



POLICY COMMITTEE

February 24, 2012; 1:30 – 3:00 p.m.
Council Chambers (#115)

- I. Call to Order
- II. Election of Officers
 - A. Chair
 - B. Vice-Chair
- III. Approval of Minutes:
 - A. November 4, 2011
- IV. Communications from the Chair
- V. Reports from Officers and/or Committees
 - A. Citizens Advisory Committee
 - B. Technical Advisory Committee
 - C. Policy Committee I-69 Subcommittee
- VI. Reports from the BMCMPPO Staff
 - A. FY 2012 2nd Quarter Progress Report
 - B. Quarterly Project Tracking
 - C. 2012 MPO Conference
 - D. 2013-2014 Unified Planning Work Program
 - E. Long Range Transportation Plan Task Force
 - F. Transportation Legislation Reauthorization
 - G. 2010 Crash Report
- VII. Old Business – *Action Requested on all Old Business**
 - A. Policy Committee Meeting Recordings on CATS
 - B. FY 2010-2013 Transportation Improvement Program Amendment
 - a. I-69 Section 4 (Construction) (INDOT)
 - C. FY 2012-2015 Transportation Improvement Program Amendment
 - a. I-69 Section 4 (project addition) (INDOT)
- VIII. New Business – *Action Requested on all New Business**
 - A. Coordinated Human Services and Public Transportation Plan Update
 - B. FY 2010-2013 & FY 2012-2015 Transportation Improvement Program Amendment
 - a. Bicycle Lockers for Downtown Transfer Facility (BT)
 - b. Voice Enunciators (BT)
 - c. 35 Foot Buses (BT)
 - d. Fuel Capitalization (BT)
 - e. Maintenance Facility Exhaust System Upgrade (BT)
- IX. Communications from Committee Members (*non-agenda items*)
 - A. Topic Suggestions for future agendas

- X. Upcoming Meetings
 - A. Technical Advisory Committee – March 28, 2012 at 10:00 a.m. (McCloskey Room)
 - B. Citizens Advisory Committee – March 28, 2012 at 6:30 p.m. (McCloskey Room)
 - C. Policy Committee – April 13, 2012 at 1:30 p.m. (Location TBD)

Adjournment

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

11. Director, Monroe County Highway Department
12. Chair, MPO Citizens Advisory Committee
13. Director, INDOT Seymour District
14. FHWA, Indiana Division (Non-Voting)
15. FTA, Region V (Non-Voting)

- B. Alternate Representation:** If the designated Policy Committee representative for a board, commission, institution, or other organization is unable to serve on the Policy Committee, an alternate representative may be appointed by the same board, commission, institution, or organization to serve the term of the regular designee. In such cases, the regular designee shall not be required to submit a proxy statement for each meeting that the alternate representative attends.
- C. Terms:** The voting members of the Policy Committee shall serve terms on the Committee that coincide with the terms of their respective offices.
- D. Proxy:** Each voting member of the Policy Committee may name a proxy in writing for a particular meeting or vote.
1. Representation: The proxy shall be from the same agency, jurisdiction, or organization which the member represents.
 2. Powers: The proxy's powers shall be delineated in the written notice.
 3. Notification: The member shall be responsible for notifying the proxy of meetings.
 4. Committee Chair Proxy: If the Chair of the Policy Committee is absent, then the Vice-Chair shall conduct the meeting.
- E. Additional Appointments:** Additional appointments to, or changes in the composition of, the Policy Committee shall require an amendment to these Bylaws as outlined in Section 1.6. Any Policy Committee membership changes shall be made in consultation with the Indiana Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

2.4 **Officers**

A. Officers: The Policy Committee shall elect the following officers:

1. Chair
2. Vice-Chair

B. Eligibility: Officers of the Policy Committee shall be chosen from the voting members of the Policy Committee.

C. Elections: Election of officers shall occur in January of each year. Elections for all officers shall be by majority vote.

D. Duties: The duties of the elected officers of the Policy Committee shall be as follows:

1. **Chair**
 - a. Preside over the meetings of the Policy Committee.
2. **Vice-Chair**
 - a. In the absence of the Policy Committee Chair, to preside over the meetings of the Policy Committee.

