskey Room (#135)

Suggested Time:

- 6:30 PM I. Call to Order
- II. Approval of Minutes:
 - A. June 24, 2009
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
- 6:45 PM V. Reports from the MPO Staff
 - A. Ball State Student Study
 - B. FY 2009 4th Quarter Progress Report
 - C. North Campus Area Study
 - D. American Recovery and Reinvestment Act Projects
- 7:15 PM VI. Old Business
 - A. Long Range Vision Statement/Project Prioritization Discussion
- 7:45 PM VII. New Business
 - A. Transportation Enhancement Review Committee
- VIII. Communications from Committee Members (*non-agenda items*)
 - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
 - A. Policy Committee – September 11, 2009 at 1:30 p.m. (McCloskey Room)
 - B. Technical Advisory Committee – September 23, 2009 at 10:00 a.m. (McCloskey Room)
 - C. Citizens Advisory Committee – September 23, 2009 at 6:30 p.m. (McCloskey Room)
- 8:00 PM Adjournment

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

Citizens Advisory Committee Meeting Minutes
June 24, 2009 McCloskey Conference Room 135, City Hall

Citizens Advisory Committee (CAC) Minutes are transcribed in a summarized outline manner. Audio recordings from the meeting are available in the Planning Department for reference.

Attendance

Citizens Advisory Committee (Voting Members): Chair Jack Baker (McDoel Gardens NA), Sarah Ryterband (Prospect Hill NA), Natalie Wrubel (League of Women Voters), Ted Miller (citizen), Elizabeth Cox-Ash (McDoel Gardens NA), Buff Brown (B-TOP), Laurel Cornell (citizen), David Walter (6th & Ritter NA), and Joanne Henriot (Bryan Park NA).

Others In Attendance (including Non-Voting CAC Members): Randy Paul (citizen), Jay Mitchell (INDOT), David Butts (INDOT), Mary Jo Hamman (Michael Baker Group), Christine Carver (B-TOP), Greg Alexander (B-TOP), Jelene Campbell (Green Acres NA), Jessie Rome (citizen), Jen Naylor (citizen), Shawn Naylor (citizen), Jane Spearman (Green Acres NA), Scott Robinson (BMC MCO Staff), and Raymond Hess (BMC MPO Staff).

- I. Call to Order (~6:35 PM)**
- II. Approval of Minutes** - The minutes from the May 27, 2009 meeting were accepted by the CAC with one correction.
- III. Communications from the Chair** - Mr. Baker had no reports.
- IV. Reports from the Officers and/or Committees** – There were no reports.
- V. Reports from the MPO Staff**
 - A. Ball State Student Study** - Mr. Hess indicated that there is no news related to this since he has been unable to get a hold of Mr. Scott Truex from Ball State University.
 - B. Long Range Vision Statement/Project Prioritization Discussion** - Mr. Robinson reminded the Committee of their ‘homework’ to assign values to the working outline in an effort to begin the process of developing a scoring system. Ms. Wrubel objected to the idea of project prioritization and felt the values were arbitrary and would not guide project selection. Mr. Baker encouraged the Committee to continue with these efforts and bring their thoughts to the next meeting.
- VI. Old Business**
 - A. FY 2009-2010 Unified Planning Work Program Amendment** – Mr. Desmond explained that the MPO adopts a Unified Planning Work Program (UPWP) in order to demonstrate how federal and local funds will be spent by the MPO. An amendment to the UPWP is warranted in order to add the FY2010 funding. Additionally, new tasks were added to some of the UPWP elements. These changes include tasks related to 2010 Census coordination, Americans with Disabilities Act transition plans, quarterly project reports, Transportation Enhancement funding administration, a transit feasibility study, and start-up of a car-sharing program. The concept of car-sharing was explained and discussed at length. Sarah Ryterband made a motion to recommend approval of the

UPWP as presented to the Policy Committee. Elizabeth Cox-Ash seconded the motion and it passed unanimously.

B. FY 2010-2013 Transportation Improvement Program - Mr. Hess reviewed the draft Transportation Improvement Program (TIP). He noted that the Complete Streets Policy was applied in its development, but only to new projects. Mr. Hess reviewed the differences between the FY2009-2012 TIP and the new FY2010-2013 TIP. He noted which projects seek compliance with the Complete Streets Policy and highlighted changes to projects as proposed by Indiana Department of Transportation, Monroe County, City of Bloomington, Town of Ellettsville, Community School Corporations, Rural Transit, Bloomington Transit, and Indiana University Transit. He also noted an email from Ms. Ryterband requesting that INDOT's SR45/46 Bypass project be postponed from FY2010 to FY2011 so that the impacts of the project to the community can be properly assessed and possibly mitigated. Mr. Hess clarified that the CAC is requested to take two actions: 1. Make a recommendation as to whether applicable projects are Complete Streets Compliant; and 2. Make a recommendation on adoption of the TIP.

Ms. Ryterband stated she was happy to see that the Complete Streets Policy was followed. She motioned that the six projects (Fullerton Pike, Mt. Tabor Rd. Bridge, 17th/Arlington roundabout, Old 37 and Dunn intersection, Sare/Rogers Roundabout, and Tapp/Rockport Roundabout) are compliant with the Complete Streets Policy. Ms. Cox-Ash seconded the motion and it passed unanimously.

Ms. Ryterband then motioned to change the construction year for the SR45/46 bypass project from 2010 to 2011. She said that the community has changed significantly since the project was first conceptualized. Ms. Cornell seconded the motion. Mr. Walter checked the INDOT website which stated that the project is scheduled to be let July 15th. Mr. Mitchell doubted that the project would be let by this date. Julie Campbell and other residents of the Green Acres Neighborhood expressed concern about the project's impact to their neighborhood. The project will take down trees but does not include a sound barrier. Crossing the bypass by foot or by bike is difficult now and expanding the bypass will only make it deadlier. Christine Carver suggested people need to get out of their cars in order to curb the obesity problem – the bypass only exacerbates this problem. Jen Naylor asked why the pedestrian overpass was removed from the TIP. Mr. Hess explained that the State, the University, and the City could not come to an agreement on how to implement it. Ms. Naylor stated that this only compounds the issue and Mr. Naylor indicated he had been hit trying to cross the Bypass at the Polly Grimshaw Trail. Mr. Brown asked Mr. Mitchell the implications of delaying the project. Mr. Mitchell replied that ultimately the decision to delay the project rests with the Policy Committee. However, from INDOT's perspective, projects need to be delivered on time and on budget and a delay may have an adverse effect. Additionally, a drastic change to the project may cause an inconsistency between the MPO's TIP and the State's TIP (STIP). Mr. Brown suggested that the area needs to be restudied since most of the travel is local and not intercity. Mr. Baker asked if INDOT would consider any of these concerns if the project was delayed a year. Mr. Mitchell said he was not in a position to say. Mr. Mitchell stated that some of the details about the project could be learned at the public

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

information meeting on July 9th. Mr. Paul asked what the Policy Committee felt about the project. Mr. Baker said he was unable to speak to that specifically but has heard a lot of discontent about the project. Ms. Ryterband called for the question and to end discussion. Mr. Walter seconded and the motion passed unanimously. Mr. Baker then called for the vote on Ms. Ryterband's original motion to change the construction of the Bypass from 2010 to 2011. The motion passed unanimously.

Ms. Cox-Ash motioned to extend the meeting until 8:30pm. Mr. Walter seconded and the motion passed unanimously.

Ms. Ryterband then made a motion to accept the TIP as changed. Mr. Walter seconded. In response to a question from Mr. Brown, Mr. Hess clarified the funding for the Jackson Creek Trail and the Cascades Trail. Mr. Robinson further explained that the City conducted a feasibility study on the Cascades trail. The motion passed unanimously.

