



POLICY COMMITTEE

September 9, 2011; 1:30 – 3:00 p.m.
Council Chambers (#115)

- I. Call to Order
- II. Approval of Minutes:
 - A. June 10, 2011
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - A. Citizens Advisory Committee
 - B. Technical Advisory Committee
- V. Reports from the MPO Staff
 - A. FY2011 4th Quarter Progress Report
 - B. LRTP Task Force
- VI. Old Business
 - A. Policy Committee Meeting Recordings on CATS
- VII. New Business – *Action Requested on all New Business**
 - A. 2012 Meeting Schedule
 - B. FY 2010-2013 Transportation Improvement Program Amendments
 - a. Fullerton Pike/Gordon Pike/Rhorer Road (Monroe County)
 - b. Karst Farm Greenway Phase I (Monroe County)
 - c. Karst Farm Greenway Phase IIa (Monroe County)
 - d. Mt. Tabor Road Bridge #33 (Monroe County)
 - e. 17th St. and Arlington Rd. Roundabout (City of Bloomington)
 - f. Old SR 37 and Dunn St. Intersection Improvement (City of Bloomington)
 - g. Sare Road and Rogers Road Roundabout (City of Bloomington)
 - h. Tapp Road and Rockport Road Roundabout (City of Bloomington)
 - i. Upgrade Signs Zone 1 (City of Bloomington)
 - j. Upgrade Signs Zone 5-8 (City of Bloomington)
 - k. 25 Foot Buses (Bloomington Transit)
 - l. Fare Collection Equipment (Bloomington Transit)
 - m. Financial Management Software (Bloomington Transit)
 - n. Maintenance Equipment Rehab (Bloomington Transit)
 - o. Next Bus Customer Info System (Bloomington Transit)
 - p. Security Equipment (Bloomington Transit)
 - q. Bus Replacement (IU Campus Transit)
 - r. Passenger Amenities (IU Campus Transit)
 - s. State Road 45 and Liberty Drive/Hickory Leaf Drive Intersection (INDOT)
 - t. State Road 46 and Smith Road (INDOT)
 - u. I-69 Section 4 (INDOT)

- C. FY2012-2015 Transportation Improvement Program Amendments
 - a. Upgrade Signs (Monroe County)
 - b. Upgrade Signs Zones 5-8 (City of Bloomington)
 - c. Heritage Trail Phase II (Town of Ellettsville)
 - d. I-69 Section 4 (INDOT)

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

- IX. Upcoming Meetings
 - A. Technical Advisory Committee – September 28, 2011 at 10:00 a.m. (McCloskey Room)
 - B. Citizens Advisory Committee – September 28, 2011 at 6:30 p.m. (McCloskey Room)
 - C. Policy Committee – November 4, 2011 at 1:30 p.m. (Location TBD)

Adjournment

**Public comment prior to vote (limited to five minutes per speaker)*



**Policy Committee Meeting Minutes
June 10, 2011 McCloskey Conference Room 135, City Hall**

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

Policy Committee: Jack Baker (Bloomington Plan Commission), Max Azizi (FHWA) , Susie Johnson (City Public Works), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Patrick Murray (CAC Chair), Andy Ruff (Bloomington City Council), Julie Thomas (Monroe County Council), and Bill Williams (Monroe County Highway Department).

Others: Adrian Reid (City Engineer), Sarah Ryterband (CAC), Michelle Allen (FHWA), and Morgan Hutton (Chamber of Commerce)

MPO Staff: Josh Desmond, Raymond Hess and Jane Weiser.

- I. **Call to Order**—Kent McDaniel called the meeting to order.
- II. **Approval of Minutes:**
 - A. **May 13, 2011**—Jack Baker moved approval, Julie Thomas seconded. The minutes were unanimously approved although Mr. Martin abstained since he did not attend meeting.
- III. **Communications from the Chair**—Mr. McDaniel suggested having an agenda item on a future agenda to discuss legal representation for the MPO. At the April meeting the MPO asked for a legal opinion of the 23-page legal opinion that was delivered to the MPO. They did not get the requested opinion and still haven't gotten it. The attorneys threatening the MPO had a copy of the opinion that the MPO didn't get. He did not blame staff.
- IV. **Reports from Officers and/or Committees**
 - A. **Citizens Advisory Committee**—Mr. Murray said that the CAC continued work on an ADA Accessibility policy. The draft was presented for comment. They will probably vote on something to present to the Policy Committee (PC) in the future. They also had an extensive discussion on the 17th and Arlington roundabout. Mr. Martin asked if this is our mechanism to come up with an updated ADA policy to meet state requirements. Mr. Murray said no, this is a draft statement that was initiated by a member of the CAC. Their statement will not address the broader concern that the Federal Government has. Mr. Azizi said that FHWA would like to have a workshop for representatives of local governments. Ms. Allen said that additional workshops could be added for associations or larger groups.
 - B. **Technical Advisory Committee**—Mr. Reid had no report.
- V. **Reports from the MPO Staff**
 - A. **Quarterly Project Tracking**—Mr. Hess presented the report. This report was developed before the last PC meeting. The projects reported on are from the old TIP. I-69 is still being reported on with this report. He offered to answer questions. He pointed out that at the end of the report there is a Change Order Tracking Spreadsheet. The MPO sets aside 5% of its

**Bloomington/Monroe County Metropolitan Planning Organization
Policy Committee**

Surface Transportation Program funding allocation into a special pot so that any projects that have cost overruns can tap into this. Our remaining balance is just over \$42,000. Any leftover funds will roll over to the new Change Order Reserve for FY2012 which starts July 1. Mr. Baker asked for an explanation of the right-of-way purchase for the S. Rogers project. Mr. Reid explained that 45 people had accepted their offers. Mr. Hess explained the \$102,650 change order for W. 3rd St. was caused by a conversion factor error when they figured the bid. Mr. Martin said it looked like a decimal point error rather than just a conversion error. Mr. Ruff said that the majority of the projects are listed as not applicable for Complete Streets. He requested a little explanation as to why on the next report.

B. Long Range Transportation Plan Task Force (LRTP-TF)—Mr. Hess reported on the progress of the LRTP-TF. There is a link to the website in the packet. The TF looked at comparable college towns to Bloomington. They have been evaluating the existing Vision Statement.

C. FHWA Certification Review—Mr. Desmond introduced Michelle Allen (FHWA) who made a presentation on the review process and some recommendations. The BMCMPO is certified for 4 more years. At the time it was determined that the MPO was in compliance with the 3 Cs. They suggest the MPO and INDOT update their agreement. Transit revenue cost estimates should reflect the year of expenditure dollars in the Transportation Plan. The Transportation Plan should involve consultation with various federal and state ancillary groups. The LRTP should include anticipated land use and growth management scenarios. A map that shows the bicycle and pedestrian routes should be included. Performance measures that show how the community has met specific goals should be part of LRTP. The MPO should discuss with INDOT the Crash Report annually to coordinate projects. FHWA commended Bloomington Transit for receiving the American Public Transportation Association 2010 Outstanding Public Transportation System Achievement Award.

Ms. Thomas asked how FHWA might force INDOT to meet accessibility standards at crosswalks, etc. Ms. Allen said their role is to make sure they have correct plans. INDOT is working on ADA Transition Plans like the MPOs are. The Transition Plan will guide how INDOT does work on signals, curbs, etc. to meet current standards. They expect more detailed guidelines from PROWAG concerning ADA accessibility requirements. Ms. Thomas asked if the Bypass is done before PROWAG requires ADA accessibility, could we go back and get anything retroactively. Mr. Azizi said FWHA usually reviews a sampling of INDOT projects. Since the MPO is raising the issue, they will pay special attention to ADA accessibility on this project. Mr. Baker asked if the facilities usually include crosswalks with facilities for the blind. Ms. Allen said she knew that it is part of PROWAG and has talked to Seymour INDOT about it. INDOT is going to put these accommodations at certain crosswalks. They just aren't sure at which intersections they will be included.

Mr. Martin referred to FHWA's recommendation to include alternate scenarios in the LRTP. The notion of having alternate plans in a LRTP makes no sense. Mr. Azizi said this could come in the vision process. Mr. Martin said that we have rejected that process. Since Bloomington is such a diverse community, we can't ever come to agreement.

VI. Old Business—No report.

VII. New Business

A. Transportation Improvement Plan(s) Amendment

1. SR 45 at Garrison Chapel/Harmony Rd intersection improvement (INDOT)

Action Requested*-- Mr. McDaniel asked if we had heard anything from INDOT about our TIP. Mr. Desmond said no. Mr. Hess said INDOT would like the MPO to amend this intersection improvement into the TIP. A 30-day public comment period produced no public comments. The County supports this project. The TAC and CAC recommended approval. He suggested amending both the old and new TIP. Ms. Johnson asked why the State is exempt from our Complete Streets policy. Mr. Hess said he understands that we can't force local policy on the State. The State is in the process of adopting a context-sensitive solution which is similar to our Complete Streets policy. If the State adopts that solution, we can present our Complete Streets policy to them. Ms. Johnson said that when a state highway is also one of our streets, she would like to see the improvements made. Mr. Martin asked Mr. Williams if the County's Greenway Plan could apply to this intersection. Mr. Williams said yes. Mr. Martin strongly advocated for a signal at the intersection. Ms. Johnson asked if this is in the area of the proposed interchange with I-69 and SR 37. Mr. Williams said no. Mr. Martin said that INDOT has said that this intersection improvement project is crucial to handle the increased traffic from I-69. *****Jack Baker moved to amend the old TIP and the new TIP to incorporate the intersection improvement at SR 45 and Garrison Chapel /Harmony Rd. Richard Martin seconded. The motion was unanimously approved.**

B. Resolution supporting referendums for transit and transportation alternatives—Mr.

McDaniel has been meeting with a coalition of transit advocacy groups that are trying get a resolution to address the issue of enabling legislation to allow voter referenda so that local communities can choose to tax themselves to support public transportation. This group is collecting local endorsements of this resolution. He asked the PC to support this legislation. He said that the Indiana Transportation Association tried to get similar legislation approved (HB 1372). That bill included a \$10.00 green fee through the BMV car registrations and the authority for a City Council to call for a referendum to create a local option income tax. The bill was killed by the chairman of the Ways and Means Committee. There is a great need for this in central and northwest Indiana. They believe that similar legislation will be introduced in 2012. Mr. Martin discussed the difficulty of passing local referenda and that a green fee might be a better way to go. Mr. Murray asked if this is a symbolic effort. Mr. McDaniel said it is to show that people support public transportation. Mr. Martin suggested changing the language to include "or other funding measures." The resolution states "that the Bloomington/Monroe County Metropolitan Planning Organization hereby supports the enactment of enabling legislation that authorizes voter referenda or other methods to enact funding measures that create dedicated and adequate funding for the design, construction, financing, operation and maintenance of transit and transportation alternatives *****Kent McDaniel moved to approve ENDORSEMENT RESOLUTION FY 2011-14. Jack Baker seconded.**

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Public Comment—Sarah Ryterband said she supports other forms of alternative transportation including bicycle and pedestrian facilities. How would we divvy up this tiny pot of money? It's a great idea and it feeds into the Complete Streets policy, too.

*****The motion was unanimously approved.**

C. Policy Committee Meeting Recordings on CATS—Mr. Hess suggested the PC should consider making a policy regarding CATS (Community Access Television) broadcasting and recording. Staff has never requested CATS to broadcast or record PC meetings so recordings of PC meetings have been irregular. If taped, the Policy Committee should probably meet in Council Chambers instead of McCloskey. Several PC members supported CATS taping all PC meetings. They would have to consider avoiding the use of acronyms and nicknames not familiar to the public. Mr. Baker said it might be good for people to understand what the MPO does. Mr. Martin said it would change the dynamic of the meetings. Ms. Johnson didn't want all meetings to be broadcast. The way they are now has resulted in very productive meetings. If they were televised, part of the way this group operates will be diminished. Mr. McDaniel asked about televising meetings that have potential public interest. Ms. Johnson said that has worked out fine. We need to know in advance to make arrangement for a meeting covered by CATS. Mr. Ruff still thought they should consider moving the meetings to Council Chambers and televising all meetings. Mr. Desmond pointed out that the meetings might be recorded but not televised live. Several members said that live broadcasting is not as important as getting the meetings on record. Ms. Thomas noted that the table in McCloskey can't always accommodate all committee members. Mr. Martin suggested talking to CATS to see what kind of notice they need. Staff should forward the draft agenda 3 weeks before the next meeting to the Policy Committee. If more than 1 PC member wants the meeting to be broadcast, it will be. It was agreed to put this item on the agenda for discussion at the next meeting.

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

A. Topic Suggestions for future agendas

IX. Upcoming Meetings

A. Technical Advisory Committee – June 22, 2011 at 10:00 a.m. (McCloskey Room)

B. Citizens Advisory Committee – June 22, 2011 at 6:30 p.m. (McCloskey Room)

C. Policy Committee – September 9, 2011 at 1:30 p.m. (McCloskey Room)

Adjournment

**Public comment prior to vote (limited to five minutes per speaker)*

The minutes were approved at the PC meeting held on (rch).

F.Y. 2011 Unified Planning Work Program Fourth Quarter Progress Report April 1, 2011 – June 30, 2011

Executive Summary

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is charged with implementation of the Fiscal Year 2011-2012 Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the BMCMPPO study area over two programming years and documents the work that will be performed with federal highway and transit planning funds. This progress report is for the fourth quarter of the 2011 fiscal year and covers activities accomplished between April 1 and June 30, 2011.

The Bloomington/Monroe County Metropolitan Planning Organization had several notable accomplishments this quarter. Particularly, the BMCMPPO adopted the FY 2012-2015 Transportation Improvement Program (Element #102). The TIP, which outlines how federal transportation funds will be spent over the course of the next four fiscal years, was developed in consultation with INDOT, local public agencies (LPAs), and extensive opportunities for public input.

During the fourth quarter, the BMCMPPO also learned the Certification Review conducted by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Indiana Dept. of Transportation (INDOT) resulted in no corrective actions (Element #101). The findings and recommendations of the review were presented to the BMCMPPO Committees in May and June.

Another notable accomplishment was that the Bloomington urbanized area received an "Accessible Transportation Coalition Initiative" (ATCI) technical assistance grant from Easter Seals after a grant proposal was submitted by the BMCMPPO, Bloomington Transit and the Southern Indiana Center for Independent Living (Element #202). ATCI is a one year systems change process which aims to motivate the community to improve the relationship between accessibility and transit.

The BMCMPPO also was involved in a great deal of bicycle related planning and safety initiatives (Element #302 and #303). Over 300 adolescent and adult cyclists were educated on bicycle safety through numerous bicycle rodeos, learn-to-ride classes, and a bicycle commuter class. The BMCMPPO also facilitated presentations on bicycle planning and bicycle friendliness by the League of American Bicyclists, the Indiana Department of Health, and Bicycle Indiana. Staff also organized the semiannual bike count in April with the assistance of numerous dedicated volunteers.

The BMCMPPO continued its commitment to a comprehensive, cooperative and continuous transportation planning and programming process (Element #101). 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, and the Citizens Advisory Committee and regularly participated in meetings of the Bloomington Bicycle and Pedestrian Safety Committee, 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 include the preparation of quarterly billings for the third quarter of FY 2011.

Contract service agencies of the BMCMPPO provided invaluable services as well. Bloomington's Engineering Department conducted routine traffic counts, analyzed and recorded road pavement conditions, and conducted work on the City's 3 year and 10 year pavement schedule (Element #203). Monroe County also input data and performed analysis for the infrastructure management plan (Element #203). The Town of Ellettsville continued work on its American with Disabilities Act Transition Plan (Element #202) and conducted traffic counts (Element #203). Bloomington Transit

and a consultant completed 97% of the Grimes Lane Facility Study (Element #301) and collected transit rider data (Element #303).

F.Y. 2011 Unified Planning Work Program Fourth Quarter Progress Report April 1, 2011 – June 30, 2011

Work Program Elements

#101 – Transportation Planning Coordination

This element includes activities associated with administering the BMCMPPO Policy Committee, the BMCMPPO Technical Advisory Committee, the Citizens 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 work 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) planning grants associated with the FY 2011-2012 UPWP. BMCMPPO staff participates in monthly meetings of the statewide Indiana MPO Council. BMCMPPO staff is also expected to attend regular trainings and conferences to develop staff expertise. The BMCMPPO will also foster dissemination of information through the upkeep of its website. Lastly, the BMCMPPO will ensure that the public participation process is followed and improved upon.

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 8, 2011
 - May 13, 2011
 - June 10, 2011
- BMCMPPO staff coordinated Technical Advisory Committees (TAC) meetings (minutes, packets, staff support at meetings):
 - April 27, 2011
 - May 25, 2011
- BMCMPPO staff coordinated Citizens Advisory Committees (CAC) meetings (minutes, packets, staff support at meetings):
 - April 27, 2011
 - May 25, 2011
 - June 22, 2011
- The BMCMPPO administered and managed BMCMPPO staff.
- BMCMPPO staff fostered interagency coordination with FHWA, INDOT, and local project partners
 - Continued coordination with INDOT concerning State projects like SR45/46 and I-69 (4/15/11, 4/21/11, 5/25/11)
 - Staff participated in a Statewide Transportation Improvement Program (STIP) hosted by INDOT in Seymour (4/6/11)
 - Staff participated in a contract review webinar hosted by INDOT (6/22/11)

B. Unified Planning Work Program:

- The BMCMPPO amended the UPWP to bring in new Planning Emphasis Areas from the FHWA and add funds for FY2012 (4/8/11).
- The BMCPO received notification from the Federal Highway Administration and the Federal Transit Administration that no corrective actions were identified as part of the certification review conducted in January. The findings were presented to the MPO Committees in May and June.

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. 2011
 - Produced FY 2011 3rd Quarter Billings.

D. Indiana Metropolitan Planning Organization Council

- BMCMPPO staff attended Indiana MPO Council Meetings:
 - April 28, 2011
 - May 26, 2011
 - June 23, 2011

E. Staff Training and Education

- Staff attended a Local Initiatives Support Corporation webinar on complete streets (4/6/11)
- Staff attended the American Planning Association's National Planning Conference in Boston, MA (4/9-12/11)
- Staff attended a City of Bloomington professional management class (4/20/11)
- Staff attended an American Institute of Certified Planner (AICP) webinar on renewable local energy (5/11/11)
- Staff attended a National Association of City Transportation Officials webinar on bike facilities (5/25/11)
- Staff attended an Association of Metropolitan Planning Organizations webinar on transportation bill reauthorization (5/26/11)
- Staff attended a National Association of Regional Councils webinar on transportation reauthorization (6/6/11)
- Staff attended a public health café webinar hosted by the Indiana Dept. of Health (6/14/11)
- Staff attended an AICP webinar on planning law (6/29/11)

F. 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, Long Range Transportation Task Force, and bicycle & pedestrian planning webpages
 - Posted plans and documents on the BMCMPPO's webpage as well as the documents clearinghouse webpage

G. Public Participation Process

- The BMCMPPO issued a 30 day written public comment period:
 - TIP amendment to add INDOT's intersection improvement project at SR45 and Garrison Chapel/Harmony Road (5/7/11)

#102 – 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. This task includes on-going project coordination, federal aid grant coordination and assistance, quarterly project tracking, and attendance of project development meetings. The BMCMPPO is responsible for administering a local Highway Safety Improvement Program (HSIP) which awards funds to projects which address safety issues. The BMCMPPO is also responsible for administering a local allocation of Transportation Enhancement (TE) funds used for eligible projects focused on the expansion of transportation choices and the enhancement of the transportation experience. Lastly, the BMCMPPO has taken a lead role in the program administration of a Safe Routes to School (SRTS) initiative and the management of the associated SRTS Task Force.