2.5 Meeting Procedure

- A. **Quorum:** A quorum shall consist of seven (7) voting members of the Policy Committee or their proxies.
 1. **Committee Action:** No action shall be taken by the Policy Committee without a quorum.
 2. **Rescheduling:** If a quorum is not present, those present may tentatively reschedule the meeting to another day when a quorum can be obtained.
- B. **Schedule:** Meetings of the Policy Committee shall be open to the public and be held on a bimonthly basis or as needed for special business.
- C. **Special Votes:** The Chair of the Policy Committee may request a mail, fax, or e-mail vote on issues already presented at previous meetings.
 1. **Limitations:** This practice will be used only if Federal and/or State imposed deadlines are an issue or if the vote is necessitated due to the urgency of a local, State, or Federal project.
 2. **Committee Report:** A mail, fax, or e-mail vote will be presented at the next scheduled Policy Committee meeting as part of the previous meeting minutes.

2.6 Order of Business

The business of the Policy Committee shall be taken up for consideration and disposition in the following order, unless order is suspended by unanimous consent:

1. Call to order by the Chair
2. Approval of minutes of the previous meeting
3. Communications from the Chair
4. Reports from officers and/or committees
5. Reports from the MPO staff
6. Old Business
Public comment prior to vote (limited to five minutes per speaker)
7. New Business
Public comment prior to vote (limited to five minutes per speaker)
8. Communications from Committee members on matters not included in the agenda
9. Adjournment



Policy Committee Meeting Minutes
Nov. 4, 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), Susie Johnson (City Public Works), Mark Kruzan (Bloomington Mayor), Lynn Coyne (IU Real Estate), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Patrick Murray (CAC Chair), Andy Ruff (Bloomington City Council), Jim Stark (INDOT), Mark Stoops (Monroe Co. Commissioner), Dan Swafford (Ellettsville Town Council), Julie Thomas (Monroe County Council), and Robert Tally (FHWA).

Citizens: Bruce Anderson, Meri Reinhold, Turk Roman, Scott Wells, Lucille Bertuccio, Brian Garvey, Thomas Tokarski, David Keppel, Tom Glastrus, Sarah Clevenger, Haggerty, Jeanie Smith, Sam Allison, Vicky Sorenson, Holz Vonderheit, Cheryl Munson, Greg Alexander, Mary Hrovat, Sura Gail Tala, Doug Stewart, Patrick Munson, Nanette Brewer, Tim Maloney, Bev Ohneck-Holly, Okcha Atwood, Michael Luntsema, Sandra Tokarski, Aaron Smith, Mary Ann Williams, Greg Knott, William A. Boyd, Daniel McMullen, Been Estes, Donna Lentz Ferree, Mick Harrison, Michael Lukens, Marc Cornett, Farra Ferree, Richard Torstrick, Steve Higgs, Aaron Pollard, Ann Patterson, Doug Jeffers and Cindy Jeffers.

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

I. Call to Order – Kent McDaniel called the meeting to order. He thanked all involved who worked on questions for and answers from INDOT. The I-69 Subcommittee met 5 times to discuss the questions and answers. He particularly thanked Jack Baker for summarizing the answers received from INDOT. He also thanked Richard Martin who did an outstanding job of trying to make sense out of a very complicated issue and keeping the process moving.

Mr. McDaniel asked the members of the Policy Committee if they would be willing to move anything that deals with anything other than I-69 to the front of the agenda and leave all the I-69 issues for the end. We will try to move quickly through those things to try to get to the main issue of the day.

*****Richard Martin moved to change the order of the agenda. Julie Thomas seconded. The motion was approved by unanimous consent.**

Mr. McDaniel said that we take public comment on any issue that we are going to take a vote on. We do not take public comment on procedural issues. You can speak one time on one issue. We will treat I-69 as one issue today. There are 3 amendments addressing it but we will treat that as one public comment session. Anybody who wants to speak can come up to the podium, introduce yourself, identify what organization you are affiliate with – if there is any organization – You are limited to 5 minutes speaking time. He felt that in his position as chairman he has several responsibilities. One is to make sure that everybody has a fair chance both on the committee (to express their interests) and the public for them to express theirs. The chair also has an obligation to keep the meeting moving so that we can actually get to the end of the meeting and take action on one of the issues. If everyone from the public takes 5 minutes we'll never get to that point because we will all give up and go home long before that. He asked for committee comments. He suggested that we suspend the rules that are in our



bylaws temporarily for this meeting and change the time limit from 5 minutes to 2 minutes. He warned the audience that they would have to remain cordial or be removed from the meeting. He said that this change would require a simple majority to pass. *****Andy Ruff moved to allow a 3 minute public comment period per person. Mark Stoops seconded. The motion passed unanimously.** Mr. McDaniel told the audience that they did not have to take all 3 minutes and not to repeat themselves. Please be cordial.