C. I-69 Hardship Right-of-Way Acquisition (INDOT) - Mr. Desmond explained that INDOT wishes to acquire a property at the southwest corner of State Road 37 and Tapp Road. All proposed configurations of the future I-69 project show significant impact to this property. Therefore, the property owner has been unable to sell it and has petitioned INDOT to purchase it from her through their hardship acquisition process. This proposal was considered and turned down by the Policy Committee earlier this year. INDOT found a Code of Federal Regulation citation which states that regionally significant projects must be in the MPO's TIP despite the funding source. INDOT would like the MPO to reconsider this request. Additionally, the I-69 project is in the Long Range Transportation Plan and actions of the MPO should not contradict this document. Also, FHWA views this project as a stand-alone project and not an outright endorsement of future aspects of I-69. Mr. Desmond also explained the possible ramifications if the project was denied and there was an inconsistency with the TIP and STIP: 1) the MPO's TIP could be frozen until it is brought back into compliance; 2) INDOT could withhold the MPO's suballocation of Surface Transportation Program (STP) funding; 3) INDOT could terminate the agreement that established the MPO; or 4) INDOT could do nothing. Mr. Desmond indicated that there is no indication which option INDOT would exercise. Mr. Butts answered a question from a previous meeting by stating that the property owner does not need to reside on the property to qualify for a hardship acquisition.

Ms. Cox-Ash stated she will vote for this amendment because she understands that the property owner is unable to sell their biggest asset. She also stated she is against I-69 and how INDOT has handled this project and public input. Ms. Ryterband asked why this project is considered regionally significant. Mr. Mitchell explained it refers to projects that require federal action and that this project and I-69 as a whole meet this definition. Mr. Butts said that regionally significant refers to the amount of traffic that the highway carries or will carry. Ms. Ryterband asked if the project is fiscally constrained. Mr. Mitchell stated that the acquisition of this property is fiscally constrained. He also explained that the State is committed to build I-69 and that the section through this area will use innovative financing. There is a reasonable expectation that this funding will be available for purposes of the State's Long Range Transportation Plan.

Ms. Henriot motioned to extend the meeting until 9pm. Ms. Cox-Ash seconded and the motion passed unanimously.

Mr. Mitchell continued that the burden of proof for funding will come after the environmental impact statement is complete. Ms. Wrubel asked if the MPO ever received a letter from FHWA. Mr. Desmond indicated that FHWA had the phone conversation with MPO staff instead of sending a letter. Ms. Ryterband expressed sympathy for the property owner but reservations about the I-69 project and its impact to this community and others. She has concerns about the environment and INDOT's route selection for I-69. For these reasons, she will be voting no on this amendment. Mr. Baker asked if INDOT is compelled to buy the property if it meets the hardship criteria. Mr. Butts and Mr. Mitchell replied that INDOT must pursue the action to purchase the property if the hardship acquisition criteria have been met. Ms. Henriot asked how INDOT arrived at the purchase price. Mr. Butts explained that it is a rough estimate. Mr. Butts also explained that INDOT turns down the vast majority of hardship acquisition requests that it receives. Mr. Baker asked if other pots of funding could be used to acquire this property. Ms. Hamman indicated that it would still have to be reflected in the TIP regardless of the source of funding. Mr. Alexander asked if the Policy Committee could remove I-69 from the Long Range Plan. Mr. Baker stated that I-69 had to be included in the Long Range Plan but that there is stated opposition to the project in the document. Mr. Miller stated that if this project is not meant to be construed as an endorsement of I-69, he is hard-pressed to vote against it knowing the hardship that the property owner is under. Ms. Henriot felt there was little room to deny this project if the consequences to the City and other projects would be negative. Ms. Cox-Ash moved to approve the hardship acquisition and Ms. Henriot seconded. The motion passed by a roll-call vote of 5-2-1-1 (Yes – Walter, Miller, Henriot, Cox-Ash, Baker; No – Wrubel, Ryterband; Abstain – Cornell; Recuse – Brown).

VII. New Business – There was no new business

VIII. Communications from Committee Members

A. Topic Suggestions for future agendas – no suggestions.

IX. Upcoming Meetings

A. Policy Committee – June 26, 2009 at 1:30pm (Council Chambers)

B. Summer Recess – July 2009

C. Technical Advisory Committee – August 26, 2009 at 10:00 a.m. (McCloskey Room)

D. Citizens Advisory Committee – August 26, 2009 at 6:30 p.m. (McCloskey Room)

Adjournment (~8:30 PM)

*These minutes were _____ by the CAC at their regular meeting held on August 26, 2009.
(staff initials: RCH //2009)*

F.Y. 2009 Unified Planning Work Program Fourth Quarter Progress Report April 1, 2009 – June 30, 2009

Executive Summary

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is charged with implementation of the Fiscal Year 2009-2010 Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the BMCMPPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds. This progress report for the fourth quarter of the 2009 fiscal year covers activities accomplished between April 1 and June 30, 2009.

The Bloomington/Monroe County Metropolitan Planning Organization had several notable accomplishments this quarter. It successfully updated its annual documents, namely an amendment to the FY 2009-2010 Unified Planning Work Program and a new FY 2010-2013 Transportation Improvement Program. The BMCMPPO also processed numerous amendments to the existing FY 2009-2012 Transportation Improvement Program including amendments related to the American Recovery and Reinvestment Act. Staff produced the CY 2007 Crash Report using data provided by the State of Indiana. Lastly, a new policy to administer and award the BMCMPPO's suballocation of Transportation Enhancement funds was adopted in May.

The BMCMPPO continued its commitment to a comprehensive, cooperative and continuous transportation planning and programming process. The BMCMPPO facilitated communication between all levels of government, including local public agencies (LPAs), the Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA). Additionally, the BMCMPPO engaged the community through various committees and through the dissemination of information. BMCMPPO staff coordinated meetings of the Policy Committee, the Technical Advisory Committee, the Citizens Advisory Committee, and the Safe Routes to School Task Force. Additionally, BMCMPPO staff regularly participated in meetings of the Bloomington Bicycle and Pedestrian Safety Committee, the Monroe County Alternative Transportation and Greenways System Plan Technical Advisory Committee, City of Bloomington Projects Team meetings, and various other committees that are concerned with transportation planning in the BMCMPPO urbanized area.

BMCMPPO staff also performed core functions to ensure the continued operation of the BMCMPPO. Such tasks involved preparing quarterly billings for the third quarter of FY 2009 and providing project input and oversight.

Contract service agencies of the BMCMPPO provided invaluable services as well. Bloomington's Engineering Department conducted routine traffic counts, maintained permanent traffic count stations, analyzed and recorded road pavement conditions, and conducted work on the City's 10 year pavement schedule. Indiana University and a consultant began significant work on the North Campus Area Study, including public workshops and other public outreach measures.

F.Y. 2009 Unified Planning Work Program Fourth Quarter Progress Report April 1, 2009 – June 30, 2009

Work Program Elements

#101 - Transportation Planning Coordination

This element includes activities associated with administering the BMCMPPO Policy Committee, the BMCMPPO Technical Advisory Committee, and daily BMCMPPO administrative activities with the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT). Additionally, the BMCMPPO must develop and administer the Unified Planning Work Program (UPWP) which describes all planning activities and documents that will be performed with federal planning monies and local matching funds over the course of the fiscal year. The BMCMPPO and its staff must also administer FHWA and Federal Transit Administration (FTA) grants associated with the FY 2009-2010 UPWP. Lastly, BMCMPPO staff participates in monthly meetings of the statewide Indiana MPO Council.

During this quarter, the BMCMPPO accomplished the following tasks:

A. Intergovernmental Coordination:

- BMCMPPO staff coordinated Policy Committee meetings (minutes, packets, staff support at meetings):
 - April 3, 2009
 - May 8, 2009
 - June 26, 2009 (rescheduled from June 12, 2009)
- BMCMPPO staff coordinated Technical Advisory Committees (TAC) meetings (minutes, packets, staff support at meetings):
 - April 22, 2009
 - May 27, 2009
 - June 24, 2009
- The BMCMPPO administered and managed BMCMPPO staff
- BMCMPPO staff fostered interagency coordination with FHWA, INDOT, and local project partners
 - Continued coordination with INDOT concerning the State projects (SR45, SR45/46, I69)
 - Grant coordination
 - Surface Transportation Program (STP);
 - American Recovery and Reinvestment Act (ARRA);
 - Highway Safety Improvement Program (HSIP);
 - Transportation Enhancement (TE);
 - Safe Routes To School (SRTS).
 - Extensive coordination to program American Recovery and Reinvestment Act funds
 - Developed and adopted a local process to award and administer Transportation Enhancement funds (adopted 5/8/09).
 - Provided information to assist with the annual State audit (CTAR).
 - Census and Participant Statistical Areas Program (PSAP) coordination
- BMCMPPO staff participated in Bloomington Transit's downtown transfer facility charrettes (6/17/09)

B. Unified Planning Work Program:

- Developed and adopted an amendment to the FY 2009-2010 Unified Planning Work Program to add FY 2010 Planning funds and address new planning emphasis areas as suggested by FHWA.