During this quarter, the BMCMPPO accomplished the following tasks:

A. Transportation Improvement Program

- The BMCMPPO amended the FY2010-2013 Transportation Improvement Program as follows:

- Added INDOT's intersection improvement project at SR45 and Garrison Chapel Road/Harmony Road (6/10/11)
- Grant coordinatiion
 - i. Surface Transportation Program (STP)
 - ii. FTA grants
- Developed the FY2012-2015 Transportation Improvement Program
 - Presented the draft FY2012-2015 TIP to the Policy Committee (4/8/11). The Policy Committee adopted the FY2012-2015 TIP (5/13/11).
- BMCMPO staff attended meetings of the City's Projects Team
 - April 21, 2011
 - May 19, 2011
 - June 16, 2011
- B. Highway Safety Improvement Program Administration
 - BMCMPO staff locally coordinated the State's call for projects for HSIP funds. The Policy Committee awarded HSIP funds to the City of Bloomington for sign upgrades, pending authorization from INDOT (4/8/11).
- C. TE Program Administration
 - The BMCMPO received notification from INDOT that the BMCMPO's award of TE funds to the Town of Ellettsville's Heritage Trail Project Phase II was eligible (6/20/11).
- D. Safe Routes to School Program Administration
 - BMCMPO in coordination with the Monroe County Community School Corporation submitted a non-infrastructure grant application for comprehensive education, encouragement, and outreach activities aimed at increasing walking and biking and safety at seven city elementary schools (5/27/11).

#201 – Long Range Transportation Plan

This element includes activities to embark upon a multi-year process to update the Long Range Transportation Plan and the associated Travel Demand Model. The update will include public participation and support for technical expertise provided by a consultant. This element also includes licensing fees for TransCAD, the computer program used to create the Travel Demand Model.

During this quarter, the BMCMPO accomplished the following tasks:

- A. 2035 Long Range Transportation Plan
 - BMCMPO staff coordinated the Long Range Transportation Plan Task Force (staff recaps, packets, staff support at meetings):
 - Researched other MPOs and presented findings and began discussions about the visioning process (5/23/11).
 - Met with a modeling expert to discuss strategies on the Travel Demand Forecast Model update associated with the LRTP update (6/23/11).
 - Maintained a webpage dedicated to the LRTP Task Force.
 - Reviewed, modified, and transmitted (6/20/11) the Census traffic analysis zones and traffic analysis districts.

#202 – Short Term Transportation Studies and Activities

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 the Citizens Advisory Committee to submit project ideas to a student design team from Rose-Hulman Institute of Technology or Ball State University to address a transportation issue. Additionally, the BMCMPO will provide a support role to local public agencies in the development or update to their American with Disabilities Act Transition Plans.

During this quarter, the BMCMPO accomplished the following tasks:

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- A. CAC/Student Assisted Study
 - No tasks were accomplished by the BMCMPPO this quarter with the Student Assisted study.
 - B. ADA Transition Plans
 - The Bloomington Urbanized Area was selected by the Easter Seals as one of ten communities to receive an “Active Transportation Coalition Initiative” technical assistance grant. The Easter Seals will begin the ATCI with a community accessibility and transportation workshop on September 13-14, 2011. The steering committee is a collaboration between the BMCMPPO, Bloomington Transit, and the Southern Indiana Center for Independent Living. The steering committee met (4/21/11, 5/31/11) and worked on the invitation list and workshop logistics.
 - The Town of Ellettsville continued work on its ADA Transition Plan and participated in an ADA training.

#203 – Data Collection and Analysis

This element includes activities to conduct vehicular volume counts within the Metropolitan Planning Area for arterial and collector streets on a rotational cycle. 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. The Bloomington Public Works Department, the Town of Ellettsville, and Monroe County Highway Department will continue to develop and maintain a comprehensive infrastructure management plan, with emphasis on pavement management. 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. Additionally, the BMCMPPO will produce an annual crash report in an effort to identify potentially hazardous intersections and corridors.

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

- A. Traffic Volume Counting
 - The City of Bloomington Engineering Department conducted sixty-eight traffic counts and four turning movement counts in addition to support work for these counts. This also includes administrative duties associated with these counts.
 - The Town of Ellettsville conducted over twenty-four hours of traffic counts.
 - BMCMPPO and City staff attended a Highway Performance Monitoring System training held by INDOT (4/28/11).
- B. Infrastructure Management Plan
 - The City of Bloomington performed work on the three year and ten year pavement schedule and entered data into Cartegraph.
 - Monroe County Highways Department continued segment data input and analysis, updated inventory data of new roadways and traffic counts in area including impacts of Section 4 of I-69.
- C. Intelligent Transportation System Architecture Maintenance
 - No tasks were accomplished by the BMCMPPO this quarter with the ITS Architecture
- D. Annual Crash Report
 - BMCMPPO staff began work on the next crash report which will analyze calendar years 2008-2010.

#301 – Long Range Alternative Transportation Planning

This element includes activities to study long term bicycle, pedestrian, and transit investments. Specifically, Bloomington Transit will study, with the help of a consultant, the expansion of the Grimes Lane Operations facility which serves Bloomington Transit and IU Campus Transit.

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

- A. Grimes Lane Operations Facility Study

- Bloomington Transit, with the help of a consultant, completed 97% of the Grimes Lane Operations Facility Study.

#302 – Short Range Alternative Transportation Studies and Activities

This element includes activities to maintain the locally developed Coordinated Human Services Public Transportation Plan which evaluates how transit projects serve the needs of the elderly, persons with disabilities, and persons with low income. Additionally, the BMCMPPO 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 and other outreach on alternative forms of transportation.

During this quarter, the BMCMPPO accomplished the following tasks:

- A. Coordinated Human Services Public Transit Plan
 - Refer to element #202.B on tasks associated with the Accessible Transportation Coalition Initiative. This effort may result in changes to the Coordinate Plan.
- B. Bicycle and Pedestrian Safety and Project Coordination
 - Attended and provided staff support to the Bloomington Platinum Cycling Task Force
 - April 14, 2011
 - May 12, 2011
 - May 26, 2011
 - June 9, 2011
 - June 23, 2011
 - Staff also planned and implemented the Platinum Bike Summit, a community workshop designed to solicit input on how to make Bloomington a premier cycling community. Approximately 70 were in attendance at the event (4/28/11). Staff also tabled special events like Bloomingfoods' Bike to Work Day event (5/20/11) and the library (5/19/11, 5/23/11) to get additional feedback through surveys
 - Attended and provided staff support to the Bloomington Bicycle and Pedestrian Safety Commission
 - April 4, 2011
 - April 18, 2011
 - May 2, 2011
 - May 16, 2011
 - June 6, 2011
 - Staff helped host a visit, award ceremony, and presentations by Bill Nesper, the Director of the Bicycle Friendly America Program with the League of American Bicyclists (4/14/11)
 - Staff discussed with Monroe County the completion of a Bicycle Friendly Community application (6/8/11). Staff also partnered with Monroe County staff on a breakfast network session focused on bicycle infrastructure (5/12/11).
 - Staff attended the Monroe County Alternative Transportation and Greenways System Plan Technical Committee meeting (4/25/11, 5/23/11, 6/27/11).
 - Staff tabled a bicycling table at the City's Health Fair (4/5/11) and ushered a budgetary appropriation through City Council (4/20/11) for the bike light campaign to be held later this year
 - Staff discussed bicycle initiatives with IU (4/6/11) including IU Student Association's bike share program (4/20/11)
 - Staff helped host a bicycle planning workshop conducted by the Indiana Department of Health and Bicycle Indiana and attended by approximately 25 people (5/10/11).
 - Staff helped teach bicycle safety basics to area children at the following events:
 - Bryan Park bicycle rodeo – 5 children attended (5/7/11)
 - Arlington Elementary bicycle rodeo – 46 children attended (5/9/11)
 - Summit Elementary bicycle rodeo – 78 children attended (5/13/11)
 - University Elementary bicycle rodeo – 40 children attended (5/14/11)
 - Fairview Elementary bicycle rodeo – 85 children attended (5/16/11)
 - Learn to Ride – 23 children attended (5/17-19/11 and 5/24-26/11)

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- Monroe County Public Library bicycle rodeo – 12 children attended (6/21/11)
 - Staff taught an adult bicycle safety class, Bicycle Commuter 101 – 3 adults attended (5/29/11)
 - BMCMPO staff provided support to the City's bike pool program.

#303 – 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 BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Transit Ridership and Bicycle/Pedestrian Data Collection

- Bloomington Transit conducted 135 ridership surveys.
- Staff conducted bicycle counts at 28 intersections with the help of 50 hours of volunteer labor (4/18-28/11).
- Staff also continued with regular counts of bike rack usage in downtown Bloomington.

Prepared by:
Bloomington/Monroe County Metropolitan Planning Organization Staff
July 2011

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Financial Status Report: Fiscal Year 2011

Quarterly Spending Summary												
Quarter	Q1 / FY 2011			Q2 / FY 2011			Q3 / FY 2011			Q4 / FY 2011		
Period	07/01/2010 - 09/30/2010			10/01/2010 - 12/31/2010			01/01/2011 - 03/31/2011			04/01/2011 - 06/30/2011		
Element #	Local	PL/FTA	Total									
101	\$ 6,316.01	\$ 25,264.02	\$ 31,580.03	\$ 5,877.82	\$ 23,511.28	\$ 29,389.10	\$ 7,115.24	\$ 28,460.97	\$ 35,576.21	\$ 6,040.49	\$ 24,161.96	\$ 30,202.45
102	\$ 292.41	\$ 1,169.65	\$ 1,462.07	\$ 447.89	\$ 1,791.55	\$ 2,239.43	\$ 1,664.53	\$ 6,658.10	\$ 8,322.63	\$ 780.96	\$ 3,123.85	\$ 3,904.81
201	\$ 426.49	\$ 1,705.96	\$ 2,132.45	\$ 497.33	\$ 1,989.30	\$ 2,486.63	\$ 579.82	\$ 2,319.30	\$ 2,899.12	\$ 484.97	\$ 1,939.86	\$ 2,424.83
202	\$ 25.81	\$ 103.23	\$ 129.04	\$ 0.13	\$ 0.51	\$ 0.64	\$ 474.22	\$ 1,896.89	\$ 2,371.12	\$ 574.52	\$ 2,298.07	\$ 2,872.59
203	\$ 3,307.86	\$ 13,231.45	\$ 16,539.31	\$ 2,849.37	\$ 11,397.49	\$ 14,246.86	\$ 1,783.03	\$ 7,132.11	\$ 8,915.14	\$ 1,746.21	\$ 6,984.84	\$ 8,731.05
301	\$ 2,868.22	\$ 11,472.89	\$ 14,341.11	\$ 1,979.43	\$ 7,917.73	\$ 9,897.16	\$ 2,178.21	\$ 8,712.86	\$ 10,891.07	\$ 667.68	\$ 2,670.72	\$ 3,338.40
302	\$ 884.38	\$ 3,537.52	\$ 4,421.90	\$ 766.28	\$ 3,065.11	\$ 3,831.39	\$ 1,622.21	\$ 6,488.86	\$ 8,111.07	\$ 3,323.96	\$ 13,295.86	\$ 16,619.82
303	\$ 210.65	\$ 842.58	\$ 1,053.23	\$ 111.95	\$ 447.79	\$ 559.74	\$ 273.10	\$ 1,092.42	\$ 1,365.52	\$ 581.63	\$ 2,326.53	\$ 2,908.17
Total	\$ 14,331.83	\$ 57,327.31	\$ 71,659.13	\$ 12,530.19	\$ 50,120.76	\$ 62,650.95	\$ 15,690.38	\$ 62,761.51	\$ 78,451.89	\$ 14,200.42	\$ 56,801.69	\$ 71,002.12

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	\$ 57,276.00	\$ 229,104.00	\$ 286,380.00	\$ 25,349.56	\$ 101,398.24	\$ 126,747.80	\$ 31,926.44	\$ 127,705.76	\$ 159,632.20	44.3%	55.7%
102	\$ 16,400.00	\$ 65,600.00	\$ 82,000.00	\$ 3,185.79	\$ 12,743.15	\$ 15,928.94	\$ 13,214.21	\$ 52,856.85	\$ 66,071.06	19.4%	80.6%
201	\$ 12,800.00	\$ 51,200.00	\$ 64,000.00	\$ 1,988.60	\$ 7,954.42	\$ 9,943.02	\$ 10,811.40	\$ 43,245.58	\$ 54,056.98	15.5%	84.5%
202	\$ 6,300.00	\$ 25,200.00	\$ 31,500.00	\$ 1,074.68	\$ 4,298.71	\$ 5,373.38	\$ 5,225.32	\$ 20,901.29	\$ 26,126.62	17.1%	82.9%
203	\$ 27,600.00	\$ 110,400.00	\$ 138,000.00	\$ 9,686.47	\$ 38,745.89	\$ 48,432.36	\$ 17,913.53	\$ 71,654.11	\$ 89,567.64	35.1%	64.9%
301	\$ 6,200.00	\$ 24,800.00	\$ 31,000.00	\$ 7,693.55	\$ 30,774.19	\$ 38,467.74	\$ (1,493.55)	\$ (5,974.19)	\$ (7,467.74)	124.1%	-24.1%
302	\$ 3,880.00	\$ 15,520.00	\$ 19,400.00	\$ 6,596.84	\$ 26,387.35	\$ 32,984.19	\$ (2,716.84)	\$ (10,867.35)	\$ (13,584.19)	170.0%	-70.0%
303	\$ 2,800.00	\$ 11,200.00	\$ 14,000.00	\$ 1,177.33	\$ 4,709.32	\$ 5,886.65	\$ 1,622.67	\$ 6,490.68	\$ 8,113.35	42.0%	58.0%
Total	\$ 133,256.00	\$ 533,024.00	\$ 666,280.00	\$ 56,752.82	\$ 227,011.27	\$ 283,764.08	\$ 76,503.18	\$ 306,012.73	\$ 382,515.92	42.6%	57.4%

Monroe County

WORK ELEMENT	PROGRAMMED AMOUNT (2011&2012)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 6,000.00	\$ 1,500.00	\$ 7,500.00	\$ -	\$ -	\$ -	\$ 6,000.00	\$ 1,500.00	\$ 7,500.00	0.0%	100.0%
203	\$ 17,600.00	\$ 4,400.00	\$ 22,000.00	\$ 5,879.30	\$ 1,469.82	\$ 7,349.12	\$ 11,720.70	\$ 2,930.18	\$ 14,650.88	33.4%	66.6%
TOTALS	\$ 23,600.00	\$ 5,900.00	\$ 29,500.00	\$ 5,879.30	\$ 1,469.82	\$ 7,349.12	\$ 17,720.70	\$ 4,430.18	\$ 22,150.88	24.9%	75.1%

Bloomington

WORK ELEMENT	PROGRAMMED AMOUNT (2011&2012)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 6,000.00	\$ 1,500.00	\$ 7,500.00	\$ -	\$ -	\$ -	\$ 6,000.00	\$ 1,500.00	\$ 7,500.00	0.0%	100.0%
203	\$ 70,400.00	\$ 17,600.00	\$ 88,000.00	\$ 24,452.24	\$ 6,113.06	\$ 30,565.30	\$ 45,947.76	\$ 11,486.94	\$ 57,434.70	34.7%	65.3%
TOTALS	\$ 76,400.00	\$ 19,100.00	\$ 95,500.00	\$ 24,452.24	\$ 6,113.06	\$ 30,565.30	\$ 51,947.76	\$ 12,986.94	\$ 64,934.70	32.0%	68.0%

Ellettsville

WORK ELEMENT	PROGRAMMED AMOUNT (2011&2012)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 6,000.00	\$ 1,500.00	\$ 7,500.00	\$ 2,967.06	\$ 741.77	\$ 3,708.83	\$ 3,032.94	\$ 758.23	\$ 3,791.17	49.5%	50.5%
203	\$ 12,800.00	\$ 3,200.00	\$ 16,000.00	\$ 765.08	\$ 191.27	\$ 956.35	\$ 12,034.92	\$ 3,008.73	\$ 15,043.65	6.0%	94.0%
TOTALS	\$ 18,800.00	\$ 4,700.00	\$ 23,500.00	\$ 3,732.14	\$ 933.04	\$ 4,665.18	\$ 15,067.86	\$ 3,766.96	\$ 18,834.82	19.9%	80.1%

Bloomington Transit

WORK ELEMENT	PROGRAMMED AMOUNT (2011&2012)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
301	\$ 24,000.00	\$ 6,000.00	\$ 30,000.00	\$ 29,931.12	\$ 7,482.78	\$ 37,413.90	\$ (5,931.12)	\$ (1,482.78)	\$ (7,413.90)	124.7%	-24.7%
303	\$ 3,200.00	\$ 800.00	\$ 4,000.00	\$ 2,100.57	\$ 525.14	\$ 2,625.71	\$ 1,099.43	\$ 274.86	\$ 1,374.29	65.6%	34.4%
TOTALS	\$ 27,200.00	\$ 6,800.00	\$ 34,000.00	\$ 32,031.69	\$ 8,007.92	\$ 40,039.61	\$ (4,831.69)	\$ (1,207.92)	\$ (6,039.61)	117.8%	-17.8%

MEMORANDUM



To: BMCMPO Policy Committee
From: Raymond Hess, Sr. Transportation Planner
Date: June 3, 2011
Re: Policy Committee Meeting Recordings on CATS

Policy Committee Meeting Recordings

Policy Committee meetings have been recorded irregularly by Community Access Television Services (CATS) over the past several years. Historically, requests have been made directly to CATS to film and broadcast meetings by a Policy Committee member or the public if the Policy Committee was expected to discuss I-69.

Staff would like the Policy Committee to consider making the filming and broadcasting of its meetings more predictable for the benefit of the public, Committee members, staff, and CATS.

Some considerations:

- Which meetings of the Policy Committee should be filmed and broadcast by CATS (all, none, other)?
- If filmed, by what date should regular recording begin?
- If filmed, the meeting room will likely need to be changed from the McCloskey Room to Council Chambers.