II. Approval of Minutes:

A. September 9, 2011 -- Mr. Martin moved approval of the minutes from 9/9/11. Susie Johnson seconded. The minutes were unanimously approved.

III. Communications from the Chair – Mr. McDaniel said that he recognized Andy Ruff to present information that would affect the PC agenda. Mr. Ruff said in light of the vote of the CAC and based on discussions with other committee members he withdrew his motion to remove Section 4 from the old TIP. He regards that TIP expired. It would save the committee a lot of time for no significant gain. *****Mr. Ruff moved approval of the withdrawal of his request to take Section 4 out of the old TIP. Julie Thomas seconded. There was unanimous approval.**

IV. Reports from Officers and/or Committees

A. Citizens Advisory Committee – Mr. Murray reported that the CAC discussed the Long Range Transportation Plan Taskforce, their draft of the ADA policy that they are working on, and 2 amendments to the 2010-2013 TIP (removal of I-69, Section 4). They were informed by staff that removal of Section 4 would not stop the project. If we did remove this section the State would not accept the amendment. The CAC voted to leave Section 4 in the TIP. The CAC voted to approve the funding for the bicycle lockers for the Downtown Transfer facility.

B. Technical Advisory Committee – Mr. Reid said the TAC has nothing to report that hasn't already been reported.

C. Policy Committee I-69 Subcommittee – Mr. Martin, the chairperson of the I-69 Subcommittee and this is the report of the subcommittee. On Sept. 19, the committee met and decided which questions to be submitted to INDOT and FHWA. On Oct. 7, they reviewed 30 responses from FHWA to the questions they felt capable of addressing. On Sept. 17, they reviewed INDOT responses through question #78. On Oct. 19, they continued reviewing INDOT responses. They had a report from staff of an at-risk project list. They outlined their report to the MPO Policy Committee. On Oct. 26, the last meeting was a discussion with Sandra Flum of INDOT and Bob Tally & Jay Du Montelle of FHWA. They asked for clarification on some of their responses. They talked about some outstanding concerns that they still had. Mr. Martin introduced a draft letter to Mr. Cline of INDOT in response to his letter rejecting our proposed TIP for 2012-2015. They identified the information that was to be placed in the Nov. 4 packet. They identified some further engagement opportunities at that meeting. The subcommittee produced a packet of products that includes the summary minutes for all 5 meetings, a consolidated set of responses to the questions from FHWA and INDOT, a summary of projects at-risk, a listing of stakeholders and concerns, a drafted reply of the reply to the INDOT letter of July 27, 2011, and a summary of Section 4 issues taken from the questions and the responses. We needed to clarify the authorization that had occurred as a result of previous actions and what we might be able to do going forward. Essentially the vote that we took a year ago on Nov. 10 allowed INDOT