C. Planning Grant Administration

- BMCMPPO staff tracked the BMCMPPO's fiscal activities:
 - Tracked expenditures and receipts for the 3rd and 4th quarters of F.Y. 2009
 - Produced F.Y. 2009 3rd Quarter Billings

D. Indiana Metropolitan Planning Organization Council

- BMCMPPO staff attended Indiana MPO Council Meetings:
 - April 23, 2009
 - May 28, 2009
 - June 25, 2009

#102 - Training and Professional Development

This element includes activities to continue development of BMCMPPO staff expertise through the 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.

During this quarter, the BMCMPPO accomplished the following tasks:

A. Staff Training, Education, and Technical Needs

- BMCMPPO staff attended the following trainings:
 - Zoning for Transit Oriented Development webinar (4/15/09);
 - American Planning Association National Conference (4/26-29/09)
 - Inclusionary Housing webinar (5/13/09);
 - ADA Compliance webinar (5/19/09);
 - Complete Streets and Context Sensitive Solutions webinar (6/11/09);
 - Census CTPP webinar (6/12/09);
 - 2009 Planning Law Review webinar (6/24/09);
 - Complete Streets workshop (6/29-30/09);

#103 - Public Participation Coordination

This element includes activities to solicit citizen input into the transportation planning process through monthly meetings of the Citizens Advisory Committee (CAC). Additionally, the BMCMPPO is to maintain a website so that citizens, businesses, and other interested parties can download reports, data, updates, and other information related to the functions of the BMCMPPO. Lastly, the BMCMPPO must keep current its Public Participation Plan and the associated Citizens Guide to Transportation Planning so that citizens can become familiar with the workings of BMCMPPO activities, contacts, and resources.

During this quarter, the BMCMPPO accomplished the following tasks:

A. Citizens Advisory Committee:

- BMCMPPO staff coordinated Citizens Advisory Committee Meetings (minutes, packets, staff support at meetings):
 - April 22, 2009
 - May 27, 2009
 - June 24, 2009
- Worked with the CAC on preliminary project prioritization which incorporates the vision statement of the 2030 Long Range Transportation Plan.

B. Web Site Administration

- BMCMPPO staff managed web pages
 - Posted materials related to BMCMPPO Committees (PC, TAC, CAC) meetings, agendas, and packets
 - Maintained the BMCMPPO , Policy/Advisory Committees , transportation planning, and bicycle & pedestrian planning webpages
 - Posted plans and documents on the BMCMPPO's webpage as well as the documents clearinghouse webpage

C. Public Involvement Process

- Held a 30 day public review and comment period (5/20/09-6/18/09) for the FY2009-2010 Transportation Improvement Program as well as a hardship right-of-way acquisition project for I-69 (INDOT)

#201 - Transportation Improvement Program

This element includes activities to develop a Transportation Improvement Program (TIP) pursuant to U.S. Department of Transportation requirements which details all federal-aid projects. The BMCMPO is now responsible for administering a local Highway Safety Improvement Program. Staff also attends monthly meetings with representatives from various City of Bloomington departments for transportation project management coordination.

During this quarter, the BMCMPO accomplished the following tasks:

A. Transportation Improvement Program

- The BMCMPO amended the FY 2009-2012 TIP as follows:
 - Awarded the BMCMPO's ARRA suballocation to Monroe County, Bloomington, and Ellettsville (4/3/09);
 - Amended Bloomington Transit's Operational Assistance project (4/3/09);
 - Amended Rural Transit's Stimulus Package Purchases (5/8/09);
 - Added INDOT's SR 48 preventive maintenance project (5/8/09);
- The BMCMPO developed and adopted the FY2010-2013 TIP:
 - Call for projects (4/23/09-5/13/09)
 - Met with LPAs to discuss process and projects (5/4/09 & 5/18/09)
 - 30 Day public comment period (5/20-6/18/09)
 - TAC and CAC review (5/27/09 & 6/24/09)
 - Policy Committee review and adoption (6/26/09)

B. Highway Safety Improvement Program (HSIP)

- No tasks were accomplished by the BMCMPO this quarter with HSIP

C. Project Coordination

- BMCMPO staff attended monthly meetings of the City of Bloomington's Projects Team
 - April 16, 2009
 - May 21, 2009
 - June 18, 2009

#202 – Short-Range Transportation Studies

This element includes special studies to be conducted by the BMCMPO and its project partners, often with the assistance of a consultant. Specifically, the BMCMPO will work with IU and the City of Bloomington to conduct a North Campus Area Study to evaluate current and future transportation conditions for all modes of travel and make recommendations for improvements that would address mobility issues along the 10th Street corridor. The BMCMPO will also work with the City to complete the West 2nd Street Feasibility Study to address traffic congestion, access management, and lack of alternative transportation facilities along this corridor. Lastly, the Citizens Advisory Committee will submit project ideas to a student design team from Rose-Hulman Institute of Technology or Ball State University to address a transportation issue.

During this quarter, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. North Campus Area Study

- BMCMPO continued coordination between the University, the City, the BMCMPO, and the consultant.
- Public workshops were held at the Monroe County Public Library and the Kelley School of Business (4/16/09)

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- B. West 2nd Street Feasibility Study
 - No tasks were accomplished by the BMCMPPO this quarter with the 2nd Street Feasibility Study
 - C. CAC/Student Assisted Study
 - No tasks were accomplished by the BMCMPPO this quarter with the Student Assisted Study

#301 – Long Range Transportation Plan

This element includes activities to update the Long Range Transportation Plan and the associated Travel Demand Model. Additionally, this element includes activities to develop and maintain a Regional Intelligent Transportation Systems (ITS) Architecture in order to identify technological solutions to improve the safety and efficiency of the transportation network.

During this quarter, the BMCMPPO accomplished the following tasks:

- A. 2035 Long Range Transportation Plan (LRTP)
 - No tasks were accomplished by the BMCMPPO this quarter with the LRTP.
- B. ITS Architecture Maintenance
 - No tasks were accomplished by the BMCMPPO this quarter with the ITS Architecture.

#401 - Vehicular Data Collection

This element includes activities to conduct vehicular volume counts within the Metropolitan Planning Area for arterial and collector streets on a rotational cycle. To standardize how this work will be done, the BMCMPPO plans to update its Traffic Counting Manual. Traffic counts will be conducted with assistance from the Bloomington Public Works Department, and the Town of Ellettsville Planning Department so that the BMCMPPO's functionally classified roadway network is covered. Additionally, the BMCMPPO will produce an annual crash report in an effort to identify potentially hazardous intersections and corridors.

During this quarter, the BMCMPPO through the help of its contract service agencies accomplished the following tasks:

- A. Traffic Volume Counting
 - The City of Bloomington Engineering Department conducted fifty-three traffic counts and ten turning movement counts.
 - The Town of Ellettsville conducted 24 traffic counts.
 - The BMCMPPO and City of Bloomington continued to support nine permanent traffic volume counting stations, including utility and maintenance costs.
- B. Annual Crash Report
 - BMCMPPO staff finalized the 2007 Annual Crash Report and presented it to the BMCMPPO Committees in May and June.

#402 - Infrastructure Management

This element includes activities to perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. Ongoing assessment of current conditions for existing and new infrastructure is performed and recorded with assistance from the Monroe County Highways Department, Bloomington Public Works Department, and the Town of Ellettsville Planning Department.

During this quarter, the BMCMPPO through the help of its contract service agencies accomplished the following tasks:

- A. Infrastructure Management Plan
 - The City of Bloomington conducted work on the three year and ten year pavement schedule and entered data into Cartegraph.
 - The Monroe County Highways Department entered data and analyzed segments as part of infrastructure management.
 - The Town of Ellettsville performed 27 segment reviews and updated the Town's street database system.

#501 - Transit, Bicycle, and Pedestrian Data Collection

This element includes activities to prepare transit ridership data and bicycle and pedestrian volume counts. This information 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.

During this quarter, the BMCMPPO with the help of its contract service partners accomplished the following tasks:

A. Transit Ridership and Bicycle/Pedestrian Data Collection

- BMCMPPO staff conducted bicycle and pedestrian counts at a few locations in Bloomington.