MEMORANDUM



To: BMCMPO Policy Committee
From: Raymond Hess, Transportation Planner
Date: September 2, 2011
Re: Calendar Year 2012 Meeting Schedule

The Committees of the Bloomington/Monroe County Metropolitan Planning Organization must consider their meeting schedules for the 2012 calendar year. If the Policy Committee wishes to continue to meet on the second Friday of approximately every other month, the meeting schedule would be as follows:

January 13, 2012 (*tentative/back-up*)
February 10, 2012
March 9, 2012 (*tentative/back-up*) (Spring Break = March 10-March 18, 2012)
April 13, 2012
May 11, 2012 (*tentative/back-up*)
June 8, 2012
July – Summer Recess
August 10, 2012 (*tentative/back-up*)
September 14, 2012
October 12, 2012 (*tentative/back-up*)
November 9, 2012
December – Winter Recess

Consensus Requested

The Policy Committee is asked to come to consensus on the meeting schedule for 2012 so that the room can be reserved accordingly.

MEMORANDUM



To: BMCMPO Policy Committee
 From: Raymond Hess, Transportation Planner
 Date: September 2, 2011
 Re: FY2010-2013 Transportation Improvement Program (TIP) Amendments.

The Policy Committee adopted the “new” FY2012-2015 Transportation Improvement Program (new TIP) on May 13, 2011. The Policy Committee decided as part of the TIP approval to remove I-69 from INDOT’s project list. As a result, the State rejected this new TIP without I-69 and did not incorporate it into the Statewide Transportation Improvement Program (STIP). This action ultimately nullified the new 2012-2015 TIP.

Consequently, the BMCMPO must rely on the “old” 2010-2013 TIP since it has been approved by the State in its current form. Unfortunately, there are discrepancies across numerous projects between the “old” 2010-2013 TIP and the “new” 2012-2015 TIP. Several projects have cost differentials in fiscal years 2012 and 2013 when comparing the old and new TIPs.

Therefore, the FY2010-2013 TIP is requested to be amended to reflect the most current project information. Additionally, a few projects need to be added and INDOT has requested that the construction phase of I-69 be amended into the old TIP.

Amendments to Monroe County Projects:

a.)

Monroe County Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Fullerton Pike/Gordon Pike/Rhorer Rd.	PE ROW CON	Local	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000
Location: SR 37 to Sare Road		Local				
Description: Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long)						
DES#: 0801059						
Support: GPP, LRTP						
Allied Projects: SR 37/I-69, Sare Road		TOTAL	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000

Changes: Added PE costs in FY2012 and FY2013; removed ROW costs in FY2012 and FY2013.

b.)

Monroe County Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: Karst Farm Greenway (Phase I)	PE				
Location: South of Vernal Pike to Karst Farm Park					
Description: Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)	ROW	Local			
DES#: 0600370	CON	TE		\$ 1,000,000	
Support: LRTP, MCATGSP, BATGSP, ERCP		Local		\$ 901,328	
Allied Projects: Ellettsville Heritage Trail, B-Line Trail	TOTAL		\$ -	\$ -	\$ 1,901,328
					\$ -

Changes: Increased total construction costs and moved construction to FY2012.

c.)

Monroe County Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: Karst Farm Greenway (Phase IIa)	PE	Local		\$ 60,000	\$ 35,000
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)	ROW	Local			\$ 15,000
DES#: <i>to be assigned</i>	CON	TE			\$ 430,000
Support: LRTP, MCATGSP, BATGSP, ERCP		Local			\$ 107,500
Allied Projects: Ellettsville Heritage Trail, B-Line Trail	TOTAL		\$ -	\$ -	\$ 60,000
					\$ 587,500

Changes: Added Preliminary engineering and right-of-way phases to the project.

Note: This is considered a major amendment because of the addition of the right-of-way phase.

d.)

Monroe County Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: Mt. Tabor Road Bridge #33	PE	Local	\$ 50,000	\$ 50,000	\$ 50,000
Location: Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road					
Description: Bridge replacement	ROW	Local			\$ 15,000
DES#: 0801060	CON	STP			
Support: Bridge Inventory & Safety Inspection, LRTP		Local			
Allied Projects:	TOTAL		\$ 50,000	\$ 50,000	\$ 50,000
					\$ 15,000

Changes: Moved right-of-way to FY2013 and decreased the total right-of-way cost; Moved the construction phase to a year (2014) outside the timeframe of this TIP.

Bloomington/Monroe County Metropolitan Planning Organization

Amendments to City of Bloomington Projects:

e.)

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: 17th St. & Arlington Rd. Roundabout	Intersection of Arlington Road, W. 17th Street and N. Monroe Street	STP	\$ 200,000		\$ 70,928	
Location:		Local	\$ 50,000		\$ 17,732	
Description:	Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	STP			\$ 700,000	
		Local			\$ 175,000	
DES#: 0900216	L RTP	STP				\$ 2,600,000
Support:		Local				\$ 650,000
Allied Projects: Crestline Development, Vernal Pike & Crescent Rd.		TOTAL	\$ 250,000	\$ -	\$ 963,660	\$ 3,250,000

Changes: Added engineering costs in FY2012; Moved right-of-way costs to FY2012; Increased construction costs.

f.)

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Old SR 37 & Dunn St. Intersection Improvements	At the intersection of Old SR 37 & Dunn St.	STP				
Location:		Local				\$ 209,000
Description:	Improve horizontal and vertical geometry and sight distance at the intersection and on approaches	STP				
		Local				
DES#: To be assigned	L RTP	STP				
Support:		Local				
Allied Projects: Proposed development on Old SR 37		TOTAL	\$ -	\$ -	\$ -	\$ 209,000

Changes: Moved engineering phase to FY2013.

g.)

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Sare Rd and Rogers Rd Roundabout	Intersection of Sare Rd and East Rogers Rd	Local	\$ 64,000			
Location:						
Description:	Upgrade 4-way stop controlled intersection to modern roundabout	Local	\$ 75,000			
DES#: 0900213	L RTP	STP				\$ 1,890,000
Support:		Local				\$ 472,500
Allied Projects: New waterline (CBU), Sare Road Ph 2		TOTAL	\$ 139,000	\$ -	\$ -	\$ 2,362,500

Changes: Moved construction to FY2013 and increased construction costs.

Note: This is considered a major amendment because the change in cost exceeds 100%.

h.)

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Tapp Rd & Rockport Rd Intersection Improvements	PE	STP	\$ 203,498		\$ 52,000	
Location: At the intersection of Tapp Rd/Country Club Dr. and Rockport Rd.		Local	\$ 50,875		\$ 13,000	
Description: Modernize intersection and upgrade from 4-way stop to roundabout or signal	ROW	STP				\$ 254,434
		Local				\$ 63,609
DES#: 0901730	CON					
Support: LRTP, BBPTGSP						
Allied Projects: Tapp/Adams Roundabout, Rogers/Country Club Intersection Improvements		TOTAL	\$ 254,373	\$ -	\$ 65,000	\$ 318,043

Changes: Added engineering costs in FY2012; Added right-of-way costs in FY2013.

i.)

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Upgrade Signs (Zone 1)	PE					
Location: Various locations (downtown, IU, core neighborhoods)						
Description: Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devises (MUTCD) retroreflectivity requirements on roadways	ROW					
		HSIP			\$ 90,000	
DES#: 1006383	CON	Local			\$ 10,000	
Support: MUTCD						
Allied Projects:		TOTAL	\$ -	\$ -	\$ 100,000	\$ -

Changes: Moved Construction to FY2012 and reduced construction costs.

j.)

City of Bloomington Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: Upgrade Signs (Zones 5-8)	PE					
Location: Various locations (downtown, IU, core neighborhoods)						
Description: Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devises (MUTCD) retroreflectivity requirements on roadways	ROW					
		HSIP			\$ 90,000	
DES#: to be assigned	CON	Local			\$ 10,000	
Support: MUTCD						
Allied Projects:		TOTAL	\$ -	\$ -	\$ 100,000	\$ -

Changes: This is a new project; Added construction phase in FY2012.

Amendments to Bloomington Transit Projects:

k.)

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: 25 Foot Buses	FTA 5307		\$ 60,000	\$ 62,400	\$ 64,900
Description: Purchase of one new 25-foot bus in 2011 and one 25-foot bus in 2012).	Local		\$ 15,000	\$ 15,600	\$ 16,225
DES#: 1172615					
Support: LRTP, TDP	TOTAL	\$ -	\$ 75,000	\$ 78,000	\$ 81,125

Changes: Added implementation costs in FY2013.

l.)

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Fare Collection Equipment	FTA 5309			\$ 800,000	
Description: Electronic registering equipment w/ swipe card 7 transfer printing capability for all BT & BT Access buses & pass vending kiosks	Local			\$ 200,000	
DES#: n/a					
Support:	TOTAL	\$ -	\$ -	\$ 1,000,000	\$ -

Note: The figures in italics represent illustrative funding.

Changes: This is a new project; Added implementation costs in FY2012.

m.)

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Financial Management Software	FTA 5307			\$ 40,000	
Description: Replace existing financial management and accounting software	Local			\$ 10,000	
DES#: n/a					
Support: LRTP, GPP, TDP	TOTAL	\$ -	\$ -	\$ 50,000	\$ -

Changes: This is a new project; Added implementation costs in FY2012.

n.)

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Maintenance Equipment Rehab	FTA 5307			\$ 32,000	
Description: Rehabilitate existing vehicle hoists in BT & IU Campus Garage	Local			\$ 8,000	
DES#: n/a					
Support: LRTP, TDP	TOTAL	\$ -	\$ -	\$ 40,000	\$ -

Changes: This is a new project; Added implementation costs in FY2012.

o.)

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Security Equipment	FTA 5307			\$ 40,000	
Description: Purchase of surveillance camera technology for Grimes Lane operations facility	Local			\$ 10,000	
DES#: n/a					
Support: TDP	TOTAL	\$ -	\$ -	\$ 50,000	\$ -

Changes: This is a new project; Added implementation costs in FY2012.

p.)

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Next Bus Customer Info System	FTA5309				\$ 400,000
Description: Purchase and install new Next Bus Customer Information System with web and cell phone applications	Local				\$ 100,000
DES#: n/a		<i>Note: The figures in italics represent illustrative funding</i>			
Support: TDP, ITS	TOTAL	\$ -	\$ -	\$ -	\$ 500,000

Changes: This is a new project; Added implementation costs in FY2013.

Amendments to IU Campus Bus Transit Projects:

q.)

Indiana University Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Bus Replacement	FTA5309	\$ -	\$ -	\$ 4,592,000	\$ 2,469,600
Description: Replace existing bus fleet with 35 foot low floor hybrid-electric buses	Local	\$ -	\$ -	\$ 1,148,000	\$ 617,400
DES#: n/a		<i>Note: The figures in italics represent illustrative funding</i>			
Support: n/a	TOTAL			\$ 5,740,000	\$ 3,087,000

Changes: Changed project description; Increased project costs in FY2012 and FY2013.

r.)

Indiana University Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Bus Shelters	FTA 5309	\$ -	\$ -	\$ 120,000	\$ 124,800
Description: Replace existing shelters and construct additional shelters on campus	Local	\$ -	\$ -	\$ 30,000	\$ 31,200
DES#: n/a		<i>Note: The figures in italics represent illustrative funding</i>			
Support: n/a	TOTAL			\$ 150,000	\$ 156,000

Changes: Changed project description; Removed project costs in FY2011; Updated costs in FY2012; Added project costs in FY2013.

Amendments to INDOT Projects:

s.)

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: State Road 45	LE	STP State				
Location: Intersections of SR 45 and Libery Dr./Hickory Leaf Dr.		STP State			\$ 1,600	
Description: Intersection improvement with added turn lanes	ROW	STP State			\$ 400	
DES#: 0400392	CON	STP State				\$ 60,000
Support: Non-Interstate Preservation		STP State				\$ 15,000
Allied Projects: n/a	TOTAL		\$ -	\$ -	\$ 2,000	\$ 75,000

Changes: This is a new project. Added right-of-way in FY2012; Added construction in FY2013.

Note: This is considered a major amendment because of the addition of a right-of-way acquisition phase.

t.)

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: State Road 46	PE	STP				
Location: Intersection of SR 46 and Smith Road		State				
Description: Intersection improvements	ROW	STP				
		State				
DES#: 0100773	CON	STP			\$ 478,278	
Support: Safety Improvements		State			\$ 119,570	
Allied Projects: n/a		TOTAL	\$ -	\$ -	\$ 597,848	\$ -

Changes: Construction was moved to FY2012 and increased in cost.

Note: This is considered a major amendment because the change in cost exceeds 100%.

u.)

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
Project: I-69 Section 4 segment	PE	NHS		\$ 2,200,000		
Location: Boundary of Planning Area (creek s. of Rolling Glen Estates) to SR 37 (s. of Bloomington) (~1.75 miles long)		State		\$ 550,000		
Description: New Interstate highway road construction with conditions added concerning karst terrain (preservation and reporting requirements) and road access (Harmony Rd., That Rd., Bolin Rd., & other locations) (NOTE: refer to Resolution FY2011-06 in Appendix VIII)	ROW	NHS		\$ 2,496,000		
		State		\$ 624,000		
DES#: TBD	CON	NHS				\$ 25,600,000
Support: LRTP		State				\$ 6,400,000
Allied Projects:		TOTAL		\$ 2,750,000	\$ 3,120,000	\$ 32,000,000

Changes: Added construction costs in FY2013.

Note: This is considered a major amendment because of the addition of construction phase of a capacity adding project.

Public Comment

Amendments to the Karst Farm Greenway Ph IIs (b), Sare and Rogers Roundabout (g), SR45 and Liberty Dr. intersection (s), SR46 and Smith Rd. (t), and I-69 Section 4 Segment (u) are considered “major amendments” per the Public Participation Plan because they either reflect a change in cost >100%, added a right-of-way acquisition phase, or added the construction phase of a capacity adding project. Major amendments require a 30 day written public comment period. The public comment period for this project ran from August 2 to August 31, 2011. Three written public comments were received during this time period and are attached to this memo for the Policy Committee’s review and consideration.

Committee Recommendations

The Technical Advisory Committee recommended approval of amendments a – e, g – j, l – u* at their August 24th meeting. The Citizens Advisory Committee recommended approval of amendments a – e and g – j, l – t* at their August 24th meeting

**Note: Amendments f. and k. were not reviewed by the TAC or CAC because they were proposed for administrative modification. Amendment f. was not administratively approved because a Policy Committee member requested it be brought before the Committee before approval. Amendment l. was not administratively approved because it was uncertain if it qualified.*

Administrative Modifications

As allowed under the Public Participation Plan, four amendments to the FY2010-2013 TIP were administratively approved. The Policy Committee was notified of the amendments below on 8/23/11 and no objections were raised by any members on the proposed amendments after three days:

- City of Bloomington's Rogers Street project - The construction cost in FY2012 was increased by 11.5% (from \$3,231,033 to \$3,475,935).
- Rural Transit's Operating Budget - The project costs are reflected differently in FY2012 and FY2013 to reflect PMTF funding. The total project costs in FY2012 and FY2013 amounted to a total project decrease of 14.1%.
- Bloomington Transit's Operational Assistance - The FTA 5317 funding line was removed in FY2012 and FY2013 resulting in a total project cost decrease of .2%.

Recommendation Requested

The Policy Committee is requested to take action on the proposed amendments to the FY2010-2013 Transportation Improvement Program.

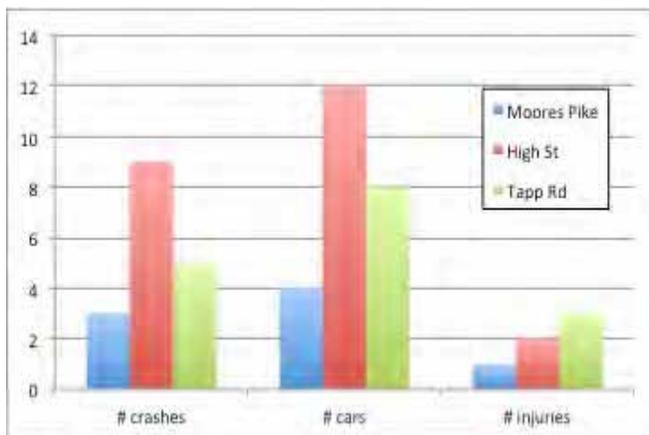
CAC members,

August 16, 2011

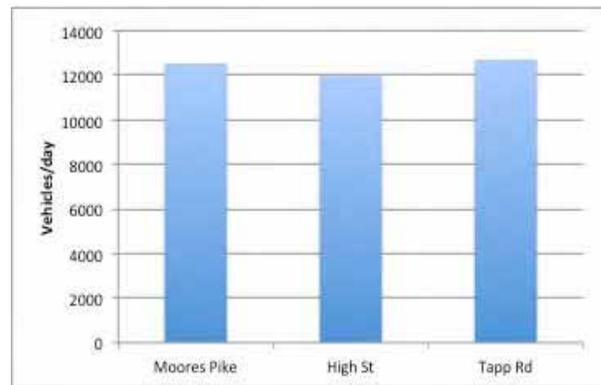
After doing more research on roundabouts, their size, cost and traffic volume, I have come to the conclusion that the three roundabouts planned by the City of Bloomington Public Works department are excessively costly and excessively large. At this time, since we are revisiting the TIP, I am suggesting that they all three be amended out of the TIP.

Although I have considered options like maintaining some PE funding for redesign, or limiting the construction-funding amount, I think it is best to simply take them off the table until their design, cost and size are made appropriate by the sponsor (the City of Bloomington).

Researching the three existing roundabouts show that they all handle about the same amount of traffic, around 12,000 vehicles/day, but that the smallest of the roundabouts, Moores Pike, has about 1/3 as many crashes as High Street and about 1/2 the crashes of Tapp Road. The smaller roundabout is the safest.



Data from 2008-2010 Crash database (ARIES)



Data from City of Bloomington Traffic Count Database

These existing roundabouts, and two of the proposed roundabouts have 100 ft inner circles. The inner circle of the proposed 17th Street roundabout is 118ft. Moores Pike has the smallest outside diameter of 138 ft, while the others are 160ft or larger. There are numerous roundabouts around the country that handle more cars and are much smaller (fit inside the inner circle of our roundabouts), and each one cost less than \$750,000 total. The graph below shows the size, cost and traffic volumes.

	inner circle diameter	outer diameter	cost	year CN	traffic
San Diego - La Jolla / Bird Rock	48.5	85	see note*	2007	20,000
Encinitas CA - Santa Fe Dr & Devonshire Dr. & Rubenstein Ave	53	87	\$750,000	2007	12,000
Encinitas - Leucadia Blvd & Hymettus Ave	51	86	\$750,000	2007	17,000
Sare & Road proposed	100	160+	\$2,360,000**		15,000
17th & Arlington proposed	120	160	\$4,210,000		10,000
Tapp & Rockport	?	?	\$4,960,000		?

*\$3.4 million for 4 similar roundabouts and 4 blocks (.6 mile) of streetscaping which included median con., sidewalk recon. and parking changes

**Construction only

These smaller roundabouts are in urban areas and are small because they fit, they slow car speeds, they are more pedestrian-friendly, but yet they can handle substantial traffic volumes. Encinitas, CA is putting in 3 more standard, single-lane roundabouts that have 100ft outside diameter (same size as our inner circles) on Pacific Coast Highway (PCH). This road currently sees 18,000 cars/day. The

roundabouts will see more than that because this does not include the cross-street traffic. The engineer said that a single-lane, "100ft" [o.d.] roundabout should be fine for daily traffic of 20,000.