to assure FHWA that they had fiscal constraint for Section 4. Subsequently last summer, FHWA authorized them to proceed up to the MPO boundary. They did not receive authorization to proceed within the boundary. INDOT has authorization to build approximately 14 miles of I-69 corridor that lie between the Monroe County line and the MPO boundary. That leaves about 1.7 miles that are within the MPO boundary. That is the section which we have something to say about. We do not have anything to say about the other part of it. INDOT, we are told, can spend the money anyway they find appropriate. If we don't include I-69 in the TIP in the MPO jurisdiction, the State can build it with its own funds. Once the State has federal approval for a contract that contract is controlled by the State—not by the federal government. They simply have to meet federal standards in the execution of that contract. The State has authority over all items in our TIP and their advancement. That is when we have something listed whether it goes to the federal government or not is at the discretion of the State. It is the State's option to forward the projects to the FHWA. Trying to clarify some of the MPO's responsibility, we will be issued probably a corrective action both to the MPO and to INDOT if we fail to resolve this impasse. A corrective action is FHWA's mechanism for making sure that project alignment and authorization alignment occurs for projects that use federal funds. We have also been told on several occasions that if you look in the federal statute it will say that the MPO is required to include regionally significant projects in its local transportation plans. One of our concerns is that we did not have within the Section 4 documents a significant recognition of the Alternative Transportation Plans. Indeed it has never been within the project's scope to provide any kind of alternative transportation facilities. They can enable transportation projects in local jurisdictions but they will be our responsibility to find funding for. They have done things like providing shared shoulders and bike lanes at the various bridges that they have designed in Section 4 so that should we then funds for other facilities to connect to them, we would not end up with bottlenecks and people riding bicycles or walking on the road at these bridges. We feel that one of the ways going forward to make sure that we have an appropriate agreement about these kinds of amenities is through some kind of memorandum of understanding between the BMCMPO and INDOT. Another thing that concerned them greatly was the safety risk on SR 37 once Section 4 opens up and with interstate traffic dumping onto SR 37. It is the expressed policy of FHWA and INDOT that they not dump I-69 traffic onto other roadways. This would be a significant dumping of interstate traffic onto roadway. If we choose not to include Section 4 or Section 5 then the State can proceed with this at-risk funding mechanism it has available and they would certainly do that for Section 4. If we do not do anything with Section 5 then all of those safety projects that we are concerned about on SR 37 going north would have to be addressed by some other mechanism. We would have to find a project and funding for that project to do that particular safety improvement. There are safety improvements identified in the approved feasibility study that include addressing issues at Vernal Pike, at 2nd St and on Victor Pike. There are some projects that they have identified as appropriate. Those projects are considered in fact peripheral to Section 4 of I-69. One of the things that we discussed was how do become more active in the planning and execution of the planning for these roadways. We have various examples of issues that we have identified that have to do with road grade, erosion control and maintenance, noise abatement, alternative transportation, frontage roads outside the corridor, local environmental standards, traffic flow, and safety during construction. All of these things require that we provide some level of input. To date, the MPO, the City of Bloomington and Monroe County act no differently than you do as members of the public. We are treated exactly the same. The only exception being we have a vote on whether federal funds are going to be used. But, in terms of our participation in the project, we are just like you are. We have an identified opportunity to participate. There is a mechanism called a participating agency which can be used in the National Environmental Policy Act process that could help us to identify issues early to be

involved in the discussions regarding these potential environmental and social economic impacts. We could participate in coordination meetings and joint field reviews. We could provide timely review and comments on pre-draft and pre-final environmental documents to reflect the views and concerns of the agency (us) on the adequacy of the document alternatives considered in the anticipated impacts and mitigation. Many of you will know that 30 days was very little time to read a 1500 page document and make intelligent responses to it. And certainly, we would then be able to provide meaningful and timely input on unresolved issues. This would be a mechanism to allow us to more fully participate in the activity in ways that we have not been allowed to participate in the past. Should we decide that this is an appropriate mechanism for us to follow; we will have to make some commitment to meet the expectations of federal and state agencies going forward. We don't get to sit on something for 6 months trying to figure out what is going on. We will have to dedicate resources to do this participation in an effective way. That means we are going to have to spend our money to participate in this project fully. We will probably have to dedicate staff and other resources to make sure that we have the opportunity to participate. We will have to respond in a timely manner. They are spending millions of dollars working on a time schedule that they have established. We will have to keep up that pace with them. How we are going to do that is still an open question. One of the things that you have all heard about is the loss of funds which also lose opportunities for us to improve our infrastructure. In the near term that represents about \$24 million on projects that we already have scheduled. That would include things like the Karst Farm Trail, Rogers St. and Sare Rd./Rogers Rd. roundabouts, and it essentially guts our BT Organization. Going forward there is another \$26 million we are going to lose in the years after that primarily affecting BT but also affecting new buses for IU, new capacity for bus systems and road projects for both the City of Bloomington and Monroe County. Under the no-build scenario there is a fairly substantial list of concerns that we have that are very real. One of the things that we have done is to estimate the current TIP that can be lost. We have an estimate of future TIP that could be lost. There is also an estimate of other possible revenue losses that are unknown at this point. We would expect that—given that the State has discretionary authority over funding—we might see other things constrained in some way as well. There would certainly be the loss of cooperation with INDOT, other state and federal agencies, and we would expect to receive a corrective action letter almost immediately, I am certain. There is also a loss of economic opportunity. We are to expect somewhere between 10 -25,000 vehicles trips per day coming through the county per day via that interstate. There will be a loss of business growth tied directly to I-69. In the planning for I-69 there is only 1 location which is not already fully developed or fairly well planned in terms of providing business growth opportunities. There will probably be some loss of business indirectly tied to I-69 and not otherwise realized if I-69 does not come through here. Those are losses that are fairly well undefined in terms of their specifics but are generally accepted by many people to be accurate reflections of the situation. Build scenario concerns: We will face a loss of property tax. Consumption of land moving from private entities to State entity will result in about \$330,000 of tax revenue not being collected on those properties. All of you are going to pay that \$330,000 to make up for that loss of revenue because of the way laws work in the State of Indiana. Most of the other taxing benefits that will accrue will accrue to the State of Indiana and we may receive some of those as part of an appropriation. There is absolutely no tax that we know of that comes directly into the coffers of city or county government other than some that would go to the Convention and Visitors Bureau. We have a list of safety related issues that have been identified in the FEIS document. We are still in this process of discussing emergency access on Birch Road for emergency response. We are talking about looking at whether there might be some special funding needed to train people for karst emergency management. We are still having to deal with whether or not they are going to have to increase the