#502 - Short Range Alternative Transportation Studies

This element includes activities to coordinate the Safe Routes to School Task (SRTS) Force so that local stakeholders can work cooperatively to generate project ideas and apply for SRTS funding. Additionally, BMCMPPO staff will promote and encourage bicycle and pedestrian activities as viable modes of transportation through continued cooperation with the Bicycle and Pedestrian Safety Commission. BMCMPPO staff will also host bicycle skills and safety training seminars for the public. Lastly, Bloomington Transit with the assistance of a private consultant will continue work on a new Transit Development Program (TDP) which will comprehensively analyze the operations of Bloomington Transit and provide recommendations for future improvements to transit.

During this quarter, the BMCMPPO with the help of its contract service partners accomplished the following tasks:

A. Safe Routes to School (SRTS) Program

- BMCMPPO staff coordinated SRTS Task Force and subcommittee meetings (minutes, packets, &/or staff support):
 - April 1, 2009
 - May 6, 2009 (Templeton subcommittee)

B. Bicycle and Pedestrian Project Coordination

- BMCMPPO staff attended meetings and workshops of the Bicycle and Pedestrian Safety Commission:
 - April 6, 2009 (workshop)
 - April 20, 2009 (meeting)
 - May 4, 2009 (workshop)
 - May 18, 2009 (meeting)
 - June 1, 2009 (workshop)
 - June 15, 2009 (meeting)
- BMCMPPO staff attended meetings of the Monroe County Alternative Transportation Technical Advisory Committee:
 - June 15, 2009

C. LCI Training Program

- BMCMPPO staff worked with the City of Bloomington on Bike Week activities including Bike to Work Day (5/15&22/09)
- BMCMPPO staff taught a Learn to Ride class (5/11-13&18/09) to 10 adolescents
- BMCMPPO staff taught a Bike Commuter 101 (5/16/09) to 4 adults

D. Transit Development Program (TDP)

- No tasks were accomplished by the BMCMPPO this quarter with the Transit Development Program.

#503 - Long Range Alternative Transportation Programs

This element includes activities to continue implementation of the SR37/I-69 Alternative Transportation Corridor Study which was produced in FY 2007 and provided design recommendations for bicycle and pedestrian facilities for interchanges and overpasses. Additionally, the BMCMPPO must maintain the locally developed Coordinated Human Services Public

Transportation Plan and evaluate how transit projects serve the needs of the elderly, persons with disabilities, and persons with low income.

During this quarter, the BMCMPPO accomplished the following tasks:

- A. Alternative Transportation Corridor Study
 - BMCMPPO staff coordinated with City of Bloomington and INDOT personnel on new alternative transportation corridors.
- B. Coordinated Human Services Public Transit Plan
 - No tasks were accomplished this quarter with the Coordinated Plan.

Prepared by: Bloomington/Monroe County Metropolitan Planning Organization Staff
July 2009

**Bloomington/Monroe County Metropolitan Planning Organization
F.Y. 2009 UPWP - Task# Quarterly Totals**

First Quarter Summary			
Quarter	Q1 / FY 2009		
Period	07/01/2008 - 09/30/2008		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 4,711.46	\$ 18,845.85	\$ 23,557.32
102	\$ 227.22	\$ 908.87	\$ 1,136.09
103	\$ 654.48	\$ 2,617.93	\$ 3,272.41
201	\$ 432.62	\$ 1,730.47	\$ 2,163.09
202	\$ 69.06	\$ 276.23	\$ 345.29
301	\$ 938.76	\$ 3,755.04	\$ 4,693.80
401	\$ 1,960.14	\$ 7,840.58	\$ 9,800.72
402	\$ 3,195.02	\$ 12,780.09	\$ 15,975.11
501	\$ 430.30	\$ 1,721.20	\$ 2,151.50
502	\$ 3,199.00	\$ 12,796.00	\$ 15,995.00
503	\$ 100.34	\$ 401.38	\$ 501.72
Total	\$ 15,918.41	\$ 63,673.63	\$ 79,592.04

Second Quarter Summary			
Quarter	Q2 / FY 2009		
Period	10/01/2008 - 12/31/2008		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 4,332.30	\$ 17,329.19	\$ 21,661.49
102	\$ 1,275.22	\$ 5,100.88	\$ 6,376.10
103	\$ 858.02	\$ 3,432.06	\$ 4,290.08
201	\$ 410.30	\$ 1,641.20	\$ 2,051.50
202	\$ -	\$ -	\$ -
301	\$ -	\$ -	\$ -
401	\$ 2,748.85	\$ 10,995.38	\$ 13,744.23
402	\$ 420.52	\$ 1,682.10	\$ 2,102.62
501	\$ 392.20	\$ 1,568.82	\$ 1,961.02
502	\$ 480.98	\$ 1,923.92	\$ 2,404.90
503	\$ 303.40	\$ 1,213.61	\$ 1,517.01
Total	\$ 11,221.79	\$ 44,887.16	\$ 56,108.95

**Bloomington/Monroe County Metropolitan Planning Organization
F.Y. 2009 UPWP - Task# Quarterly Totals**

Third Quarter Summary			
Quarter	Q3 / FY 2009		
Period	01/01/2009 - 03/31/2009		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 6,067.02	\$ 24,268.08	\$ 30,335.10
102	\$ 458.81	\$ 1,835.25	\$ 2,294.06
103	\$ 709.75	\$ 2,838.98	\$ 3,548.73
201	\$ 148.78	\$ 595.13	\$ 743.92
202	\$ 105.00	\$ 420.01	\$ 525.02
301	\$ -	\$ -	\$ -
401	\$ 2,164.55	\$ 8,658.21	\$ 10,822.76
402	\$ 862.98	\$ 3,451.90	\$ 4,314.88
501	\$ -	\$ -	\$ -
502	\$ 472.17	\$ 1,888.68	\$ 2,360.85
503	\$ 54.01	\$ 216.05	\$ 270.06
Total	\$ 11,043.08	\$ 44,172.31	\$ 55,215.39

Fourth Quarter Summary			
Quarter	Q4 / FY 2008		
Period	04/01/2009 - 06/30/2009		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 6,112.37	\$ 24,449.50	\$ 30,561.87
102	\$ 430.20	\$ 1,720.80	\$ 2,151.01
103	\$ 583.73	\$ 2,334.92	\$ 2,918.65
201	\$ 821.76	\$ 3,287.05	\$ 4,108.82
202	\$ 6,179.26	\$ 24,717.03	\$ 30,896.29
301	\$ -	\$ -	\$ -
401	\$ 3,179.77	\$ 12,719.08	\$ 15,898.85
402	\$ 2,546.14	\$ 10,184.54	\$ 12,730.68
501	\$ 135.79	\$ 543.16	\$ 678.95
502	\$ 585.17	\$ 2,340.68	\$ 2,925.85
503	\$ 89.84	\$ 359.37	\$ 449.21
Total	\$ 20,664.04	\$ 82,656.14	\$ 103,320.18



Bloomington/Monroe County Metropolitan Planning Organization
F.Y. 2009 UPWP - Task# Budget Status