I have heard that the Sare Rd roundabout was designed with a 1% annual traffic growth criterion. Per the latest traffic counts (2009, 15,200 veh/day), the traffic at Sare & Rogers would not exceed 20,000 for 26 years. Given the expected fuel prices and our city's mode-shift goals, I do not expect this growth to be realized.

I have photos of all these roundabouts to show their footprint, their relative size, and the urban environment in which they exist. I hope to show these in a PowerPoint slideshow at our CAC meeting on August 24th.

Buff Brown
B-TOP member

\$4.2 Million
Public Comments on TIP

17th and Arlington

AGENDA ITEM VII.B.



“Anything you do to make a city more friendly to cars makes it less friendly to people.”
Enrique Penalosa

The 2012 Public Works Budget

Setting our Unsustainable Transportation Future

The buck, bike or Buick stops here.



Public Works Budget

- *"In the Cum Cap Improvement Fund we are requesting funding for the following projects: design of intersection improvements at 17th and Arlington, \$65,000 for design of Tapp & Rockport intersection improvements, and \$115,000 to design improvements of the Old N. 37 hill near Lake Griffey and a \$340,000 for street materials. We are also requesting \$1,193,500 for right of way acquisition for both Tapp & Rockport and 17th and Arlington intersection improvements."*
 - *Tapp & Rockport Roundabout - \$4.96 Million*
 - *17th & Arlington Roundabout - \$4.20 Million*
 - *Sare Rd & Rogers Roundabout – \$2.36 Million (construction only) – planned for 2013 budget*
 - *Total \$11.5 Million*
 - *Annual Federal Transportation funding \$3-4 Million*
 - *(80% fed, 20% local)*

The Public Effort to Change the Transportation Paradigm

- **GPP (2002) - Mitigate Traffic**
 - “” ...must strive to reduce the number of vehicle trips traveled per resident. ...change the pattern of automobile trip-making over time by embracing alternative forms of transportation.”
- **U.S. Mayors Climate Agreement – 7% below 1990 levels by 2012.**
 - *Greenhouse Gas Inventory for the City of Bloomington, Indiana: Footprint, Projections, and Recommendations (May 2009)*
 - *Preliminary Assessment of Greenhouse Gas Emissions Associated with Activities in Bloomington, Indiana: Inventory and Trends (2006)*
- **COS / Environment Commission - Letter to Mayor June 26, 2008**
 - “Bloomington will have to eliminate at least 28,667 metric tons of CO₂ from vehicular usage by 2012. Such a reduction can be achieved by offering the public attractive and viable alternative modes of transportation, such as walking, biking, and all forms of public transit. These actions will likely reduce the amount of vehicular miles traveled (VMT) per capita.”
- **Peak Oil Task Force - Report: Redefining Prosperity (2008)**
- **Planning**
 - Bloomington Bicycle and Pedestrian Transportation and Greenways System Plan (2008)
- **Platinum [Bike-Friendly City] Task Force - Platinum by 2016**
 - Report due October
- **Greenways Implementation Plan**
 - Alta Planning Consultant – Prioritize, Cost Estimate, Partial Design (due mid 2012)

The Problems

- The Roundabouts, as designed, are:
 - **in opposition with our transportation goals** of reducing VMT and promoting alternative transportation,
 - **exhaust financial resources** necessary to meet our goals,
 - **are excessively large**, creating larger than necessary footprints, while discouraging walking and biking.