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

grades which is going to slow trucks and cause a little more air pollution. We need to understand that better. They have looked at increasing the slopes that are used so they can decrease the footprint of the roadway but that creates special management problems. We have seen nothing so far that indicates that they are going to manage it any differently than they would a 1:3 slope. There is the issue which has been brought forth that has to do with nuisance mitigation—primarily with respect to noise. If you go up to Indianapolis and you drive around on 465 that is now a canyon with noise barriers on both sides of the road for most of the roadway. There is no plan to put any noise barrier in any place in Monroe County at this time. It was not indicated in the EIS documents and has not been indicated in the Section 4 documents. Some other no-build scenario concerns include having to do with I-69's consistency with local plans. I-69 has been in process for a very long time. In 1996, the City sent a letter to INDOT asking them to make the intersection with SR 37 north of the city not south of the city. As long as 15 years ago they were told that they should be doing this north of town not south of town. We do have some inclusion of alternative transportation elements in 2 documents—one prepared by the county and one prepared by the city which have not been included specifically with the exception of the bridge expansions that have occurred in Section 4. We have issues with the extension of frontage roads and connector roads to the city and county specifications as now planned. We have thought about the extra traffic for 30 years and have not had the funding to deal with them. The question is how we deal with them when even more traffic is on those roads. Intersection layouts that do not impede the flow of local roadways or increase travel time for those not using the interstate. Right now there is going to be a pretty significant change at the 2nd St. intersection which is going to make it more difficult if we have the same traffic volume to get through that intersection. That issue needs to be managed fairly well. We have a whole host of city and county standards which apply to all the properties and all the residents of this county which would not apply to the state and federal government—most specifically our karst ordinances which are very protective of karst features. Finally, we have some concerns about implementation assurance. These are mechanisms to ensure that the vote to approve I-69 occurs only after some kind of binding insurance to conditions established by the MPO that address high-priority community expectations.

We did this with the vote last November and we got pretty good response out of INDOT primarily with the maintaining access to roadways north and south through the county. The original plan for Section 4 would have cut off not only Harmony Road but almost every other road running north and south that that roadway was to cross. Now almost all of them have been maintained with either an overpass or an underpass. So, we have some experience that it works. As a result of the committee's work, we have identified 4 action items that we think we need to do going forward. 1.) We need to respond to the INDOT letter of July 27, 2011. He has written a draft of that letter which essentially addresses some incorrect statements which were made by the INDOT Commissioner. 2.) We need to agree on a mechanism for access to karst information relevant to petitions before the Plan Commissions. Both Monroe County and the City of Bloomington deal with petitions that involve karst topography next to the highway that has been extensively studied by INDOT. We need access to that information so that we don't have to require we don't have to require petitioners or the county or the city to repeat that analysis and investigation. The information's there which should be made available when it's necessary for us to make decisions about petitions that are relevant. 3.) We need to investigate this participating agency under EIS status for Section 5 Opportunity Agreement. Not only does it offer us some opportunities but it will require us to expend some resources that we had not planned. We need to understand what the consequences of that are going to be for us and whether there is any real advantage to doing so. 4.) We need to get more definitive agreement concerning the timing of the