Financial Status Report: Fiscal Year 2009

Quarterly Spending Summary												
Quarter	Q1 / FY 2009			Q2 / FY 2009			Q3 / FY 2009			Q4 / FY 2009		
Period	07/01/2008 - 09/30/2008			10/01/2008 - 12/31/2008			01/01/2009 - 03/31/2009			04/01/2009 - 06/30/2009		
Element #	Local	PL/FTA	Total									
101	\$ 4,711.46	\$ 18,845.85	\$ 23,557.32	\$ 4,332.30	\$ 17,329.19	\$ 21,661.49	\$ 6,067.02	\$ 24,268.08	\$ 30,335.10	\$ 6,112.37	\$ 24,449.50	\$ 30,561.87
102	\$ 227.22	\$ 908.87	\$ 1,136.09	\$ 1,275.22	\$ 5,100.88	\$ 6,376.10	\$ 458.81	\$ 1,835.25	\$ 2,294.06	\$ 430.20	\$ 1,720.80	\$ 2,151.01
103	\$ 654.48	\$ 2,617.93	\$ 3,272.41	\$ 858.02	\$ 3,432.06	\$ 4,290.08	\$ 709.75	\$ 2,838.98	\$ 3,548.73	\$ 583.73	\$ 2,334.92	\$ 2,918.65
201	\$ 432.62	\$ 1,730.47	\$ 2,163.09	\$ 410.30	\$ 1,641.20	\$ 2,051.50	\$ 148.78	\$ 595.13	\$ 743.92	\$ 821.76	\$ 3,287.05	\$ 4,108.82
202	\$ 69.06	\$ 276.23	\$ 345.29	\$ -	\$ -	\$ -	\$ 105.00	\$ 420.01	\$ 525.02	\$ 6,179.26	\$ 24,717.03	\$ 30,896.29
301	\$ 938.76	\$ 3,755.04	\$ 4,693.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
401	\$ 1,960.14	\$ 7,840.58	\$ 9,800.72	\$ 2,748.85	\$ 10,995.38	\$ 13,744.23	\$ 2,164.55	\$ 8,658.21	\$ 10,822.76	\$ 3,179.77	\$ 12,719.08	\$ 15,898.85
402	\$ 3,195.02	\$ 12,780.09	\$ 15,975.11	\$ 420.52	\$ 1,682.10	\$ 2,102.62	\$ 862.98	\$ 3,451.90	\$ 4,314.88	\$ 2,546.14	\$ 10,184.54	\$ 12,730.68
501	\$ 430.30	\$ 1,721.20	\$ 2,151.50	\$ 392.20	\$ 1,568.82	\$ 1,961.02	\$ -	\$ -	\$ -	\$ 135.79	\$ 543.16	\$ 678.95
502	\$ 3,199.00	\$ 12,796.00	\$ 15,995.00	\$ 480.98	\$ 1,923.92	\$ 2,404.90	\$ 472.17	\$ 1,888.68	\$ 2,360.85	\$ 585.17	\$ 2,340.68	\$ 2,925.85
503	\$ 100.34	\$ 401.38	\$ 501.72	\$ 303.40	\$ 1,213.61	\$ 1,517.01	\$ 54.01	\$ 216.05	\$ 270.06	\$ 89.84	\$ 359.37	\$ 449.21
Total	\$ 15,918.41	\$ 63,673.63	\$ 79,592.04	\$ 11,221.79	\$ 44,887.16	\$ 56,108.95	\$ 11,043.08	\$ 44,172.31	\$ 55,215.39	\$ 20,664.04	\$ 82,656.14	\$ 103,320.18

Fiscal Year Budget Summary											
Element #	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio	
	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Expended	Unspent
101	\$ 13,407.00	\$ 53,628.00	\$ 67,035.00	\$ 21,223.16	\$ 84,892.62	\$ 106,115.78	\$ (7,816.16)	\$ (31,264.62)	\$ (39,080.78)	158.3%	-58.3%
102	\$ 2,500.00	\$ 10,000.00	\$ 12,500.00	\$ 2,391.45	\$ 9,565.81	\$ 11,957.26	\$ 108.55	\$ 434.19	\$ 542.74	95.7%	4.3%
103	\$ 5,000.00	\$ 20,000.00	\$ 25,000.00	\$ 2,805.97	\$ 11,223.89	\$ 14,029.86	\$ 2,194.03	\$ 8,776.11	\$ 10,970.14	56.1%	43.9%
201	\$ 4,600.00	\$ 18,400.00	\$ 23,000.00	\$ 1,813.46	\$ 7,253.86	\$ 9,067.32	\$ 2,786.54	\$ 11,146.14	\$ 13,932.68	39.4%	60.6%
202	\$ 26,500.00	\$ 106,000.00	\$ 132,500.00	\$ 6,353.32	\$ 25,413.28	\$ 31,766.60	\$ 20,146.68	\$ 80,586.72	\$ 100,733.40	24.0%	76.0%
301	\$ 27,900.00	\$ 111,600.00	\$ 139,500.00	\$ 938.76	\$ 3,755.04	\$ 4,693.80	\$ 26,961.24	\$ 107,844.96	\$ 134,806.20	3.4%	96.6%
401	\$ 11,700.00	\$ 46,800.00	\$ 58,500.00	\$ 10,053.31	\$ 40,213.25	\$ 50,266.56	\$ 1,646.69	\$ 6,586.75	\$ 8,233.44	85.9%	14.1%
402	\$ 10,400.00	\$ 41,600.00	\$ 52,000.00	\$ 7,024.66	\$ 28,098.63	\$ 35,123.29	\$ 3,375.34	\$ 13,501.37	\$ 16,876.71	67.5%	32.5%
501	\$ 2,000.00	\$ 8,000.00	\$ 10,000.00	\$ 958.29	\$ 3,833.18	\$ 4,791.47	\$ 1,041.71	\$ 4,166.82	\$ 5,208.53	47.9%	52.1%
502	\$ 8,250.00	\$ 33,000.00	\$ 41,250.00	\$ 4,737.32	\$ 18,949.28	\$ 23,686.60	\$ 3,512.68	\$ 14,050.72	\$ 17,563.40	57.4%	42.6%
503	\$ 2,140.00	\$ 8,560.00	\$ 10,700.00	\$ 547.60	\$ 2,190.41	\$ 2,738.01	\$ 1,592.40	\$ 6,369.59	\$ 7,961.99	25.6%	74.4%
Total	\$ 114,397.00	\$ 457,588.00	\$ 571,985.00	\$ 58,847.31	\$ 235,389.25	\$ 294,236.56	\$ 55,549.69	\$ 222,198.75	\$ 277,748.44	51.4%	48.6%



**Bloomington/Monroe County Metropolitan Planning Organization
F.Y. 2009 UPWP - Task# Breakdown of Services**

AGENDA ITEM V.B.

Breakdown of Services

Work Element		Programmed Funds		Funds Expended To Date			Funds Expended 4th Quarter		
		Local	PL/FTA	Local	PL/FTA	%	Local	PL/FTA	%
101	Transportation Planning Coordination	\$ 13,407.00	\$ 53,628.00	\$ 21,223.16	\$ 84,892.62	158.3%	\$ 6,112.37	\$ 24,449.50	45.6%
102	Training & Professional Development	\$ 2,500.00	\$ 10,000.00	\$ 2,391.45	\$ 9,565.81	95.7%	\$ 430.20	\$ 1,720.80	17.2%
103	Public Participation Coordination	\$ 5,000.00	\$ 20,000.00	\$ 2,805.97	\$ 11,223.89	56.1%	\$ 583.73	\$ 2,334.92	11.7%
201	Transportation Improvement Program	\$ 4,600.00	\$ 18,400.00	\$ 1,813.46	\$ 7,253.86	39.4%	\$ 821.76	\$ 3,287.05	17.9%
202	Short Range Transportation Studies	\$ 26,500.00	\$ 106,000.00	\$ 6,353.32	\$ 25,413.28	24.0%	\$ 6,179.26	\$ 24,717.03	23.3%
301	Long Range Transportation Plan	\$ 27,900.00	\$ 111,600.00	\$ 938.76	\$ 3,755.04	3.4%	\$ -	\$ -	0.0%
401	Vehicular Data Collection	\$ 11,700.00	\$ 46,800.00	\$ 10,053.31	\$ 40,213.25	85.9%	\$ 3,179.77	\$ 12,719.08	27.2%
402	Infrastructure Management	\$ 10,400.00	\$ 41,600.00	\$ 7,024.66	\$ 28,098.63	67.5%	\$ 2,546.14	\$ 10,184.54	24.5%
501	Transit, Bicycle & Pedestrian Data Collection	\$ 2,000.00	\$ 8,000.00	\$ 958.29	\$ 3,833.18	47.9%	\$ 135.79	\$ 543.16	6.8%
502	Short Range Alternative Transportation Studies	\$ 8,250.00	\$ 33,000.00	\$ 4,737.32	\$ 18,949.28	57.4%	\$ 585.17	\$ 2,340.68	7.1%
503	Long Range Alternative Transportaton Program	\$ 2,140.00	\$ 8,560.00	\$ 547.60	\$ 2,190.41	25.6%	\$ 89.84	\$ 359.37	4.2%
SUBTOTAL		\$ 114,397.00	\$ 457,588.00	\$ 58,847.31	\$ 235,389.25	51.4%	\$ 20,664.04	\$ 82,656.14	18.1%
LESS AMOUNT PREVIOUSLY BILLED				\$ 38,183.28	\$ 152,733.10				
TOTAL DUE THIS INVOICE				\$ 20,664.04	\$ 82,656.14				