Sare & Rogers

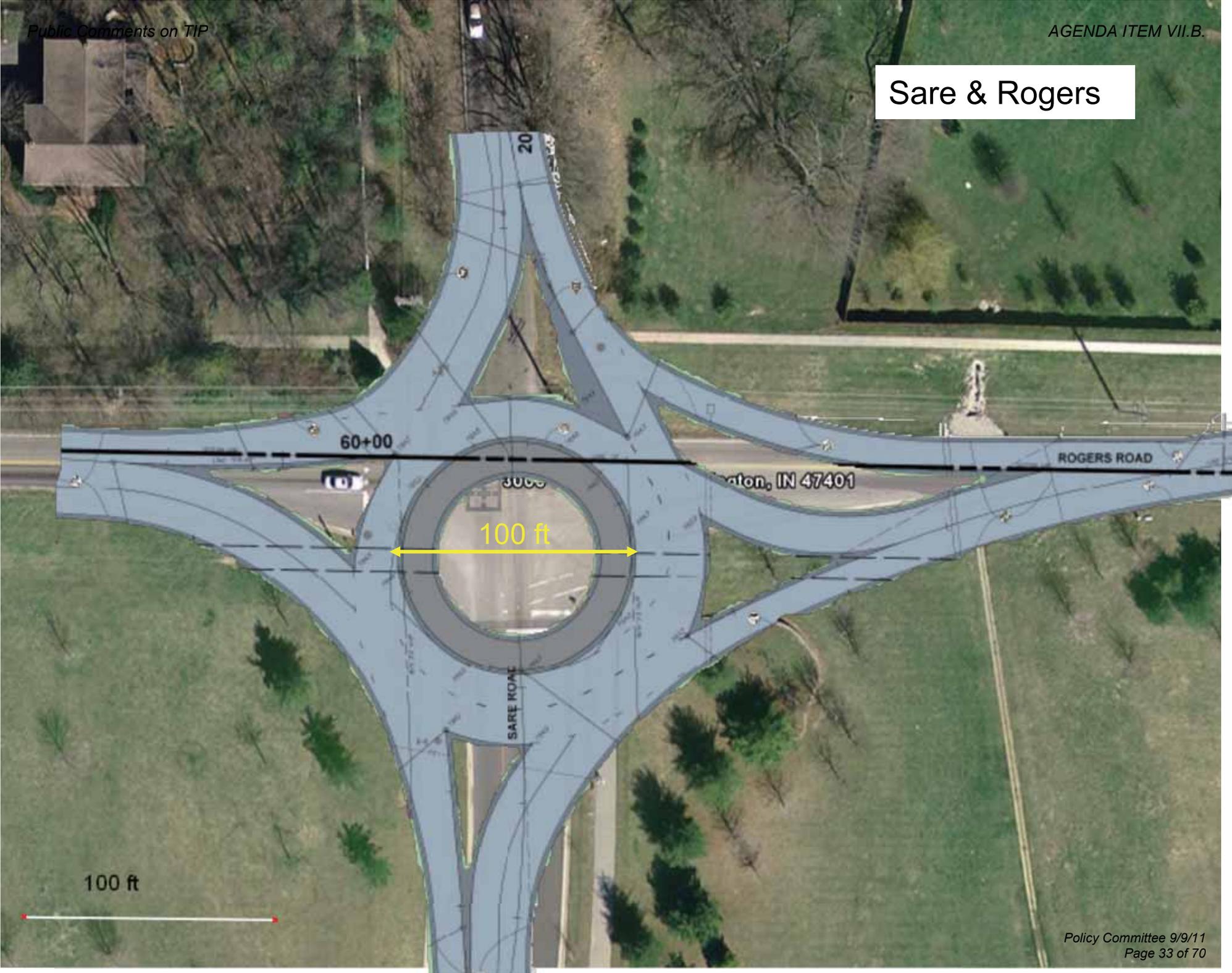
100 ft

3000 S Sare Rd, Bloomington, IN 47401

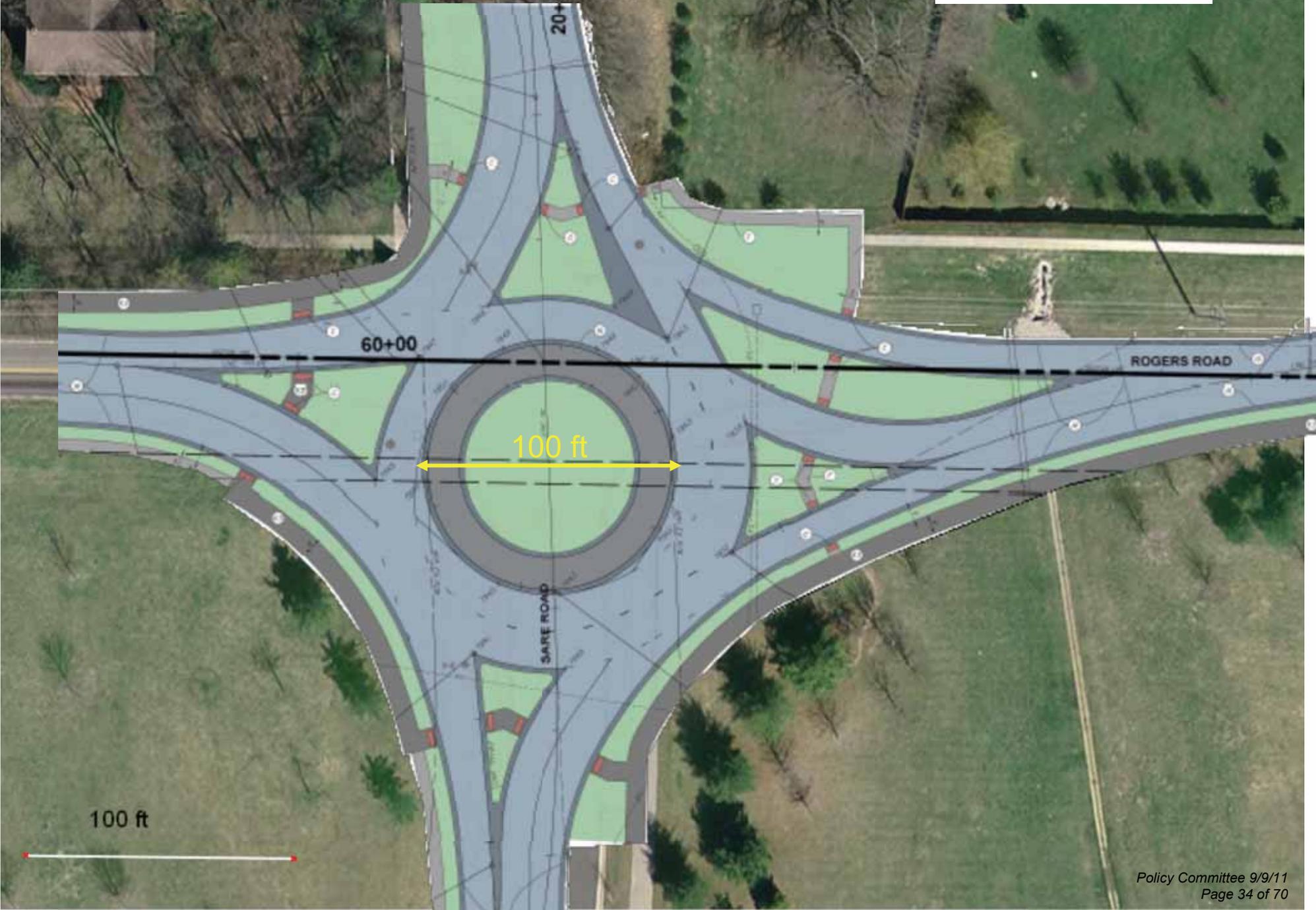
100 ft



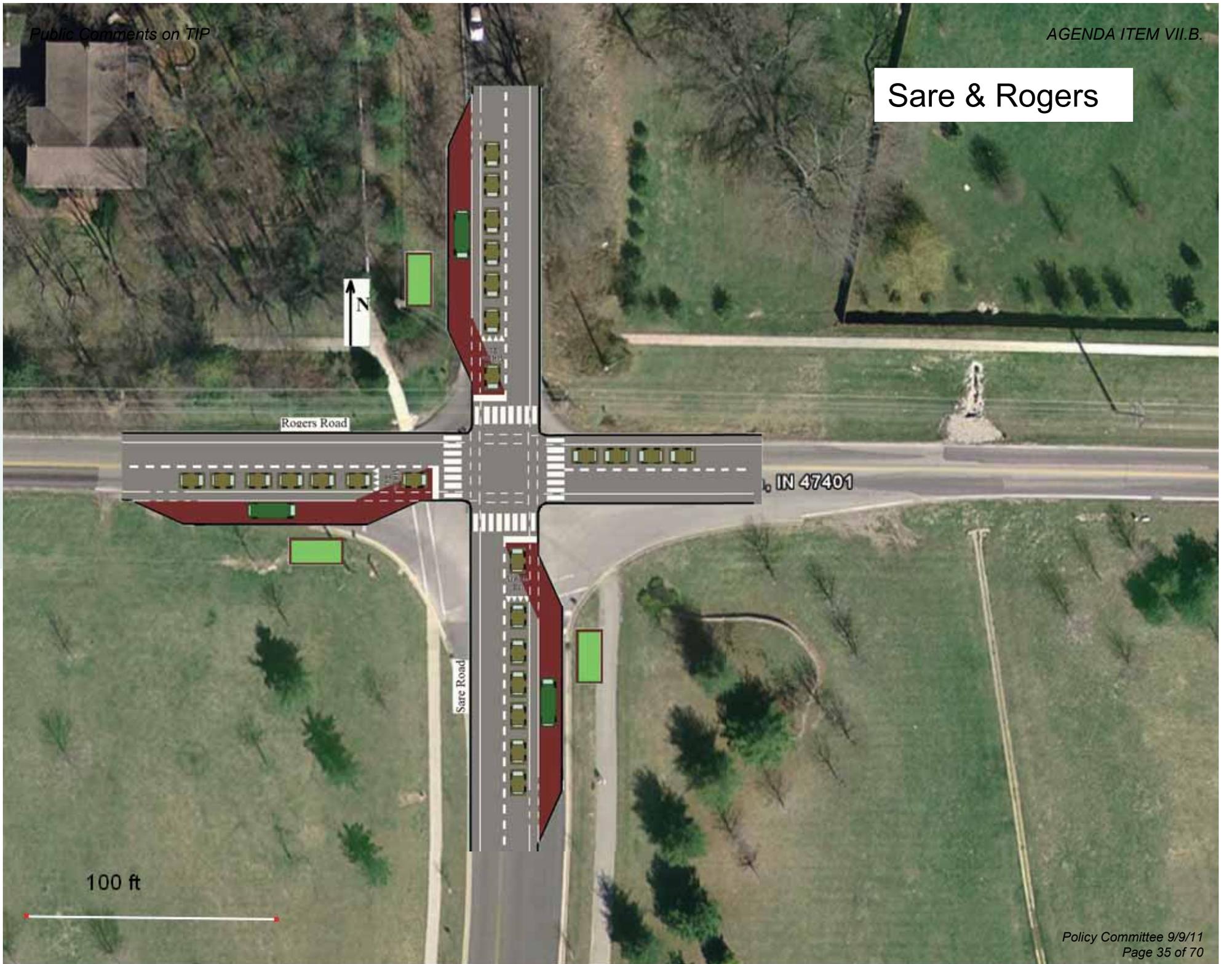
Sare & Rogers



Sare & Rogers



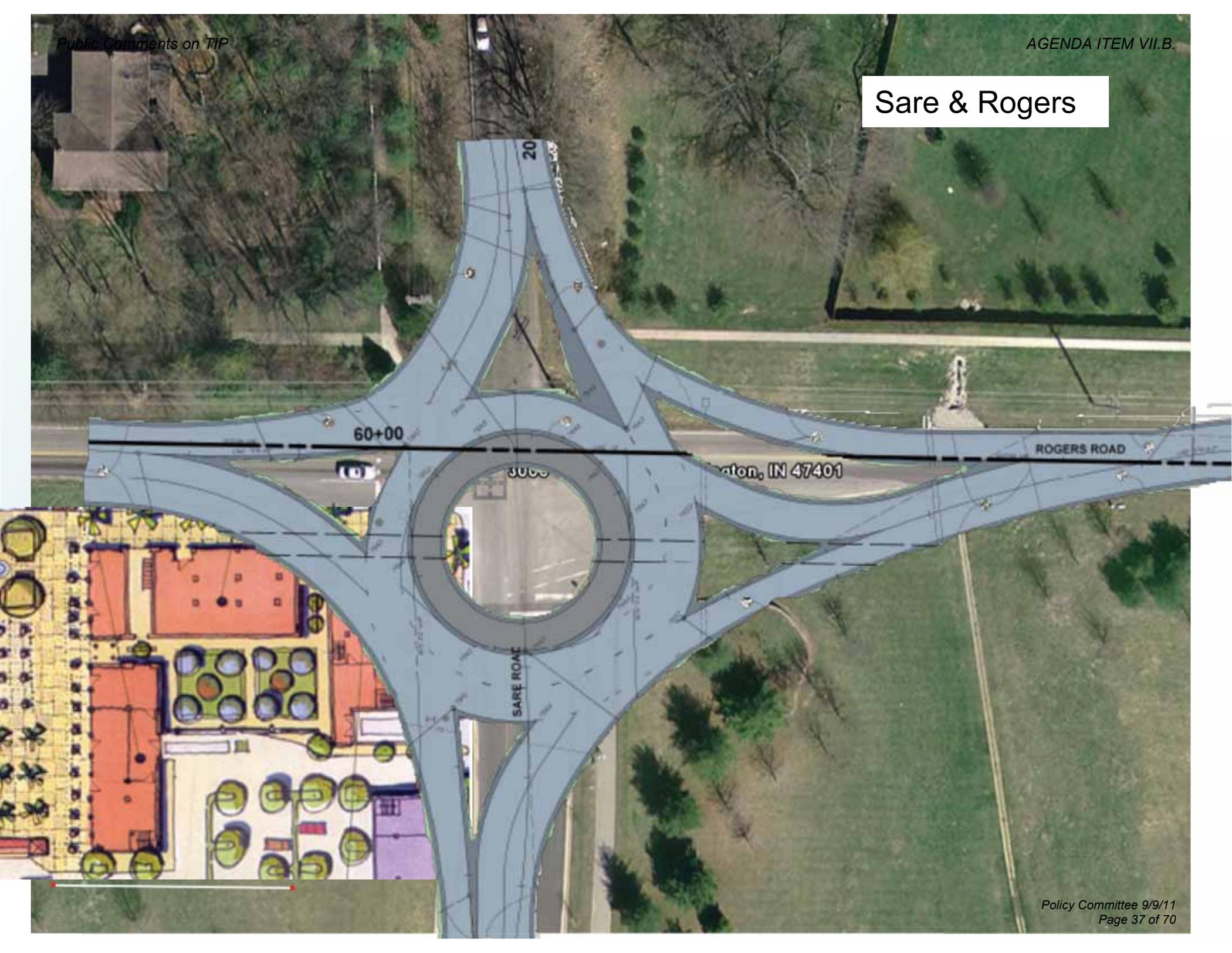
Sare & Rogers



Sare & Rogers



Sare & Rogers



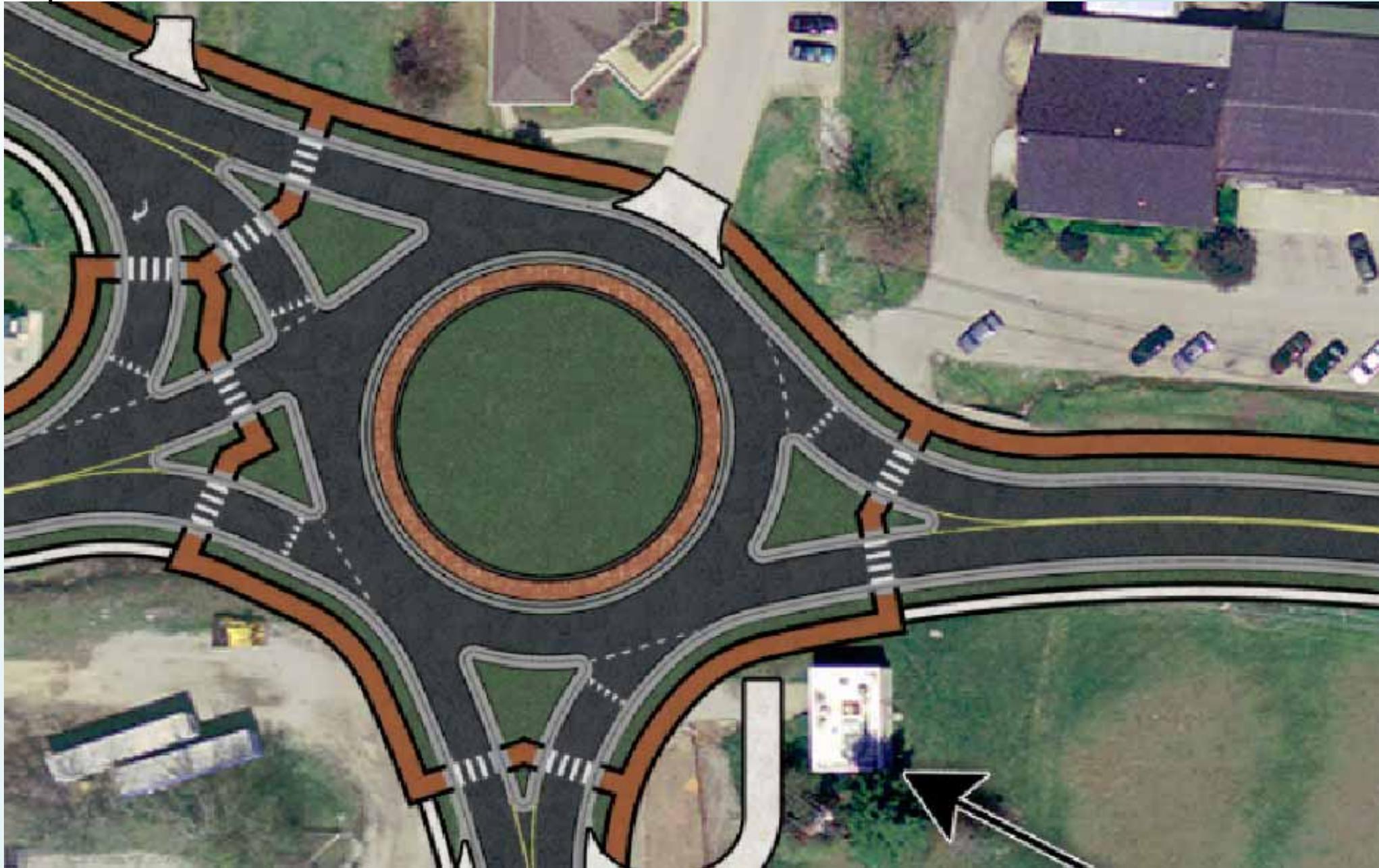
17th and Arlington



14 Crashes/year – ranked 35th worst intersection in Bloomington Area

\$4.2 Million

17th and Arlington



14 Crashes/year – ranked 35th worst intersection in Bloomington Area

<\$1 Million

17th and Arlington



14 Crashes/year – ranked 35th worst intersection in Bloomington Area

17th and Arlington



Total Daily Traffic – 9700

7th & Rogers (4-way stop) – 15,000

Portland Bike Infrastructure

Population:

Portland 700,000

Bloomington 70,000

Bikeways to Platinum:

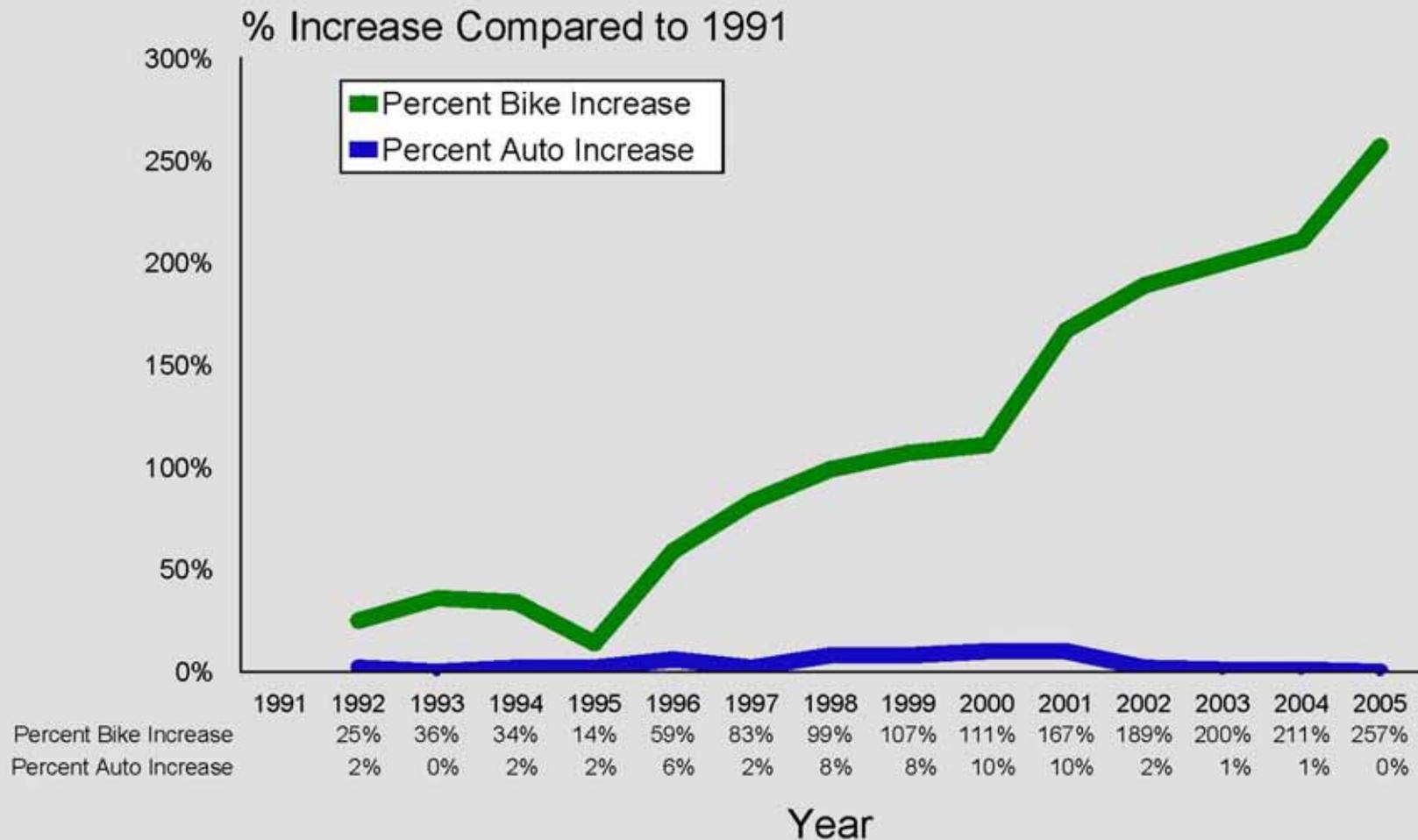
Portland → \$60 Million!

Bloomington ~ \$6 Million?



Annual Increase in Bicycle and Automobile Traffic Compared to 1991 Volumes

4 Main Willamette River Bicycle Bridges

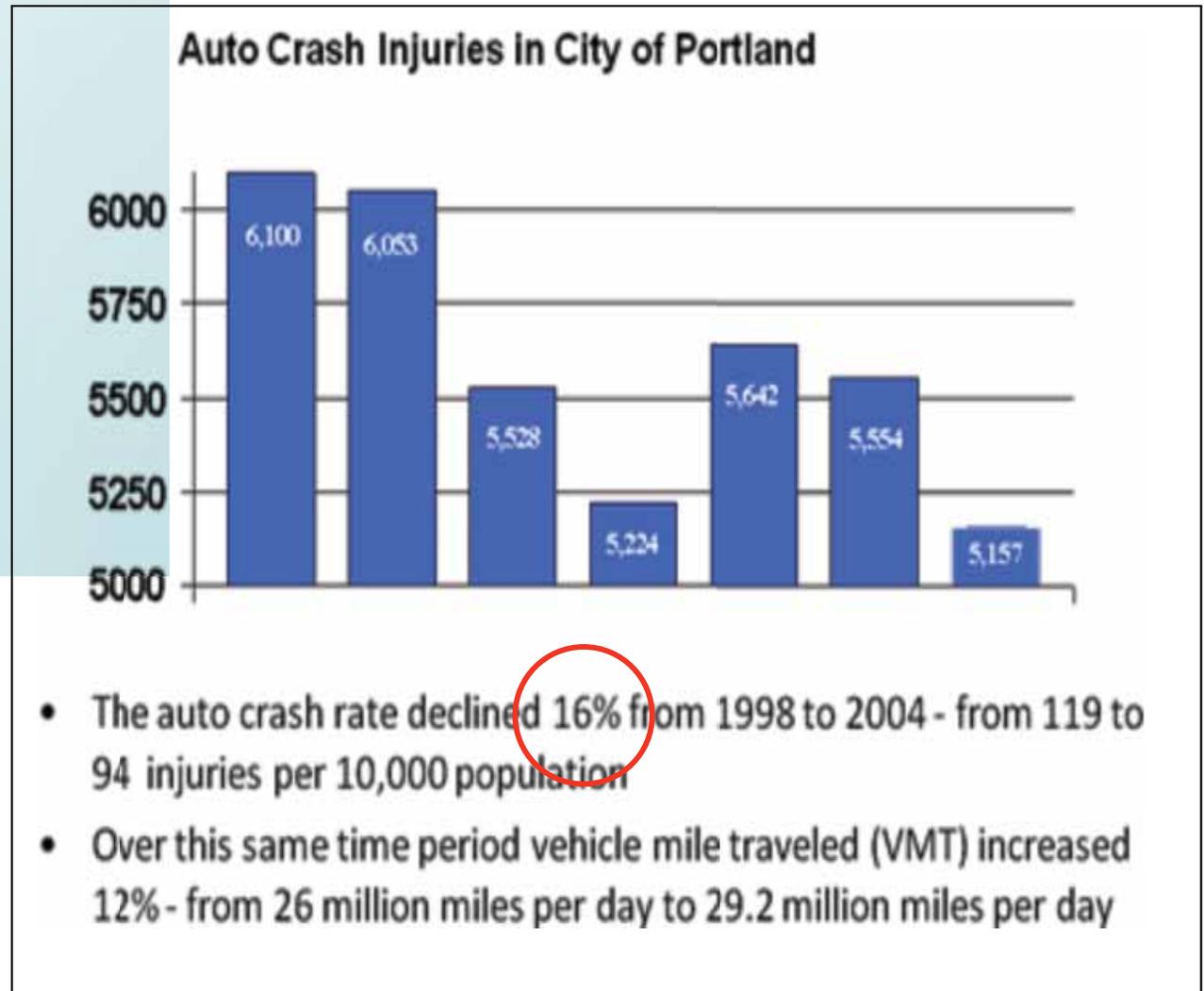


Based on either 24-hour hose counts or extrapolated from 4-6 pm counts

Portland Overall Safety

Portland
Crash Reduction 16%

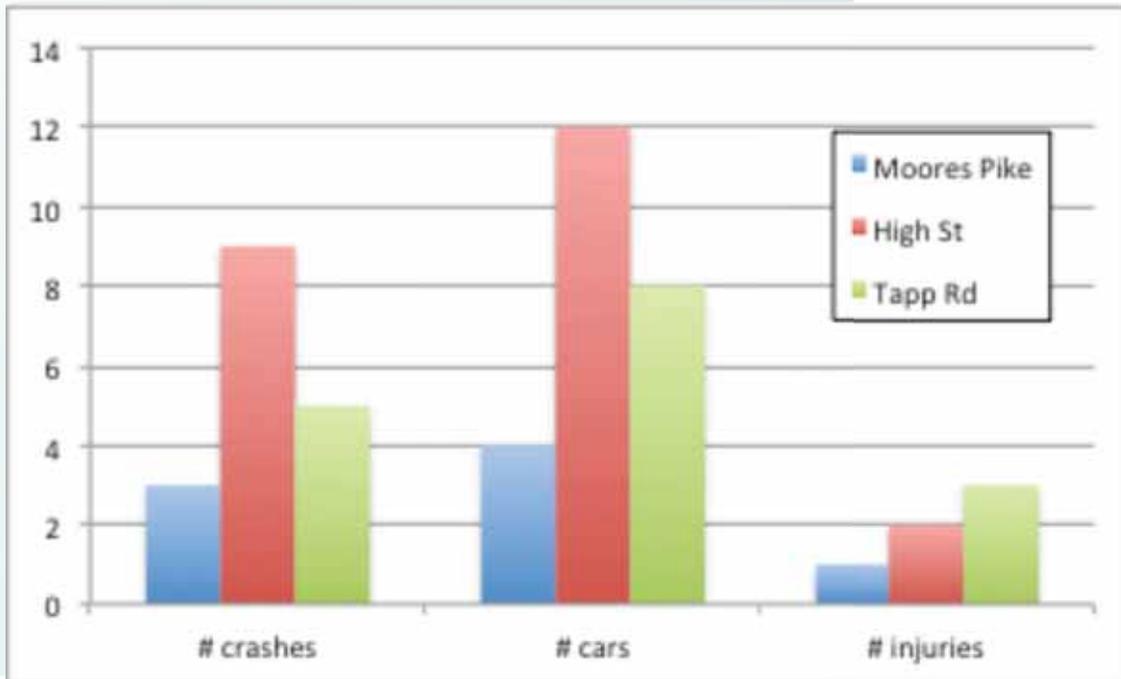
Bloomington
Crashes/year = 4150 avg
16% = 660 crashes/year



Benefit/Cost

- \$4.2 Million = 14 crashes
- \$6 Million = 660 crashes

2008-2010 Crashes in Existing Roundabouts

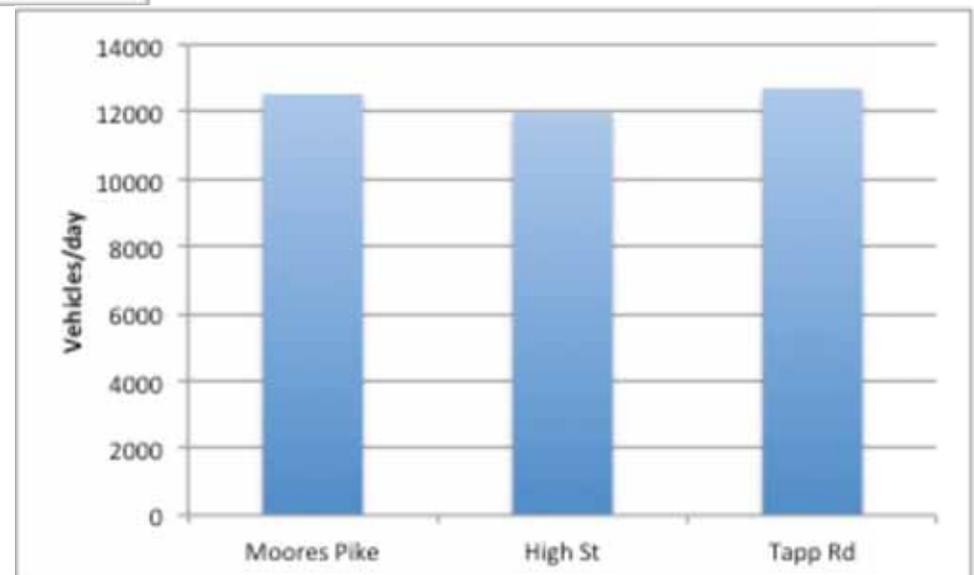


High St has about 3 times the crash rate of Moores Pike

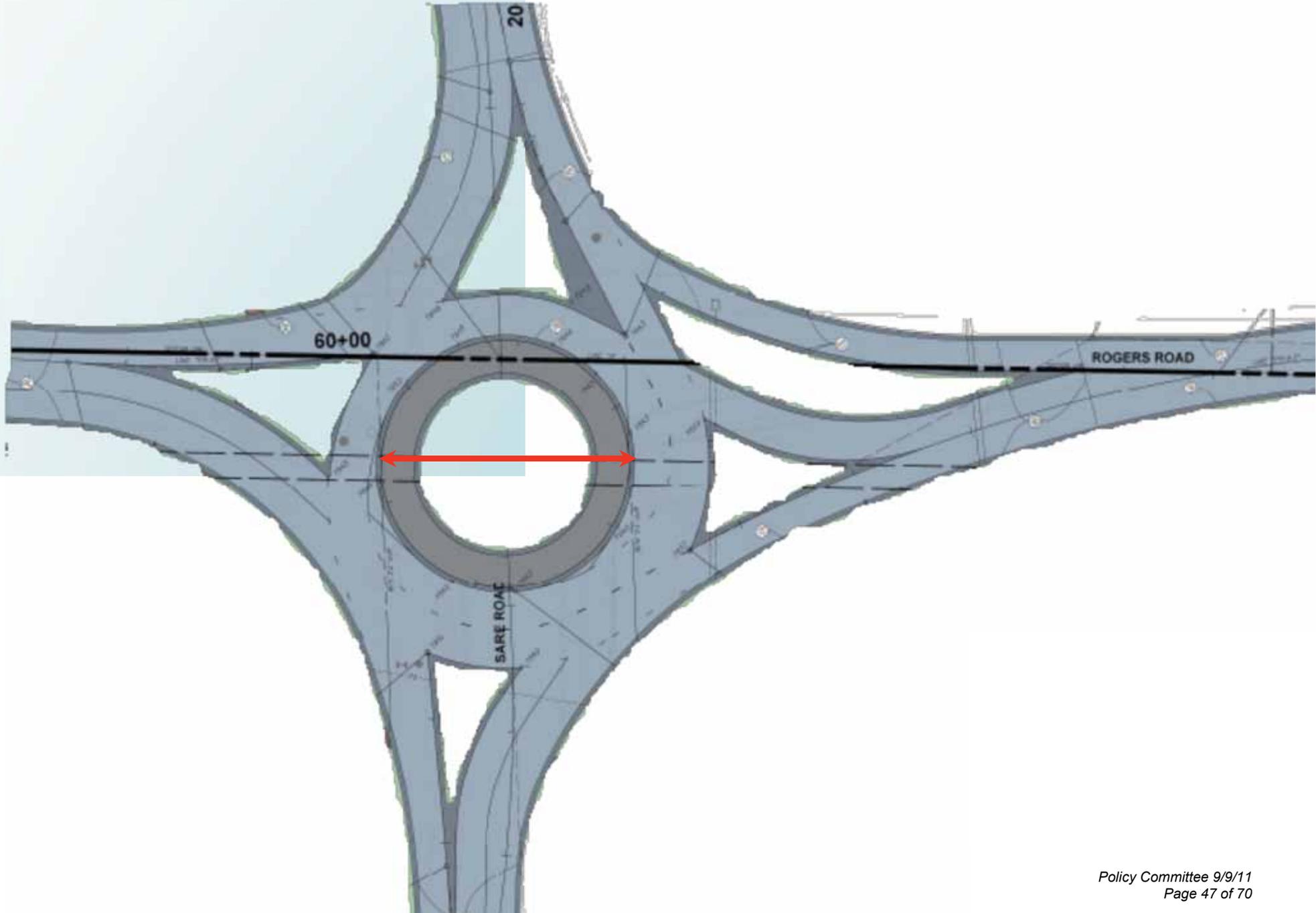
Tapp Rd has about 2 times the crash rate of Moores Pike