opening of Section 4 relative to completion and safety-related Section 5 subprojects like Vernal Pike. We have a very nebulous statement about the timing and some of the constraints that are there. But, we have nothing definitive that is going to tell us that in fact that Section 4 will not open and leave all these safety issues in Section 5 for the 10-year design standard of the intersection they are planning with SR 37. That is the report from the committee.

Mr. McDaniel asked for questions. Mr. Ruff referred to the summary in the packet from the subcommittee meeting from October 26, “Economic Impact #1. INDOT predicts significant economic activity in the construction of I-69 from jobs and local taxes and predicts a significant increase in economic activity in new residential and commercial development after construction. But, when BLA did our transportation modeling for our LRTP, they ran this model (I’ve got the table right here) of I-69 over a 30 year period of the traffic analysis which included new residential development and employment increases with and without I-69 and the differences are literally in the hundreds—over a 30 year period. He would like to know more about this general claim of all this increased activity comes from. It directly flies in the face of our model that we paid a lot of money for to run for our transportation plan. Can anyone address that? I’m looking at it here where it says that over a 30 year period of the forecast from our travel demand model use with I-69 we have a household population increase of 751, households is 331, retail employment is 171. This is not annually. This is over the entire forecasted 30-year period. There is a total employment of 586. Mr. Stoops said that the final EIS by INDOT from July of this year acknowledges that highway will bring only 771 permanent jobs to both Monroe and Greene Counties. Then, the original Corridor 18 study found that 60% of those jobs would be in the service, retail, and wholesale trade industries. That means low-paying, dead end jobs like cleaning motel rooms, serving fast food meals and working cash registers at convenience stores and gas stations. So the jobs that INDOT has found are not even well-paid, living wage jobs. Mr. Ruff referred to a letter from EPA Region 5 responding to the original DEIS from the Division of Administrator where he is responding to INDOT and FHWA directly and it says—in case people are wondering well maybe the economic benefits are to accrue in other locations along the corridor—to quote his letter as described in the DEIS, “the main purpose of the proposed project appears to be economic development primarily in Gibson, Pike, Davies and Greene Counties. The DEIS appears to indicate however that over 80% of the economic benefits would occur in and immediately around Evansville and Bloomington. However, these areas are not suffering economically according to the DEIS. Furthermore, the DEIS indicates that only about 4 jobs per county per year would be created due to the project.” Mr. Ruff’s question is about the statement in the summary of the subcommittee that predicts significant economic activities. Mr. Martin noted that that statement was in response to a question that we asked and the statement was given to us by INDOT. Mr. Baker said it is in response to Question #16 so the response was from INDOT. Mr. Ruff asked INDOT how they make the contradictory data from your own studies jive with this sort of general claim that it is going to generate all of this activity. What’s changed? Mr. Stark asked if Mr. Ruff was asking him what’s changed as far as our environmental study. Mr. Ruff said the answer to the question to the subcommittee concerning economic impacts. That response that we recently got seems to be very contradictory to what is in the EIS and to what appears in favored I-69 contractor Bernard Lochmueller & Associates’s analysis of traffic impacts for Bloomington –our travel demand model which we paid \$30-\$50 grand for—where they model with and without I-69. There is a very insignificant difference. That is not consistent with the answers that INDOT gave us as a result of economic impacts. Mr. Stark said it was asked what the current estimated loss of revenue for Monroe County was. I believe that is what was stated here in our answer. Mr. Baker said there are several paragraphs below where I picked up the condensed version of