Monroe County

WORK ELEMENT	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
402	\$ 8,800.00	\$ 2,200.00	\$ 11,000.00	\$ 6,839.62	\$ 1,709.91	\$ 8,549.53	\$ 1,960.38	\$ 490.09	\$ 2,450.47	77.7%	22.3%
TOTALS	\$ 8,800.00	\$ 2,200.00	\$ 11,000.00	\$ 6,839.62	\$ 1,709.91	\$ 8,549.53	\$ 1,960.38	\$ 490.09	\$ 2,450.47	77.7%	22.3%

Bloomington

WORK ELEMENT	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	\$ -	\$ -	\$ -	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	0.0%	100.0%
401	\$ 26,400.00	\$ 6,600.00	\$ 33,000.00	\$ 20,731.79	\$ 5,182.95	\$ 25,914.74	\$ 5,668.21	\$ 1,417.05	\$ 7,085.26	78.5%	21.5%
402	\$ 8,800.00	\$ 2,200.00	\$ 11,000.00	\$ 18,163.57	\$ 4,540.89	\$ 22,704.46	\$ (9,363.57)	\$ (2,340.89)	\$ (11,704.46)	206.4%	-106.4%
TOTALS	\$ 43,200.00	\$ 10,800.00	\$ 54,000.00	\$ 38,895.36	\$ 9,723.84	\$ 48,619.20	\$ 4,304.64	\$ 1,076.16	\$ 5,380.80	90.0%	10.0%

Ellettsville

WORK ELEMENT	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
401	\$ 3,200.00	\$ 800.00	\$ 4,000.00	\$ 2,055.45	\$ 513.86	\$ 2,569.31	\$ 1,144.55	\$ 286.14	\$ 1,430.69	64.2%	35.8%
402	\$ 3,200.00	\$ 800.00	\$ 4,000.00	\$ 3,095.44	\$ 773.86	\$ 3,869.30	\$ 104.56	\$ 26.14	\$ 130.70	96.7%	3.3%
TOTALS	\$ 6,400.00	\$ 1,600.00	\$ 8,000.00	\$ 5,150.89	\$ 1,287.72	\$ 6,438.61	\$ 1,249.11	\$ 312.28	\$ 1,561.39	80.5%	19.5%

Bloomington Transit

WORK ELEMENT	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
501	\$ 1,600.00	\$ 400.00	\$ 2,000.00	\$ 1,600.00	\$ 400.00	\$ 2,000.00	\$ -	\$ -	\$ -	100.0%	0.0%
502	\$ 20,000.00	\$ 5,000.00	\$ 25,000.00	\$ 7,542.79	\$ 1,885.70	\$ 9,428.49	\$ 12,457.21	\$ 3,114.30	\$ 15,571.51	37.7%	62.3%
TOTALS	\$ 21,600.00	\$ 5,400.00	\$ 27,000.00	\$ 9,142.79	\$ 2,285.70	\$ 11,428.49	\$ 12,457.21	\$ 3,114.30	\$ 15,571.51	42.3%	57.7%

Indiana University

WORK ELEMENT	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 60,000.00	\$ 15,000.00	\$ 75,000.00	\$ 21,784.00	\$ 5,446.00	\$ 27,230.00	\$ 38,216.00	\$ 9,554.00	\$ 47,770.00	36.3%	63.7%
TOTALS	\$ 60,000.00	\$ 15,000.00	\$ 75,000.00	\$ 21,784.00	\$ 5,446.00	\$ 27,230.00	\$ 38,216.00	\$ 9,554.00	\$ 47,770.00	36.3%	63.7%

**Draft LRTP Vision and Project Prioritization System
Equal Value/Weighted Score System
August 2009**

Background:

Review criteria for the Vision Statement detailed by the 2030 Long Range Transportation Plan (LRTP) have been established in order to facilitate significant achievements while attaining these important policy ideals. This check list summary is used to determine three score values: a Policy Score Value (PSV); a Technical Score Value (TSV); and an overall Project Prioritization Score (PPS) for any project seeking to be included within the most recent or future drafts of the LRTP. The checklist is broken down into three reviews or parts in order to establish a project prioritization system.

All projects will be scored by members of the Bloomington/Monroe County Metropolitan Planning Organization (details forthcoming). A project's respective scores for both PSV and TSV will be totaled and then averaged in order to assign these respective score values. The PPS value is an overall weighted score of the sums of the PSV (weight of 0.60) and the TSV (weight 0.40) to give an overall assigned Project Prioritization Score (PPS) for each project.

The PPS totals will be used to rank order all projects seeking to be included or already included in the LRTP. The respective PPS for each project will help determine which projects to include in the most recent LRTP and what priority should be given for its implementation. An example of the score is provided below to illustrate how a project could be scored by the BMCMPPO a perfect PPS score would be 100:

PSV review values: (list all reviewers' scores)
 PSV average: sum of scores/n = **PSV_a**
 PSV weighted score: PSV average x 0.6 = **PSV_w**

TSV review values: (list of all reviewers' scores)
 TSV average: sum of scores/n = **TSV_a**
 TSV weighted score: TSV average x 0.4 = **TSV_w**

PPS = PSV_w + TSV_w or PSV_a (0.6) + TSV_a (0.4)

Generally speaking all point values are given using the following basis using an equal value basis:

- 0 Point – does not significantly address the concept, element, and/or policy
- 1 Point – marginally to moderately address the concept, element, and/or policy
- 2 Points- significantly addresses the concept, element, and/or policy

Part 1: Check List for Policy Score Values (PSV) Total Points 100

Core Principles of the Vision: Grand Total Points: 14

- Community Sustainability (Points 0-2): _____
- Environmental Stewardship (Points 0-2): _____
- Fiscal Responsibility (Points 0-2): _____
- Connectivity for All Forms of Transportation (Points 0-2): _____
- Economic Vitality and Economic Development (Points 0-2): _____
- Multi-modal Accessibility (Points 0-2): _____
- Cross-jurisdictional Coordination (Points 0-2): _____

Goals and Objectives of the Vision: Grand Total Points **94**_____

Mobility and Accessibility: Total Points **20**_____

Mobility is an integral component of economic activity, recreation, education and travel. The network of transportation facilities that serves the community has been instrumental in creating a society that is highly dependent on the continuing efficiency and economy of both freight and passenger services. However, changes to this transportation network have been one of the factors which have caused an expanded metropolitan area, a dispersal of shopping and industry and the growing number of rural residents who live an urban life without living in an urban community. As a result, the transportation network of the future must provide a menu of effective choices for community mobility without creating an unnecessary expansion of Bloomington's urbanized area.

Goal 1: Develop a well-integrated, multi-modal transportation system for the efficient and economic movement of people and goods while supporting the land use policies of the respective communities Comprehensive Plans.

- Objective 1.1 Provide for better access between the arterial roadway network and major employment and activity centers (Points 0-2):_____
- Objective 1.2 Ensure connectivity of the transportation system, including all modes of travel, between jurisdictions (Points 0-2):_____
- Objective 1.3 Enhance the efficient movement of freight through maintenance, operational and capital investment decisions (Points 0-2):_____
- Objective 1.4 Identify transportation needs for individuals with limited resources and/or limited access to a personal vehicle (Points 0-2):_____
- Objective 1.5 Identify opportunities for improved coordination and cost effective delivery of transportation services associated with human services destinations such as schools, hospitals, and social service agencies (Points 0-2):_____
- Objective 1.6 Increase public transit capital and operating investment to expand, enhance, and increase the use of transit services (Points 0-2):_____

Goal 2: Create a network of multi-use pathways, bicycle routes, greenways and sidewalks that traverses the community, connects activity centers, and links recreation opportunities.

- Objective 2.1 Ensure transit, bicycle, and pedestrian facility design standards are incorporated into the design standards for thoroughfares as set forth in alternative transportation plans, thoroughfare plans, subdivision control ordinances and site design review processes (Points 0-2):_____
- Objective 2.2 Provide walkways, bikeways, and aesthetic features in association with all thoroughfare improvements to ensure their integration with the overall transportation network (Points 0-2):_____
- Objective 2.3 Identify and solicit transportation enhancement projects for the metropolitan area in a coordinated and unified manner, and aggressively pursue funding of selected projects (Points 0-2):_____
- Objective 2.4 Pursue all opportunities for the expansion of the community's alternative transportation and greenways networks, including rail-to-trail and rail-with-trail projects (Points 0-2):_____

Traffic Mitigation: Total Points **26**_____

Traffic mitigation refers to actively reducing the demand for automobile trip-making, and in turn reducing the traffic impacts associated with trip-making. This principle is intended to reduce the

frequency and length of auto trips through the application of a variety of key land use and transportation principles. The first component of traffic mitigation is mixed-use development, which reduces travel demand by placing residential areas in closer proximity to the shopping, employment and recreation destinations they seek. In addition, support of a compact urban form for development will keep trip lengths low, and allow more areas to be serviced by alternative modes of travel. Finally, investment in and support for these alternative modes of travel, such as walking, bicycling and public transit, must be significant and sustained to make them truly viable alternatives to personal motor vehicles.