State Crash database (ARIES)

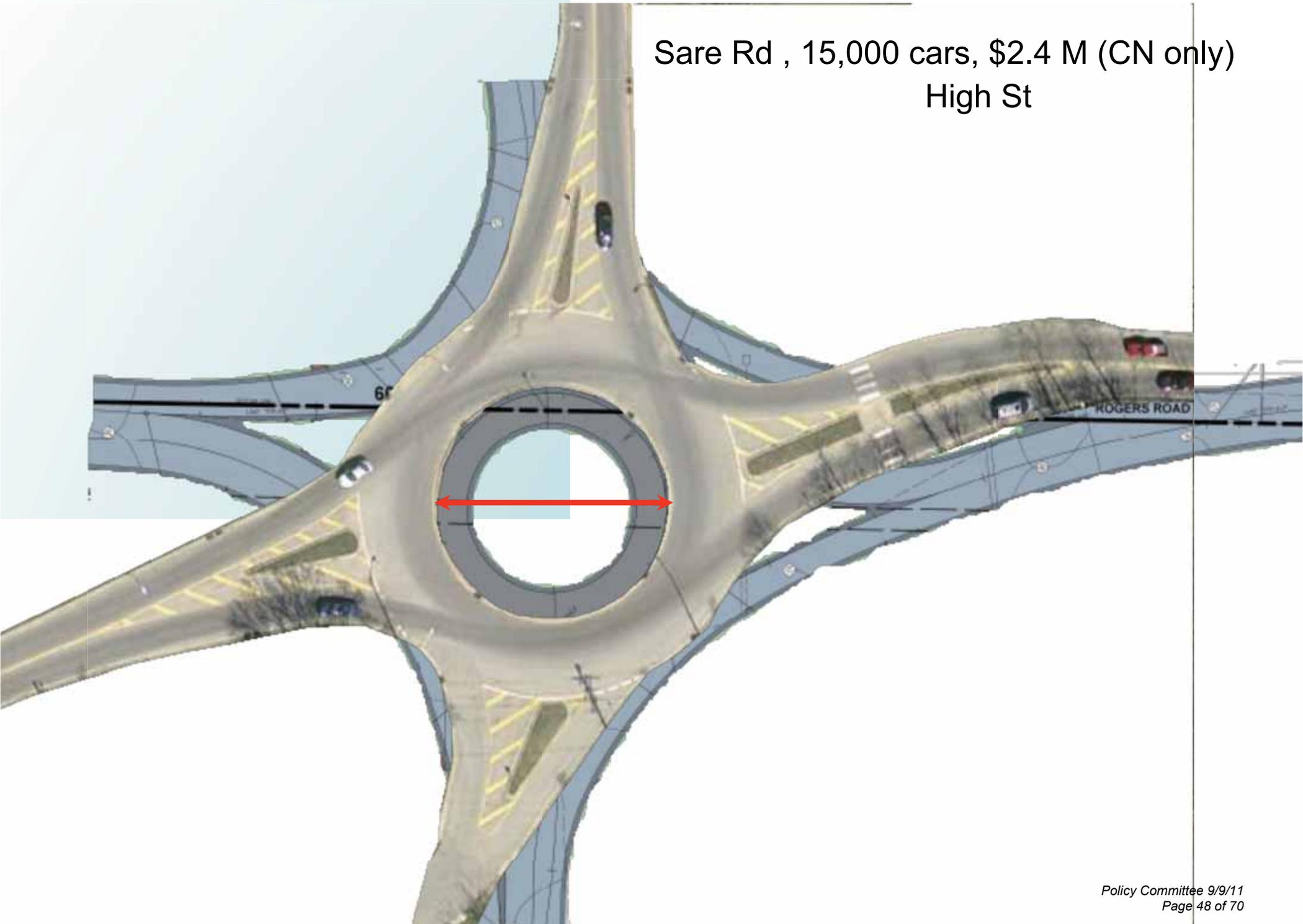
Each Roundabout sees about the same amount of traffic (~12,000 vehicles/day).



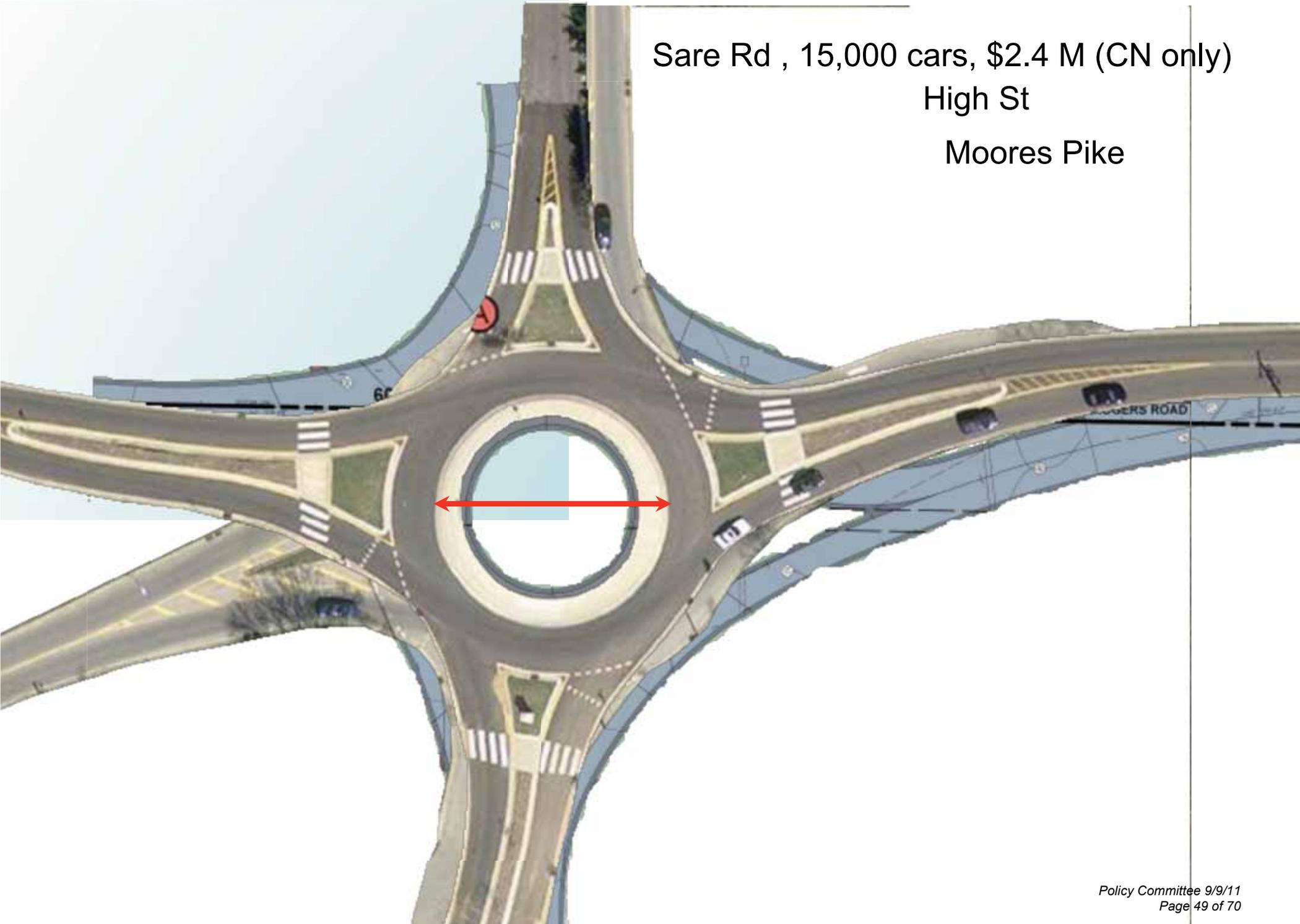
Sare Rd , 15,000 cars, \$2.4 M (CN only)



Sare Rd , 15,000 cars, \$2.4 M (CN only)
High St

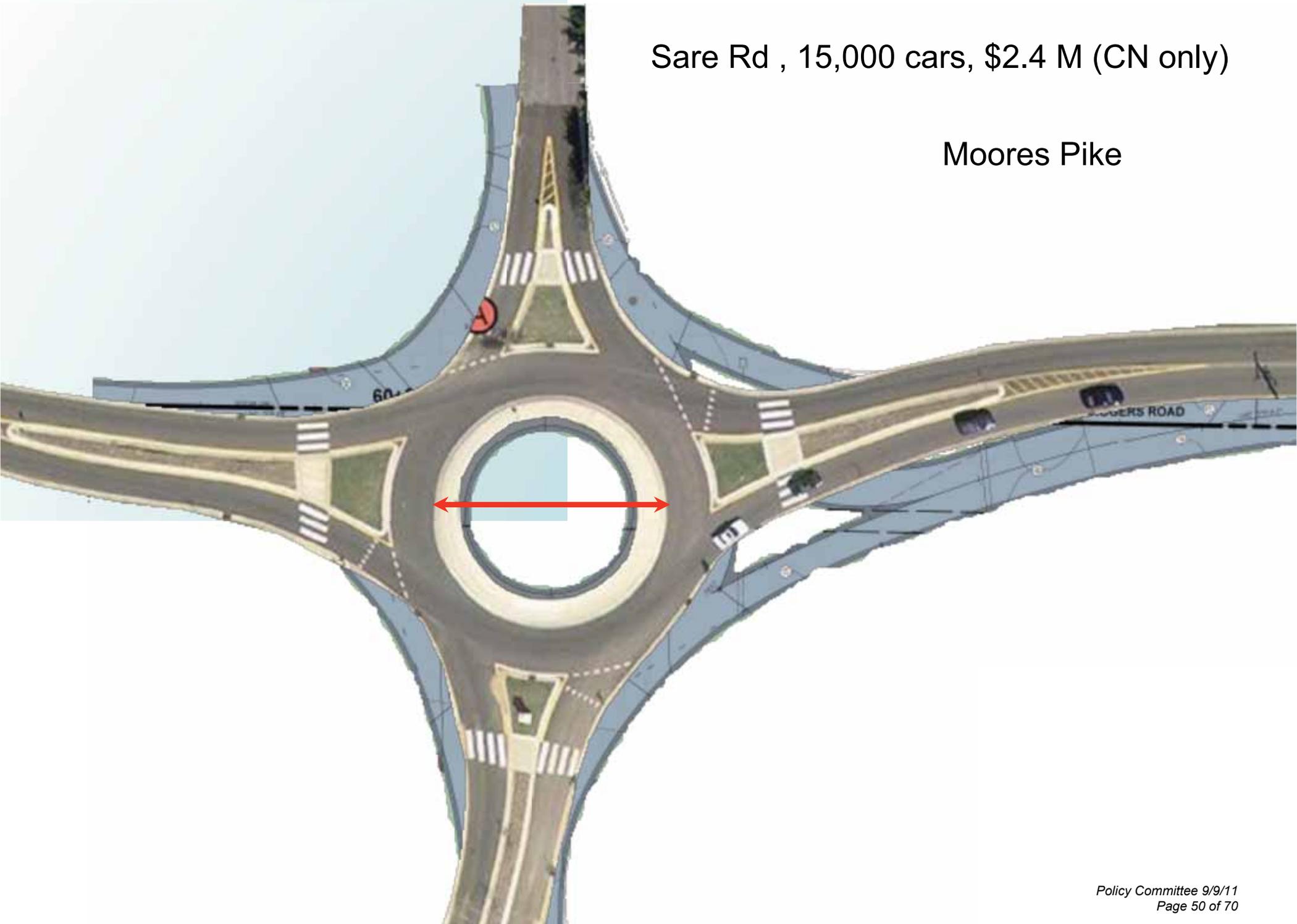


Sare Rd , 15,000 cars, \$2.4 M (CN only)
High St
Moores Pike



Sare Rd , 15,000 cars, \$2.4 M (CN only)

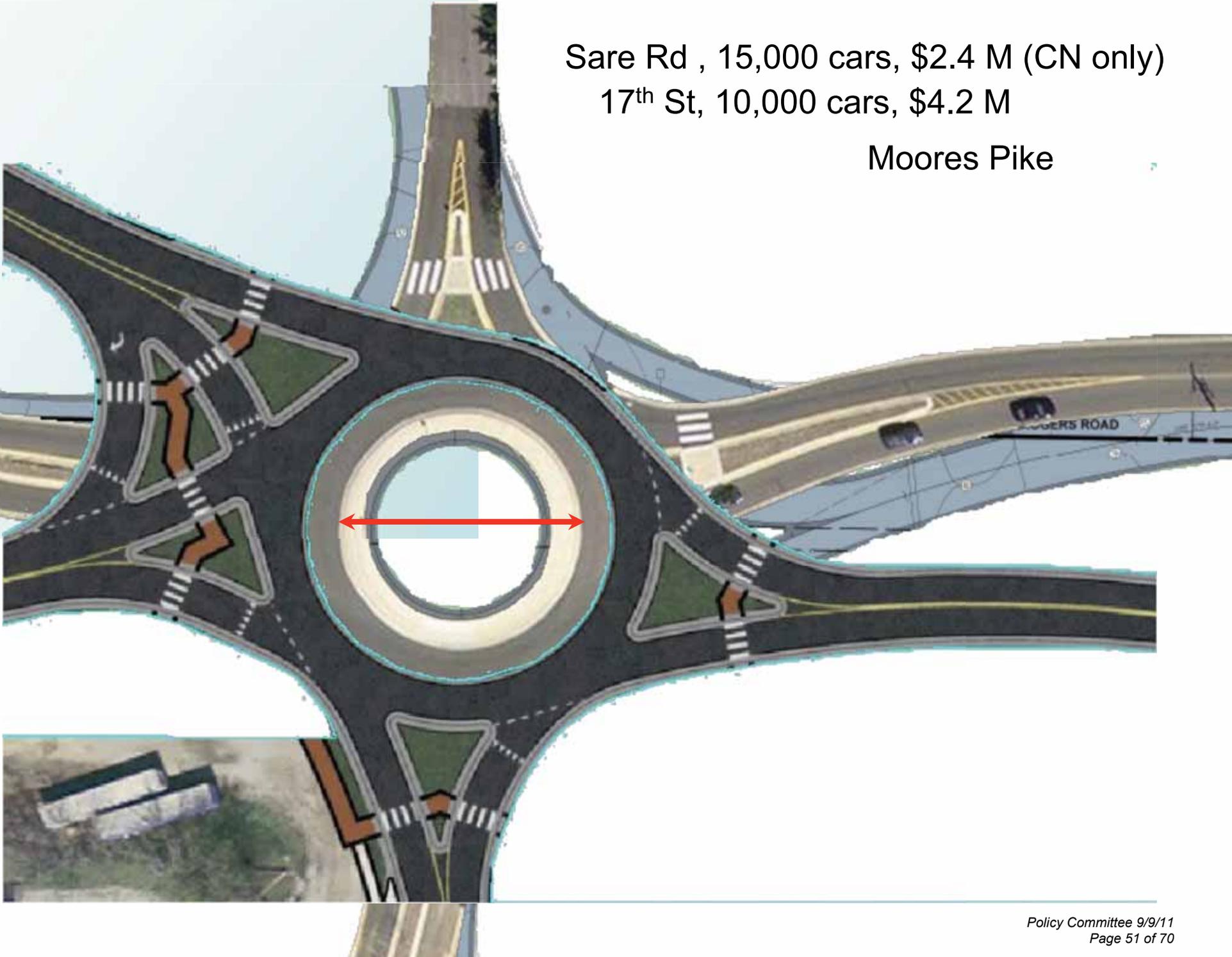
Moore's Pike



Sare Rd , 15,000 cars, \$2.4 M (CN only)