the answer that goes in to those things that would benefit the MPO. They weren't quantified but were listed as items that would benefit. Mr. Stark read "that the construction of Section 4 would provide hundreds of construction related jobs as well as increase the local tax receipts. There will be a positive indirect impact due to construction-related expenditures for services and materials which will increase business revenues significantly." It also talks about positive impacts as construction personnel are housed and meals and none of the positive impacts were quantified in the FEIS. Mr. Stark said he didn't believe that this was directly related to your study that was done. This was related to the question that was asked. Mr. Ruff said that Mr. Stark was describing these benefits which are simply the temporary construction economic activities that would occur anywhere, anyplace with the expenditure of these revenues that we have—that will be used—in terms of public investment. So it's not generating any economic activity that's not represented by another opportunity cost. Mr. Stark said it also says in addition, in the longer term, the project will result in new residential and commercial development. This will result in increased property values and add to the local tax base. Given this the assessing, the timing and the magnitude of these increases and in assessed valuation which the FEIS did not attempt to quantify. Again, this is an answer to a question that was asked. It is not related to your study. Mr. Ruff said that this is not going to be a productive discussion right now to pursue any farther but I do think it is very much related. It is the best data that we have—the best study that has been done—looking at our MPO area and the impacts of I-69 on population and economic activity and jobs. He gave Mr. Stark a copy of that. Mr. Stoops said he thought that in an EIS for I-69 you should be able to find that same or similar information. Mr. Stoops said he was not satisfied with the answer to Mr. Ruff's question. It gets to the heart of what the business community says about I-69, what the Governor says about I-69, what INDOT says about I-69; it is some kind of economic engine. We hear this repeated over and over again but there is no study that has found any economic benefit from I-69. As a matter of fact, from the very beginning of the original studies for I-69 showed that the relationship was even negative and that there was no justification for building I-69. That was why it didn't move forward. Even the studies that have been slightly tweaked and have ignored even movement from other parts of the state to the I-69 corridor to generate those particular jobs, it is minimal. It surely cannot justify the expense of over a billion dollars just to get to Bloomington but probably 3 billion by the time you get to Indianapolis. He said he would ask the Chamber of Commerce when you talk about a per job cost—when you divide 3 billion dollars by 700 service jobs—why are the Indiana taxpayers even covering that expense. He would really like to hear an answer to that question. It really goes to the heart of some of the justifications for building this destructive highway. Ms. Thomas asked if the committee has had any opportunity to look at experiences of other areas of the state that have used this participating agency rubric. Mr. Martin said they first discussed a cooperating agency agreement opportunity on Oct. 26. We received information that FHWA thought the participating agency might be a better route to go on Tuesday or Wednesday. He said that he responded about the concern to understand the nature of the commitment that we would be making getting involved in that. Mr. Tally responded with an email outlining some of the issues that we would have to work through in terms of making sure that we would be able to participate in a meaningful way in that process. We have not talked about where it might have been used elsewhere. He assumed that since it is an established opportunity within the federal government EIS process that it has been used in other jurisdictions. I have no information about how well they have received it or anything else. Ms. Thomas asked he could provide an example in Indiana. Mr. Tally clarified that SAFTEA-LU which is our current authorization that is being extended constantly by Congress actually provided that opportunity and outlined what a participating agency would be responsible for. In Indiana we have not used it in any large way however we have—before this request from Richard

came in—we have extended on the Illiana project. We are working to use that concept now more effectively and it might prove beneficial to the county and the city. Ms. Thomas voiced her concerns because she sees from the slides that we would be able to comment on documents, we can discuss issues, we can participate in meetings and none of that guarantees that our voice is going to be heard or listened to and I don't see anything in it that is much different than what we have heard before. She said she understood the difference between how we are treated as citizens now and it would give us a greater standing and we would sit in on meetings but I don't know that that is going to give us any benefit. I am fearful of that. I also have concerns that a number of the costs not being incorporated in the list. They are too many to detail. We have seen costs that are associated with township government (especially Indian Creek Township). We are going to see costs associated with Monroe County Community School Corporation (MCCSC)—having to provide bus service. We are going to see costs in terms of greater police forces needed both in the city and the county. A direct highway from Mexico is not going to lower our crime rate. It is going to result in the need to hire more service personnel and we can't afford it.