Goal 1: Reduce the number, length, and frequency of automobile trips on a per capita basis.

Objective 1.1 Promote land use and development policies that encourage the use of alternative transportation modes over the single-occupant vehicle (Points 0-2):

Objective 1.2 Increase by one percent per year the transit vehicle revenue hours providing service with a frequency of 15 minutes or less (Points 0-2): _____

Objective 1.3 Promote the location of new institutional, commercial, and employment destinations in close proximity to transit nodes (Points 0-2): _____

Objective 1.4 Identify actions that improve physical access and remove physical barriers to the use of public transportation (Points 0-2): _____

Goal 2: Optimize the flow of traffic and the relationship between land uses to reduce traffic congestion, trip length, and trip frequencies.

Objective 2.1 Pursue transportation network design and operational policies that separate high speed/through traffic from neighborhood/local traffic (Points 0-2):

Objective 2.2 Ensure the continuity of major thoroughfares (Points 0-2): _____

Objective 2.3 Provide major thoroughfares around rather than through neighborhoods (Points 0-2): _____

Objective 2.4 Provide for connectivity in the transportation network (Points 0-2): _____

Goal 3: Develop the widest possible range of transportation alternatives to automobile trip-making by residents.

Objective 3.1 Preserve abandoned rights-of-way corridors for all modes for future transportation (Points 0-2): _____

Objective 3.2 Ensure the connection of street stubs for local circulation and linkage of residential areas to neighborhood shopping and services, educational facilities, and recreational areas (Points 0-2): _____

Objective 3.3 Facilitate the most direct access by all modes from residential areas to major transit corridors (Points 0-2): _____

Objective 3.4 Study the future potential of alternative transportation options such as light rail, dedicated bus lanes, high occupancy vehicle lanes, and a ridesharing/commuter transportation connection between Bloomington and Indianapolis (Points 0-2): _____

Objective 3.5 Encourage the integration of City, County and Indiana University mass transit systems into a single, regional authority (Points 0-2): _____

Land Use, Transportation and Quality of Life: Total Points

18 _____

Growing traffic congestion, concerns over traffic safety, and the increasing cost of upgrading roads have elevated the importance of managing access to the roadway system. Traditionally,

growth has followed a cycle whereby as an area develops, existing roads cannot effectively handle the increased traffic. When new, multi-lane facilities are constructed to relieve the pressure, they attract more traffic with the promise of limited delays and reasonable travel speeds. Additional development is naturally attracted to these facilities and a variety of new growth begins to compound, leading once again to traffic congestion that overwhelms the transportation network. This cycle typically continues until it becomes physically or economically impossible to add more capacity to the roadway. Access management together with effective land use management can preserve roadway capacity and, in turn, effectively slow down or even halt the cycle.

Goal 1: Make transportation infrastructure investments that support the development policies of the City of Bloomington Growth Policies Plan, the Monroe County Comprehensive Land Use Plan, the Town of Ellettsville Comprehensive Plan and the Indiana University Master Plan.

Objective 1.1 Improve the aesthetics of transportation facilities with streetscape features compatible with the abutting area, consistent with the community's comprehensive plan and neighborhood plans (Points 0-2): _____

Objective 1.2 Connect all high intensity activity centers to public transit (Points 0-2): _____

Objective 1.3 Direct all future high intensity land uses toward those roadway corridors with the greatest reserve traffic carrying capacity (Points 0-2): _____

Objective 1.4 Increase transit service frequency and route coverage so that more people can live within 1/4 mile of transit service with a frequency of 20 minutes or less (Points 0-2): _____

Objective 1.5 Where appropriate, encourage transit-oriented development proposals featuring building-forward design and limited parking (Points 0-2): _____

Goal 2: Make transportation infrastructure investments in a manner that protects and enhances the environment, promotes energy conservation, and improves quality of life.

Objective 2.1 Examine the overall short and long-term social, economic, energy, and environmental (social, natural, and human-made) effects of major transportation investments (Points 0-2): _____

Objective 2.2 Ensure transportation investments contribute to the overall improvement of air quality for the metropolitan area and support actions reducing the dependency on single-occupant vehicles (Points 0-2): _____

Objective 2.3 Give priority and encouragement to alternative fuels, fuel efficiency and new technologies to reduce pollution and usage of non-renewable resources (Points 0-2): _____

Objective 2.4 Plan, design, develop, construct, and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures, and neighborhoods (Points 0-2): _____

Safety and Security: Total Points

12 _____

A safe travel environment is a high priority for motorists, bicyclists, pedestrians and neighborhoods. The 2030 Long Range Transportation Plan is committed to reducing human and economic losses from death and injury attributed to mobility. The increased use of seat belts and airbags, as well as improvements in the crash resistance of vehicles, has increased transportation safety. However, it is important that complementary improvements to the transportation system and the built environment are made. Innovative approaches to accident reduction should be included in the planning process, including the use of electronics and

telecommunications for driver guidance and warning, improved roadway design and lighting, and increased enforcement.

Goal 1: Increase the safety and security of the motorized and non-motorized surface transportation systems.

Objective 1.1 Prioritize additional bicycle facilities, removal of dangerous curves, improved street surfaces, and improved connections between neighborhoods over other types of street improvements (Points 0-2): _____

Objective 1.2 Pursue transit capital investments that improve the security for transit riders and drivers including, but not limited to, improved lighting at major bus stops (Points 0-2): _____

Objective 1.3 Improve one (1) high accident location per year as identified in the annual Traffic Accident Report (Points 0-2): _____

Objective 1.4 Pursue the construction of railway/roadway grade separation (Points 0-2): _____

Objective 1.5 Reduce the number of injuries and incidents per 100 million transit passenger miles (Points 0-2): _____

Objective 1.6 Take advantage of funding opportunities provided by the Safe Routes to School Program to enhance walking and bicycling routes for school children (Points 0-2): _____

Economic Vitality: Total Points **8** _____

The places people live and work in a mobile society and the changing behavior patterns and lifestyles enabled by ease of access are supported by a less visible network for the transportation of goods and materials. A mobile society also involves a high degree of industrial specialization, with transport linking the many suppliers of parts and components with the final assembly plants. Recent emphasis on increasing industrial productivity to help compete internationally has focused on the importance of economy and reliability in transportation as a means of reducing production costs.

Goal 1: Support economic vitality of the metropolitan area through transportation investments that enhance competitiveness, productivity, and efficiency.

Objective 1.1 Provide adequate access to the Monroe County Airport, inter-modal facilities, major freight terminals and major freight distribution routes (Points 0-2): _____

Objective 1.2 Ensure that transportation investment decisions consider the recreational travel and tourism needs of Bloomington and Monroe County, particularly the State recreation areas on Lake Monroe (Points 0-2): _____

Goal 2: Improve the movement of goods through the transportation system as a means to enhance the region's economic competitiveness.

Objective 2.1 Continually evaluate the arterial street system through traffic counting and intersection analysis in order to program improvements to enhance efficiency without the need for roadway widening (Points 0-2): _____

Objective 2.2 Make strategic investments such as frontage roads, grade separation of access points, signal timing improvements, and reduction of curb cuts to maximize local connectivity to the highway system (Points 0-2): _____

Finance: Total Points **10** _____

Paying the bill for transportation facilities is a challenge in every community. Limited fiscal resources are met with the demand for improvement not only in roadway capacity, but also for bicycle, pedestrian and public transit enhancements. Careful consideration must be given to the overall program of transportation improvements so that the return on the community's investment can be maximized. This includes being strategic in selecting preferred roadway upgrades and investing in programs that reduce the need for such road projects. In addition, alternative sources of funding for transportation improvements should be utilized, including dedicated TIF districts and construction of certain facilities as a component of private development projects. Payments for transportation improvements should be viewed as long-term investments in the overall quality of life of the community.