17th St, 10,000 cars, \$4.2 M

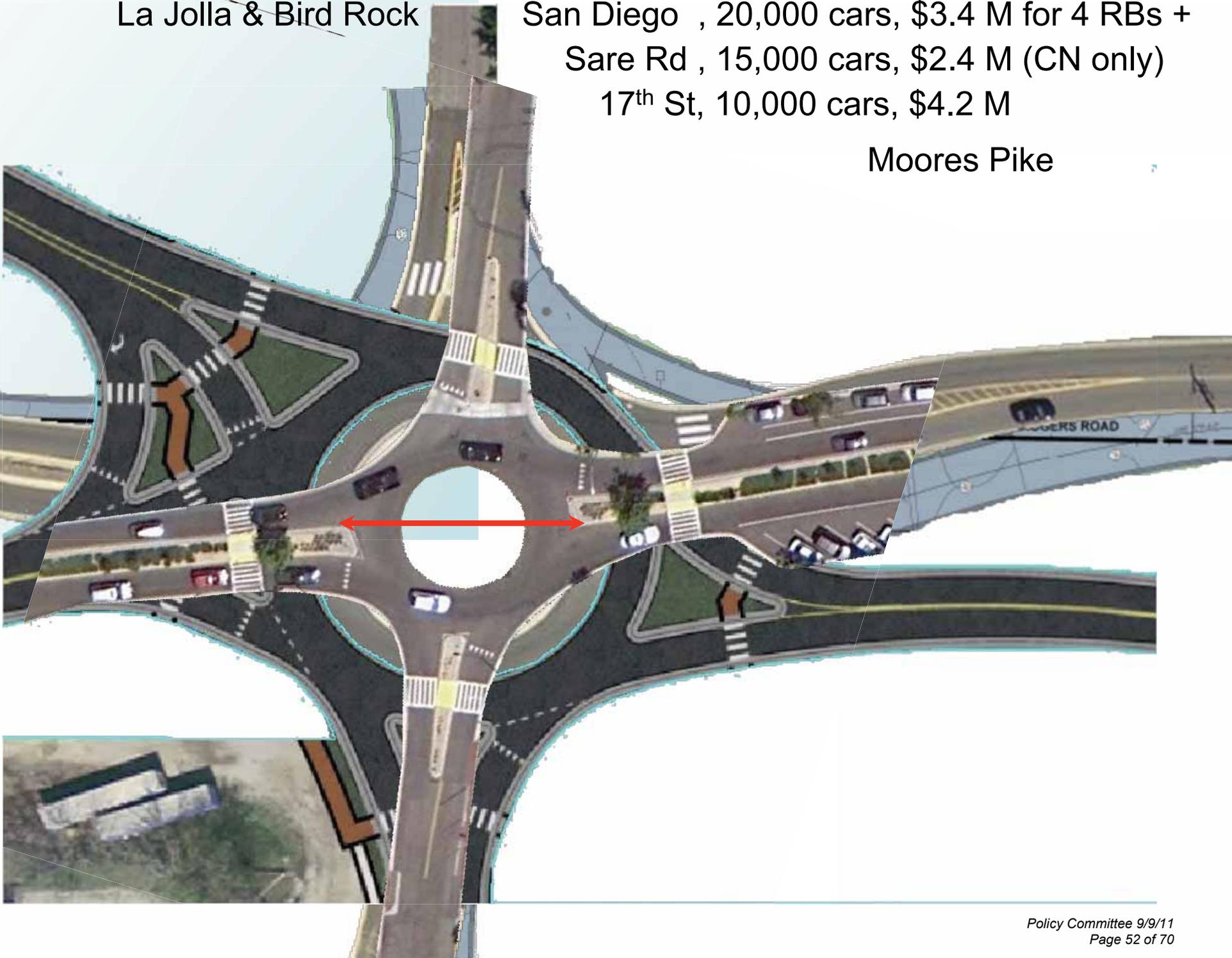
Moore's Pike



La Jolla & Bird Rock

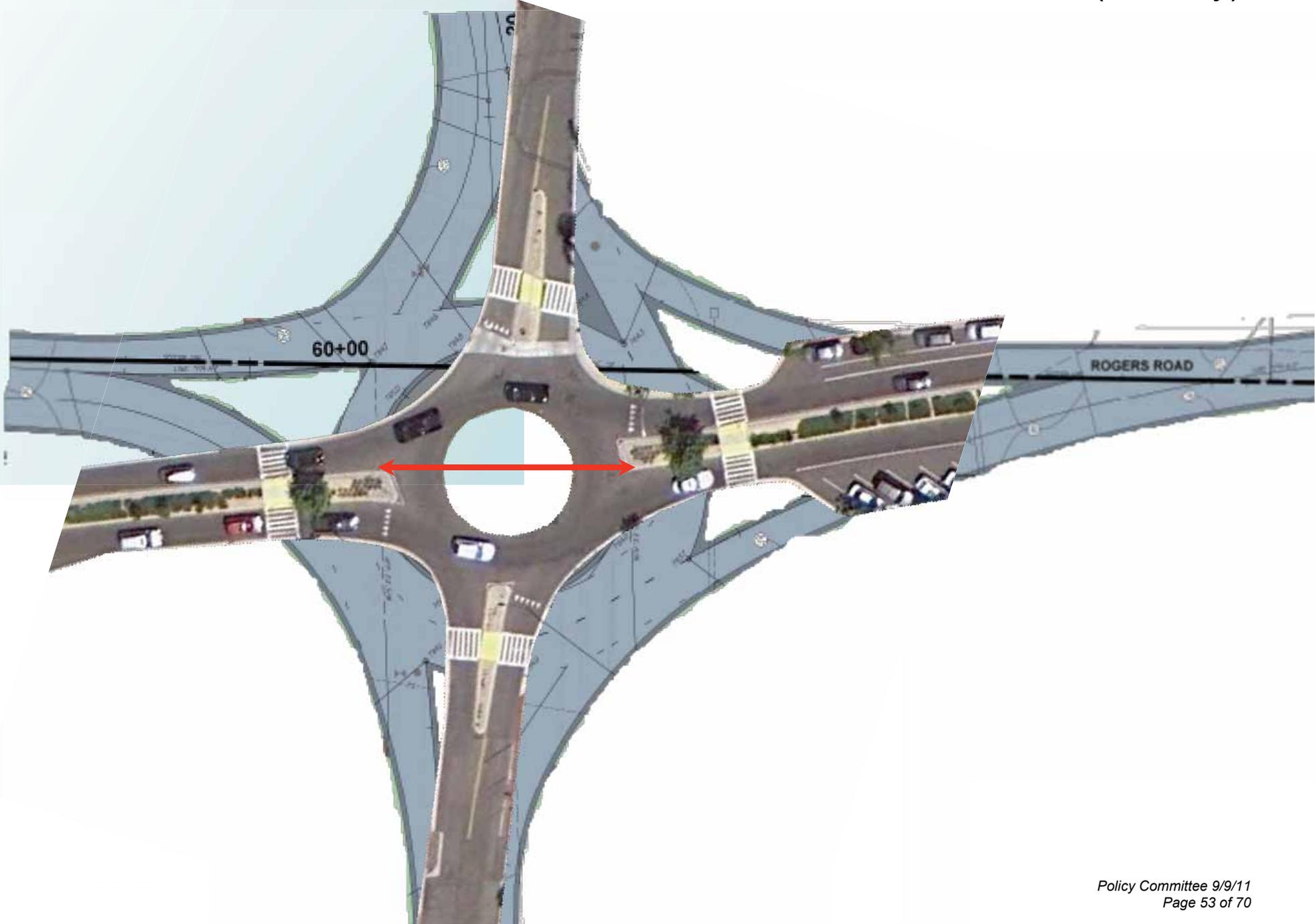
San Diego , 20,000 cars, \$3.4 M for 4 RBs +
Sare Rd , 15,000 cars, \$2.4 M (CN only)
17th St, 10,000 cars, \$4.2 M

Moores Pike



La Jolla & Bird Rock

San Diego , 20,000 cars, \$3.4 M for 4 RBs +
Sare Rd , 15,000 cars, \$2.4 M (CN only)



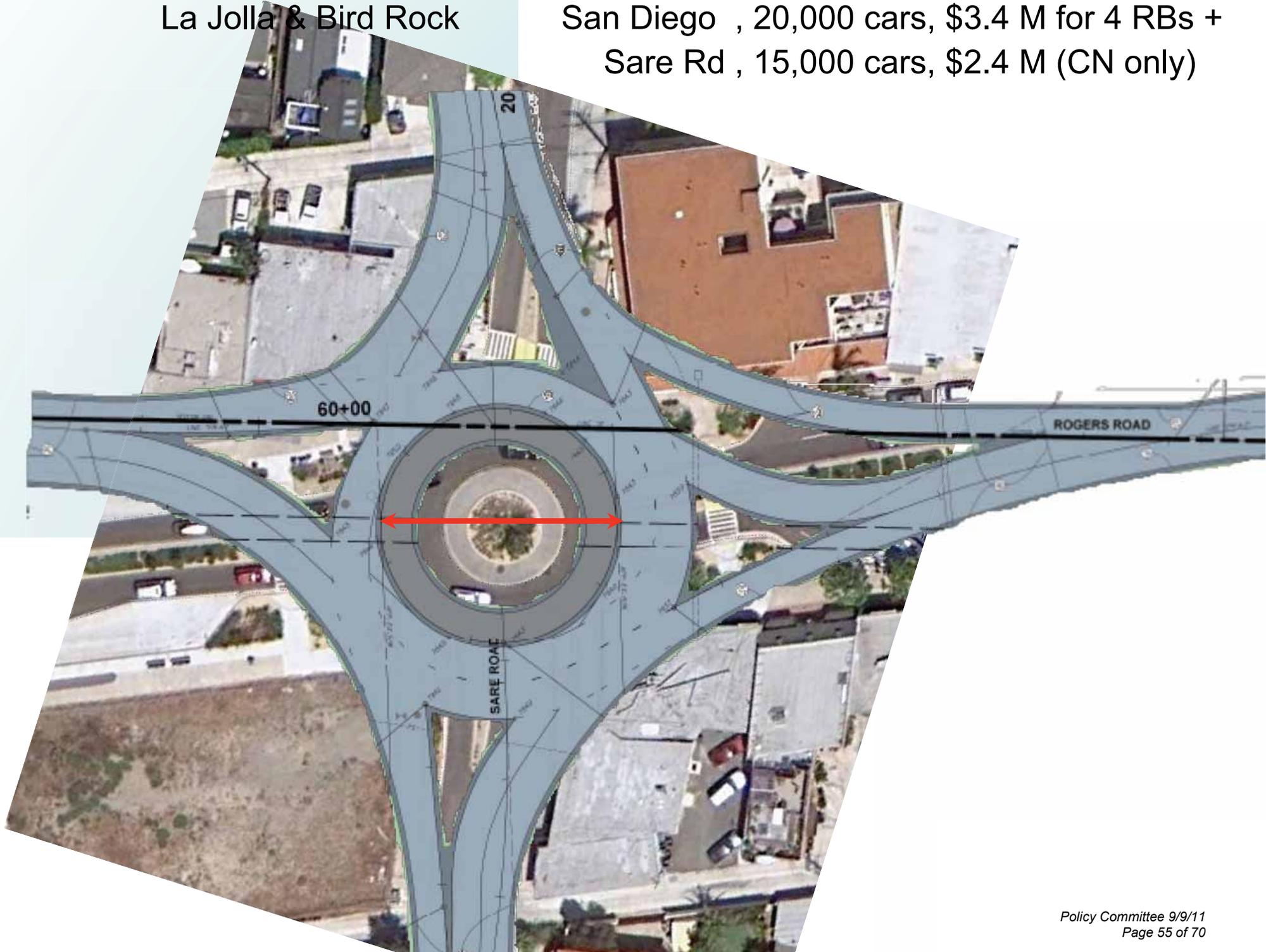
La Jolla & Bird Rock

San Diego , 20,000 cars, \$3.4 M for 4 RBs +
Sare Rd , 15,000 cars, \$2.4 M (CN only)



La Jolla & Bird Rock

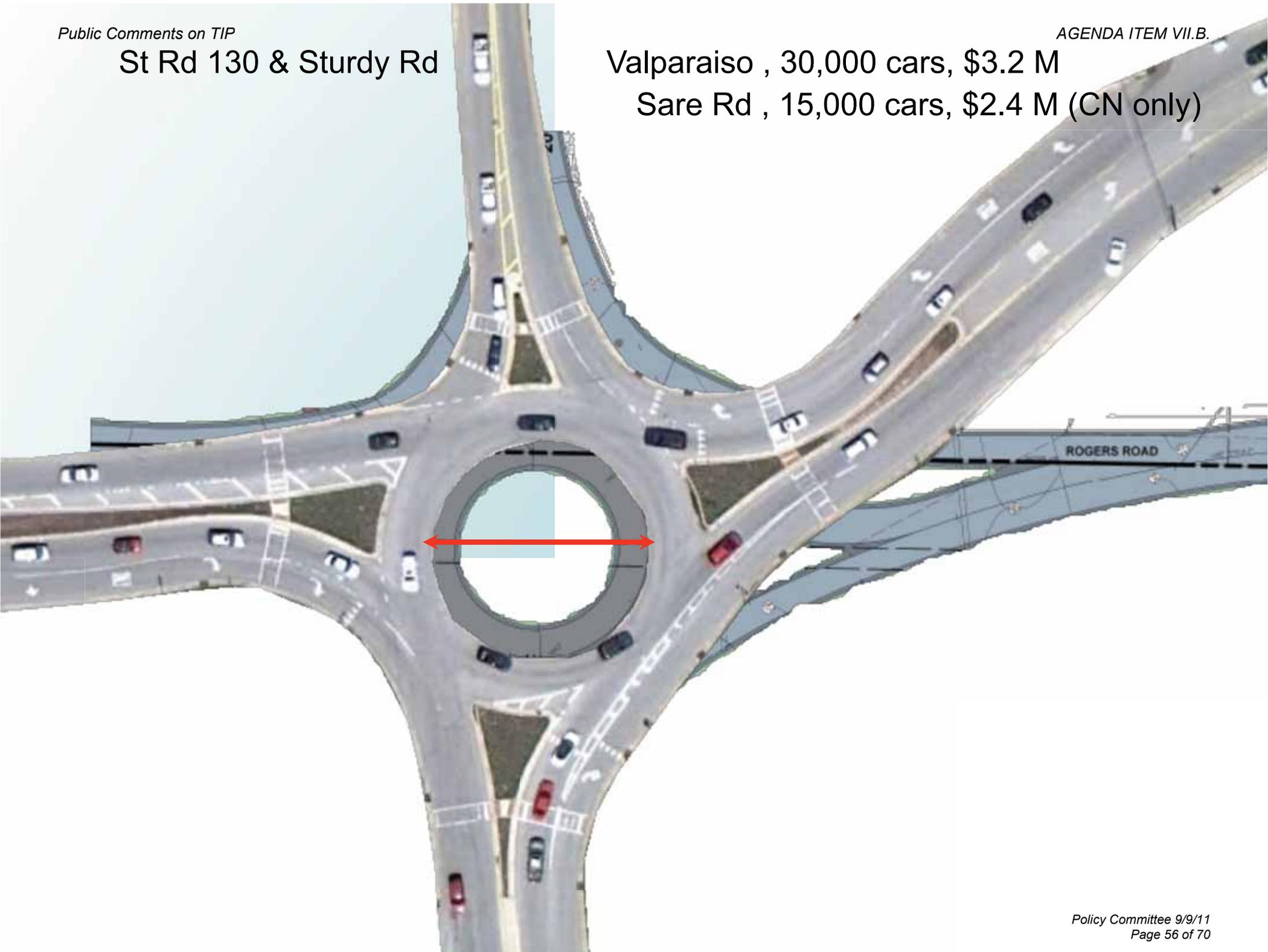
San Diego , 20,000 cars, \$3.4 M for 4 RBs +
Sare Rd , 15,000 cars, \$2.4 M (CN only)



St Rd 130 & Sturdy Rd

Valparaiso , 30,000 cars, \$3.2 M

Sare Rd , 15,000 cars, \$2.4 M (CN only)



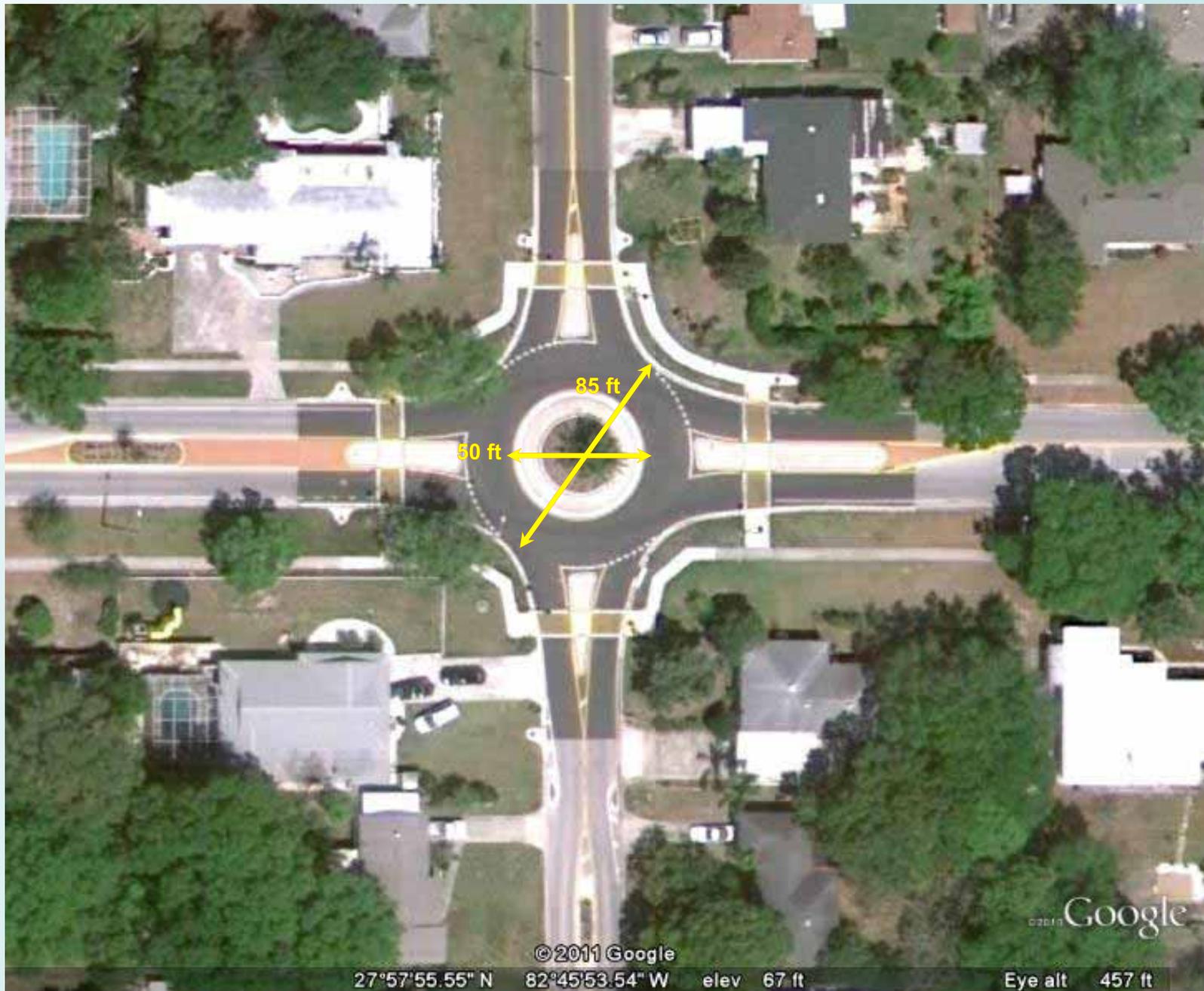
Encinitas CA - Santa Fe Dr & Devonshire Dr. ~ 14,500 car/day, \$750,000



Encinitas - Leucadia Blvd & Hymettus Ave ~ 17,000 cars/day ~ \$750,000



Clearwater FL - Cleveland St.& Saturn Ave. ~ 7,000 cars, ~ \$250,000 CN



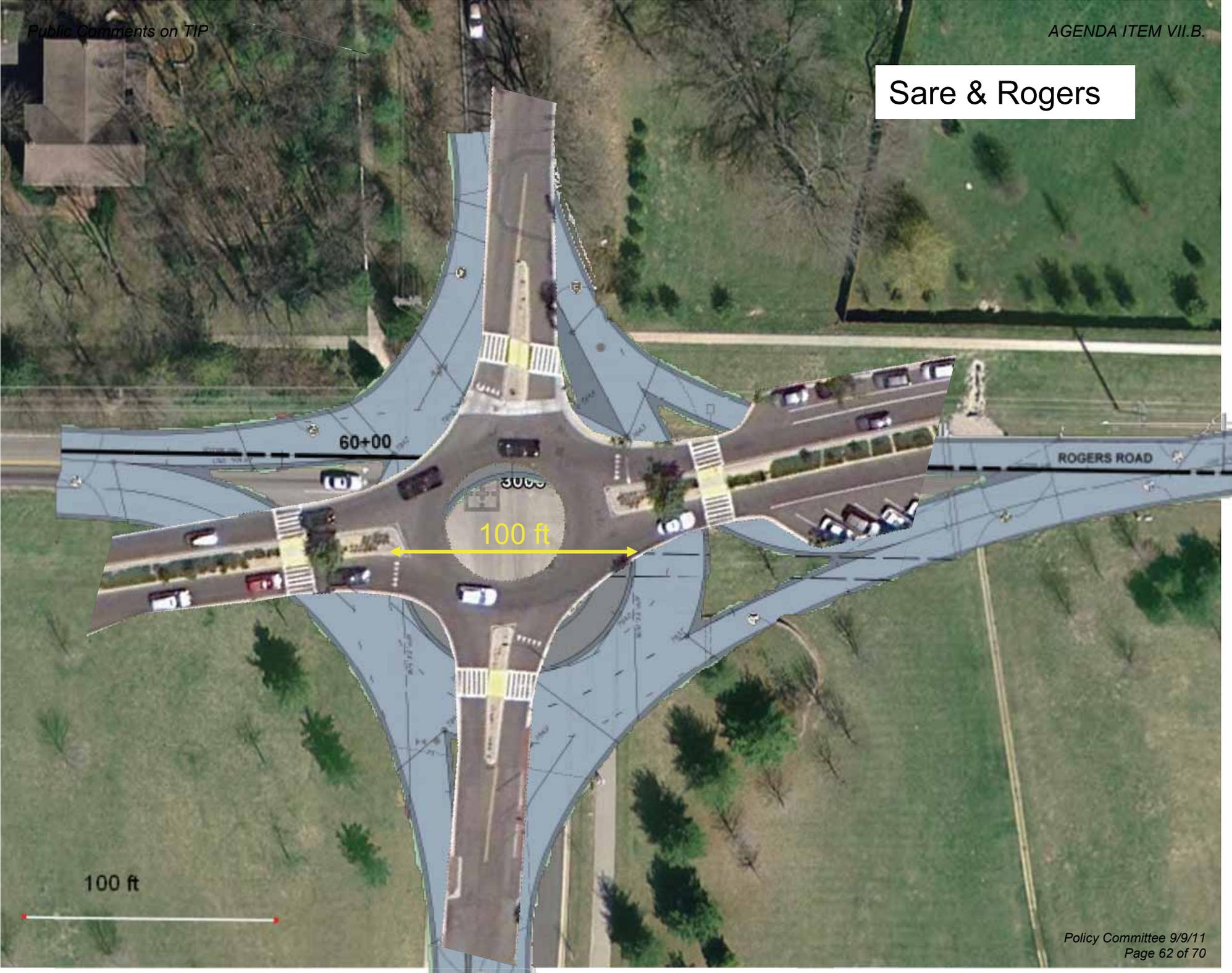
San Diego - La Jolla / Bird Rock ~ 20,000 cars/day – 4 RB+Streetscape – \$3.4 M



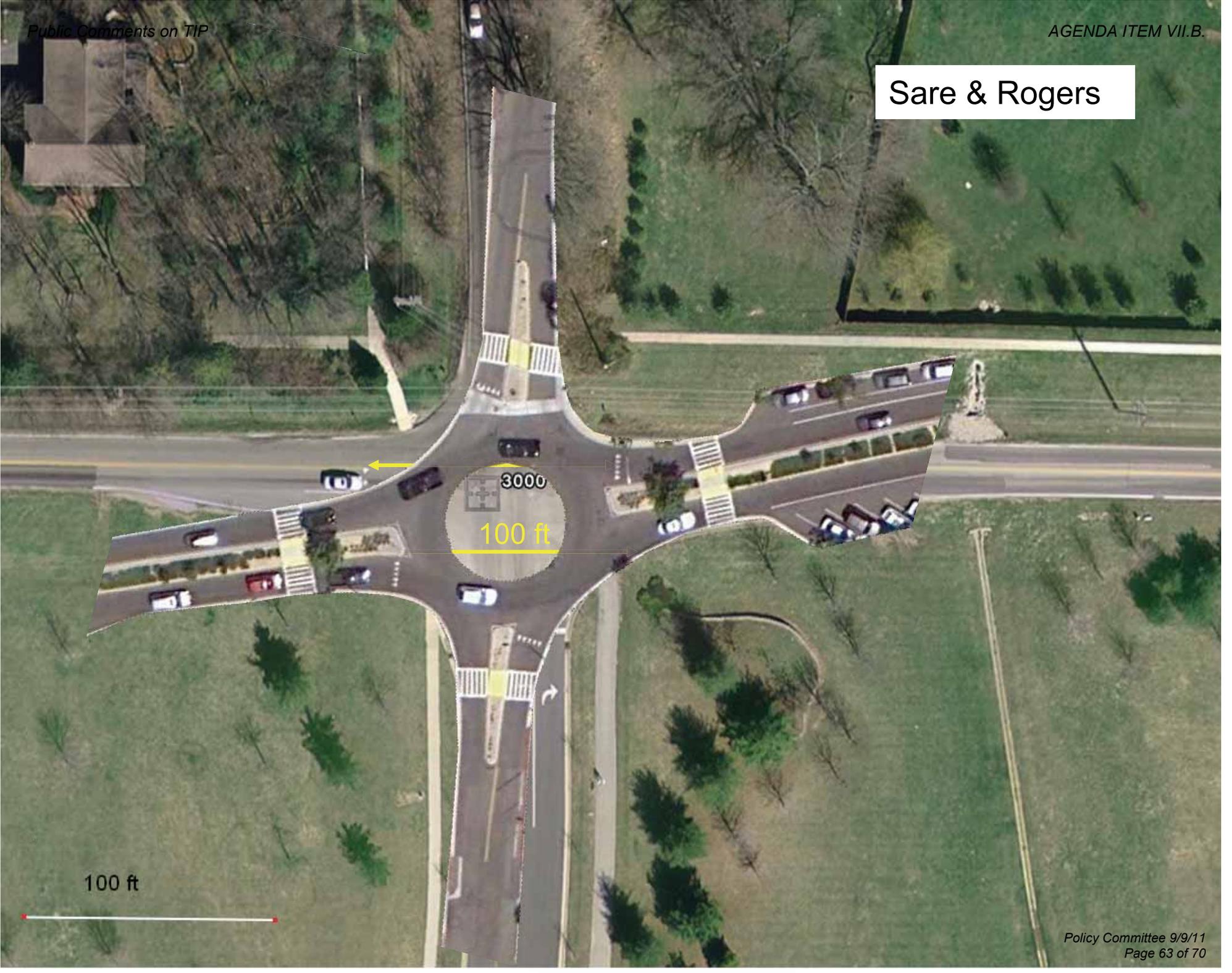
San Diego - La Jolla / Bird Rock ~ 20,000 cars/day – 4 RB+Streetscape – \$3.4 M



Sare & Rogers



Sare & Rogers



Sare & Rogers

3000 S Sare Rd, Bloomington, IN 47401

100 ft





**City of Bloomington
Office of the Common Council**

August 22, 2011

Robert Tally, Division Administrator
Federal Highway Administration
575 N. Pennsylvania St., Room 254
Indianapolis, IN 46204

Dear Mr. Tally,

As a member of the Bloomington/Monroe County Metropolitan Planning Organization Policy Committee, I am writing to raise objections to the I-69 Section 4 Final Environmental Impact Statement (FEIS) submitted to your office last month. For reasons explained below, I believe that the project is currently ineligible for approval and that FHWA will be acting beyond the scope of its authority if it issues a Record of Decision at this time.

As you know, federal regulations require that a project within the jurisdiction of an MPO be consistent with the Transportation Improvement Plan (TIP) before the State may include it in the Statewide Transportation Improvement Program. *23 U.S.C. 450.216(k)*. The BMCMPPO approved the proposed 2012-2015 TIP on May 13, 2011. In spite of this action, the State submitted its 2012-2015 STIP on June 17, 2011, which FHWA subsequently approved, referencing the now outdated 2010-2013 TIP for BMCMPPO, instead of the 2012-2015 TIP which supersedes the earlier TIP.

To my knowledge, the State has yet to certify the proposed 2012-2015 TIP. By contrast, the Indianapolis MPO Policy Committee voted to approve its new 2012-2015 Indianapolis Regional Transportation Improvement Program (IRTIP) on May 4, 2011 and approved by INDOT approximately three weeks later. Your office certified the updated IRTIP for inclusion in the 2012-2015 STIP by on July 11, 2011. Since the BMCMPPO TIP update was approved at approximately the same time as the IRTIP, I believe our TIP was not incorporated into the 2012-2015 STIP for political, rather than administrative, reasons.

I am concerned because the 2012-2015 TIP removed the I-69 Section 4 project that had been part of the amended 2010-2013 TIP. The policy committee deliberately removed the I-69 project from the TIP, in part, because the State did not provide the financial information we requested from Deputy Commissioner Sam Sarvis at our

October 2010 meeting. Without this information, we could not reasonably determine whether sufficient funding would be available for the project as is required under 23 U.S.C. 450.324(i).

I believe the 2012-2015 Indiana STIP invalid with respect to the I-69 Section 4 project since the STIP does not reflect the BMCMPPO current position on the issue. Further, I believe that the project is ineligible for federal funding pursuant to 23 U.S.C. 450.330(d) and that FHWA may not issue a ROD for the FEIS under the current circumstances.

Sincerely,



Andy Ruff

Bloomington City Council representative member of the BMCMPPO

JON W. CRAIG
MAYOR

CITY OF PETERSBURG, INDIANA

TAMMY SELBY
CLERK-TREASURER

City Hall, 704 E. Main Street
Petersburg, Indiana 47567-1231
(812) 354-8511 • (812) 354-6720 Fax
www.petersburg.in.gov

August 26, 2011

AUG 31 2011

Bloomington/Monroe County MPO
P.O. Box 100,
Bloomington IN, 47402

Dear Mayor Kruzan and Metropolitan Planning Organization Members:

For many years I have been vocal advocate for I-69 progress and construction through Southwest Indiana. That being said, I want to stress my understanding for the scrutiny of the project in Bloomington and Monroe County. Local leaders must always hold true to their fundamental beliefs and should always ask the difficult questions regarding any proposed development. That same scrutiny is what lead me to get behind this project because it brings the potential for greater employment, connectivity, and diversification to our rural coal-dependent community. As I cannot attend the MPO meeting on September 9 to provide comments, I did want to share a few thoughts with you in written form.

Please do not read this letter as an outsider telling you how to run your community, rather please accept it as my insight on how my community, and others just like mine, will benefit Bloomington through the eventual connectivity of I-69. Even though I am Mayor for the City of Petersburg, in many ways Bloomington will always be my second home. I graduated from IU in 1996 and was not only involved in campus life, but also the community. I made many lifelong friends at both the university and in the community, serving four years as a volunteer firefighter for Perry-Clear Creek Fire District. I even fondly remember serving as an eager and I'm sure a "model" student for my Indiana Government class instructed by then State Representative Mark Kruzan. I will always love strolling down Kirkwood, tailgating off 17th Street, fishing at Lake Monroe, and eating a Mother Bear's Pizza. However today I find myself making fewer trips than I would like to.

The completion of the I-69 corridor will allow many communities south and west of Bloomington to get to know your community, and to fall in love with the atmosphere the same way I did 20 years ago. I-69 will increase patronage to your businesses, bringing outside dollars to your merchants. It will allow for an even more diverse workforce as more Hoosiers will seek employment in your city. It will even expand the commuting perimeter to Indiana University, drawing even more students from regional communities. To provide some examples of current commuting trends, Washington and Petersburg residents currently align themselves primarily with the Evansville metro area for shopping and entertainment. Vincennes and Bicknell residents follow the US 41 corridor to either Evansville or Terre Haute. But probably the best example is the unique willingness of Jasper and Huntingburg citizens who in addition to

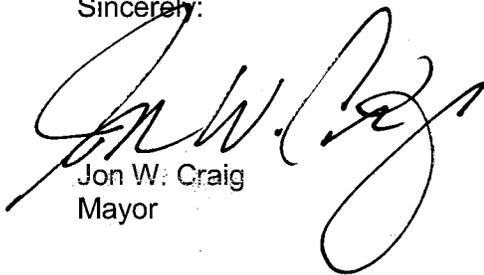
Evansville, regularly commute to Louisville to do their shopping. These folks are willing to drive longer times and distances simply for the ease of the I-64 commute, and at the same time give provide additional sales tax dollars to the State of Kentucky.

Just yesterday I found myself heading through Bloomington on the way to Columbus. And while we may be just as close "as the crow flies" to both Evansville and Bloomington, it took me around an hour and half to get from my home to the 2nd street / SR 37 intersection. As I am sure you all have experienced, I hit a line of traffic on SR45 just north of Crane that moved at an average speed of 48 mph. As I followed the same line all the way through Eastern Green County, I began to pray for my one big chance, the lone passing lane at the "Harmony Stretch". However, meeting a similar solid line of traffic between Stanford and Curry Pike made my dreams of any passing maneuvers disappear. I also crossed town on the way home, taking 27 minutes to travel between 446 on the east side to Curry Pike on the East. With the majority of the gridlock occurring between Bloomington Hospital and SR37.

This bumper to bumper commuting is what we steer away from. Believe me, my constituents follow enough coal buckets, school busses, combines, and super-loads up and down our state highways that when taking a road trip, Bloomington is usually not on the radar screen. We are going to head south and use the SR 57 passing lanes, I-69 through Gibson County, and the well-established path of I-164 to get us to Evansville in 45 minutes. Think about your last out of town shopping trip. Did you go to Edinburgh? Columbus? Louisville? Jasper? While all of these towns are great shopping destinations, my guess would be that you headed north, following the four-lane SR37 corridor to our state capitol. By adding I-69 to your transportation plan you are allowing rural Southwest Indiana the same access and connectivity that you enjoy. However this is not just access to Indianapolis, but rather access to your great city, your unique culture, and your dynamic educational institution. I dare say that our citizens will become more familiar with B-Town, and maybe even add a few dollars to your local economy.

Go Hoosiers!

Sincerely:



Jon W. Craig
Mayor

MEMORANDUM



To: BMCMPO Policy Committee
 From: Raymond Hess, Transportation Planner
 Date: September 2, 2011
 Re: FY2012-2015 Transportation Improvement Program Amendments.

Though the FY2012-2015 Transportation Improvement Program has not been accepted by INDOT, a series of amendments are requested to be processed to reflect recent changes. Specifically, Monroe County's sign upgrade project needs to be reflected in the TIP since the project was not implemented last fiscal year. Also, the BMCMPO has learned that Bloomington's Sign Upgrade project was deemed eligible to receive Highway Safety Improvement funds and needs to be added to the TIP. This project was awarded Highway Safety Improvement Program (HSIP) funds by the Policy Committee 4/8/11. Similarly, Ellettsville's Heritage Trail Phase II project was deemed eligible to receive Transportation Enhancement funds and needs to be added to the TIP. The Policy Committee awarded TE funds to this project on 3/11/11. Lastly, INDOT has requested that the right-of-way and construction phases of I-69 Section 4 be added to the TIP.

Therefore, the FY2012-2015 TIP is requested to be amended as follows:

Amendments to Monroe County Projects:

a.)

Monroe County Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: Upgrade Signs	PE				
Location: Various locations	PE				
Description: Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devices (MUTCD) retroreflectivity requirements on roadways	ROW				
DES#: 1006377	CON				
Support: MUTCD	CON	\$ 58,500			
Support: MUTCD	CON	\$ 6,500			
Allied Projects:	TOTAL	\$ 65,000	\$ -	\$ -	\$ -

Changes: This is a new project (though the project is reflected in the FY2010-2013 TIP); Added construction in FY2012.

Amendments to City of Bloomington Projects:

b.)

City of Bloomington Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: Upgrade Signs (Zones 5-8)	PE				
Location: Various locations (downtown, IU, core neighborhoods)	PE				
Description: Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devices (MUTCD) retroreflectivity requirements on roadways	ROW				
DES#: to be assigned	CON				
Support: MUTCD	CON	\$ 90,000			
Support: MUTCD	CON	\$ 10,000			
Allied Projects:	TOTAL	\$ 100,000	\$ -	\$ -	\$ -

Changes: This is a new project; Added construction phase in FY2012.

**c.)
Amendments to Town of Ellettsville Projects:**

Town of Ellettsville Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: Ellettsville Heritage Trail (Ph II)	TE			\$ 12,800	
Location: Bridge over Jack's Defeat Creek	Local			\$ 3,200	
Description: Construction of a multi-use trail bridge for non-motorized use.	TE				
	Local				
DES#: To be assigned	TE	\$ -		\$ 210,720	
Support: MCATGSP	Local			\$ 52,680	
Allied Projects: B-Line Trail, Ellettsville-Stinesville Trail	TOTAL	\$ -	\$ -	\$ 279,400	\$ -

Changes: This is a new project; Added engineering in FY2014; Added construction in FY2014.

Amendments to INDOT Projects:

d.)

State of Indiana Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: I-69 Section 4 segment	NHS				
Location: Boundary of Planning Area (creek near Rolling Glen Estates) to SR 37 (s. of Bloomington) (~1.75 miles long)	State				
Description: New Interstate highway road construction with conditions added concerning karst terrain (preservation and reporting requirements) and road access (Harmony Rd., That Rd., Bolin Rd., & other locations) (NOTE: refer to Resolution FY2011-06)	NHS	\$ 2,496,000			
	State	\$ 624,000			
DES#: TBD	NHS		\$ 25,600,000		
Support: LRTP	State		\$ 6,400,000		
Allied Projects:	TOTAL	\$ 3,120,000	\$ 32,000,000	\$ -	\$ -

Changes: This is a new project; Added right-of-way in FY2012; Added construction in FY2013.

Note: This is considered a major amendment because it adds right-of-way and construction phases of a capacity adding project.

Committee Recommendations

The Technical Advisory Committee recommended approval of all proposed amendments at their meeting on August 24, 2011. The Citizens Advisory Committee recommended approval of amendments a – c at their meeting on August 24, 2011.

Public Comment

The I-69 Section 4 Segment (d) amendment is considered a “major amendment” per the Public Participation Plan because it adds a right-of-way acquisition phase and a construction phase of a capacity adding project. Major amendments require a 30 day written public comment period. The public comment period for this project ran from August 2 to August 31, 2011. Two written public comments were received (from Andy Ruff and Jon Craig) during this time period related to the proposed amendments and are attached to the end of the FY2010-2013 Transportation Improvement Program amendment memo (Agenda Item VII.B.) for the Policy Committee’s review and consideration.

Recommendation Requested

The Policy Committee is requested to take action on the proposed amendments to the FY2012-2015 Transportation Improvement Program.