Goal 1: Develop transportation plans and improvement programs on the basis of an integrated and comprehensive viewpoint of transportation expenditures and revenues for the maintenance, operation, and capital investment in all surface transportation modes.

Objective 1.1 Examine the effects of transportation projects within the metropolitan area without regard to the source of funding (Points 0-2): _____

Objective 1.2 Increase public transit capital and operating investment to expand, enhance, and increase the use of transit services; and increase the funding for transit operations even if the funding for streets must be reduced (Points 0-2): _____

Objective 1.3 Ensure transportation maintenance, operational, and capital investment decisions enhance the efficient movement of freight (Points 0-2): _____

Objective 1.4 Increase the return of Bloomington/Monroe County Federal highway and transit tax dollars to the Bloomington metropolitan area for transportation improvements (Points 0-2): _____

Goal 2: Preserve the investment in existing surface transportation systems and promote efficient system management and operation.

Objective 2.1 Use life-cycle costs (maintenance, operational, and capital costs) in the evaluation of the transportation alternatives and in the design and engineering of bridges, tunnels, and pavements (Points 0-2): _____

PSV Total Score: Part 1 total (Core Total + Goals and Objective Total) x (0.926 corrective value to 100 point scale) = _____

Part 2: Check List for Technical Score Values (TSV) Total Points 100

Evaluation Criteria to be Determined (Used Baltimore Framework)

Safety: Total Points 20

Crash Frequency

Crash Severity

Congestion: Total Points 15

Congestion Index (Peak Hour)

Vehicular Demand: Total Points 15

Peak Demand

Accessibility: Total Points 10

Travel Time Savings

Cost Effectiveness: Total Points 15

Capital Costs Effectiveness

Operational and Maintenance Cost Effectiveness

Connectivity: Total Points 10

Roadway

Transit

- Environment: Total Points 15
 - Air Quality
 - Natural Resources
- Non-Vehicular Demand: Total Points 40
 - Proximity to trip generators
- Non-Vehicular Need: Total Points 25
 - Connectivity
- Safety: Total Points 25
 - Perceived (Pedestrian Level of Service)
- Directness: Total Points 10
 - Directness of route

TSV Total Score: Part 2 total x 0.5 (corrective value to 100 point scale) = TSV

Part 3: Project Prioritization Score (PPS)

List of PSV scores/number of reviews = PSVa (Average)

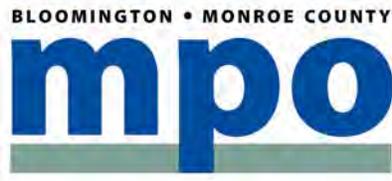
List of TSV scores/number of reviews = TSVa Average

$PPS = PSVa (0.6) + TSVa (0.4)$

Final Score: _____

Example: Summary Table of Rank Order PPS by Project:

Project E	95
Project B	92
Project C	90
Project A	88
Project Z	86
Project D	52
Project Y	22



INTRODUCTION:

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is now responsible to review and award eligible Transportation Enhancement (TE) grant applications that fall within the BMCMPPO urbanized area. Indiana Department of Transportation (INDOT) will provide technical assistance and review to ensure that any submitted TE application meets federal requirements and are activities eligible to receive TE funding (compliance review). INDOT will also continue to administer TE funds and all subsequent project management aspects (e.g. engineering design reviews, contract bids, contract awards, etc.) once the BMCMPPO has awarded TE funds to a Local Public Agency (LPA).

Under this local TE administrative system the BMCMPPO will issue an annual call for projects to closely coincide with INDOT's state-wide program and call for projects (e.g. for non-MPO areas). All LPA members of the BMCMPPO will be appropriately notified of any pertinent dates and deadlines associated with the TE program. The reason for running the local and INDOT calls for projects concurrently is twofold. First, INDOT requires their application to be used and submitted to INDOT electronically for their compliance review. Second, this will help to ensure that the BMCMPPO uses the current and most up to date application issued by INDOT.

This information packet contains general information about the Local TE Program which is a process used to select and award TE grants within the urbanized area of the BMCMPPO. The packet also contains important reference material that will be needed by an LPA to submit a TE application.

SELECTION COMMITTEE:

A TE Selection Committee will be formed after the deadline for applications has passed (usually two months after the call for projects is issued). The TE Selection Committee is responsible to review and score all applications received during the respective call for projects and to provide their recommendation to the BMCMPPO committees. At a minimum, the TE Selection Committee shall be comprised of at least one, but not more than two, member(s) from each of the BMCMPPO committees: the Policy Committee (PC), the Technical Advisory Committee (TAC), and the Citizens Advisory Committee (CAC). Members that are chosen to serve on the TE Selection Committee can do so provided the following conditions are met:

- The member is in good standing with the BMCMPPO;
- The member is nominated by their respective BMCMPPO committee to serve on the TE Selection Committee; and
- The member understands that in a good faith pledge their role is to serve in the best interest of the BMCMPPO community and not to any subordinate agency, group, or association where a perceived or real advantage may come to being through their association by serving this committee.

In addition to the BMCMPPO members serving on the TE Selection Committee, up to three at-large members may also be selected to serve on the TE Selection Committee if the MPO staff finds the composition of the committee could benefit from additional expertise outside the existing BMCMPPO membership. These at-large members may be asked to serve by the MPO staff provided the following conditions are met:

- The individual resides within the BMCMPPO urbanized area, with the exception for representative(s) of Indiana Department of Transportation, Indiana Department of Environmental Management, and other pertinent state agencies; and
- At least one of the at large members is directly associated with one of the following: Bloomington and Monroe County Visitors Bureau, Downtown Bloomington Inc., Bloomington Bicycle Club; Indiana Department of Natural Resource; Council of Neighborhood Association, a local bicycle or pedestrian advocacy or safety group, a local historic preservation group (HPC, Monroe County

Historical Society), a licensed engineer, architect, landscape architect, or planner, Indiana Department of Environmental Management, and Indiana Department of Transportation.

PROJECT SELECTION CRITERIA, REVIEW, AND AWARD PROCESS:

The TE Selection Committee shall review all applications and score them on a 100 point system as prescribed by INDOT's methodology. This scoring system is comprised of two components. One is a general score that evaluates the level of: public participation/local support, maintenance, connection to existing plans, benefit/need/quality of proposal, relation to surface transportation, assurance of local match, supplemental funding, and early coordination/consultation. The general score has a maximum of 50 points. The other component is specific to the type of TE activity for which the project is seeking funding (see Eligible Activities for the types). This component also has a maximum of 50 points. The BMCMPPO may implement a different prioritization system in the future; however currently all TE activities are considered equal and thus no additional selection criteria is needed to further consider local priorities. The merits of each application and its corresponding TE activity will be evaluated with no predetermined local priorities which would favor one TE activity over another TE activity.

Each TE Selection Committee member will be responsible to review and evaluate the submitted TE application(s). Each application/project shall be scored as described above by each TE Selection Committee member. Once the applications have been scored by the committee, the average of their respective scores will determine the rank order of the applications. In addition to the scoring and subsequent rank order of the applications, the TE Selection Committee members will also make funding recommendations based upon the estimated amount of available TE funds, the respective rank score, and the relative application funding request for each application/project. The TE Selection Committee shall not recommend partial awards.

The results of the TE Selection Committee review will be their recommendation for which application(s) to award and how much TE funding the application(s) should receive. Their recommendations then will be sent to the CAC and TAC for their consideration and subsequent recommendation. The PC will finally consider all these recommendations and make the final determination.

ELIGIBLE ACTIVITIES:

Eligible activities to be considered for TE awards are promulgated by the Federal Highway Administration. Generally these activities are described as follows:

- Provision of facilities for pedestrians and bicycles;
- Provision of safety and educational activities for pedestrians and bicycles;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs;
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- Preservation of abandoned railway corridors;
- Inventory, control, and removal of outdoor advertising;
- Archaeological planning and research;
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; and
- Establishment of transportation museums.

LIMITATIONS:

TE grant awards are based upon a grant formula where no more than 80% of the eligible costs will be reimbursed; which in turn requires a minimum of a 20% local match to be paid by the applicant. The BMCMPPO

<note: the complete TE policy is available online at <http://bloomington.in.gov/mpo>>