Mr. Ruff had a question that he didn't expect to get an answer to today since it relates to federal code. A plain simple reading of 23CFR.450.324d says, "The TIP shall include all regionally significant projects proposed to be funded with federal funds other than those administered by the FHWA or the FTA as well as regionally significant projects to be funded with non-federal funds." To me that says that INDOT cannot move forward within the MPO on I-69 regardless of whether or not federal funds are used. I have not been clear to this point on what the exact claim relative to this idea of moving forward without federal funding if the project was not included in the TIP. I am still confused as to what the claim actually is. Did the committee find that INDOT could move forward without using federal funds within the MPO regardless whether it was in the TIP or not or did they find something other than that? Mr. Martin said that when they received the first set of answers from FHWA we were under the impression that as you had indicated the state would not be able to proceed with those 1.75 miles of highway. In the meeting in on Oct. 26, Mr. Tally clarified that in fact the state could proceed at its own risk—using its own funds. There was not a constraint on them finishing that portion of the project with their own funds. That is what we have been told. Mr. Tally said to Mr. Ruff that this has been an ongoing—as you can imagine—deliberative process with the subcommittee as well as within FHWA and USDOT. Just yesterday Secretary Ray LaHood who is the top executive for the USDOT issued a letter. That letter was very clear with regard to the Department's position on this issue. "The FHWA may authorize federal funds for construction of Section 4 up to the MPO planning boundary. And if the state chooses—with our without this MPO Policy Board's agreement—to use state funds then, in fact, FHWA will take no further action against the state of Indiana with regard to the planning regulations. Mr. Ruff said that Mr. Tally was saying that Mr. Ruff's on-the-surface read of 23cfr450.324d—that says any regionally significant project has to be in the TIP regardless of whether or not federal funds are used. Mr. Tally said that the planning regulations as you read them are true. That basically precludes federal funds from being spent for the 1.7 miles within the MPO planning boundary unless the MPO votes to include it in the TIP. If the State chooses to use their funds, they would basically be not consistent with that regulation as you just described it. Mr. Tally reiterated that no further action would be taken against the State of Indiana for being inconsistent with that regulation. Mr. Ruff said so FHWA would not take action against INDOT for being inconsistent with federal regulations but that INDOT would take action against the BMCMPPO for being inconsistent with their STIP/TIP. Mr. Tally said he did not have the ability to answer that question. That would be up to the State to answer. Mr. Ruff thanked Mr. Tally. Mr. McDaniel said the committee has been

confused by the initial answer, as well, until they had the meeting on the 26th. Mr. Tally added that FHWA feels a participating agency is a very large step by any local agency to take on a responsibility to be at the table. Their voice will be part of that process and heard. They do not have ultimate and final decision-making authority or signatory authority but they play a much more prominent role than any other role that we have. As he told Mr. Martin, there are 2 levels—one is for local participating agencies and the other is for cooperating agencies which is relegated to federal agencies to participate as well. That is a decision that the agencies make upon themselves to decide to be at the table for that process. We feel that it is an important step if the city and the county were wishing to take on that responsibility. Mr. Ruff asked Mr. Tally if it struck FHWA as curious in any way, shape or form that up until recently the INDOT funding plans for Section 4 called for innovative financing to be used. To use innovative financing for a build period between 2016-2020, yet in the recent and current period of declining state and federal gas tax revenues, INDOT was not only suddenly able to move the project forward to 2011-2015 but also to identify traditional funding as the measure rather than innovative financing. Once again, in a time of currently declining revenues and projected continuing declining revenues—to be able to move that project up and suddenly not have to rely on innovative financing—did that deserve any further investigation of INDOT’s funding projects by FHWA? Mr. Tally said that they review that through their “STIP financial constraint.” They look very closely at the State’s revenues and the projected federal revenues. They are given specific guidance from their headquarters to use certain growth numbers in that projection process. They did that according to their own regulations. The State of Indiana demonstrated that they have fiscal means by which to do this and therefore determine that the STIP was in fact fiscally constrained and therefore this project emanating from that STIP also meets those criteria. Mr. Ruff asked if there was any further analysis of FHWA into the details of the funding and revenues. Mr. Tally said that they look at all of the projected projects that are anticipated to be funded during the years of the STIP. We look at the projections of revenues both from the federal source and the state source—that would also include all of the resources that the state of Indiana brings to bear from the lease of the toll road as well as our gas tax revenues and projected federal revenues. We added those up and there was a balance enough to fund the entire program that INDOT put forward in the STIP. We determined that to be acceptable. Mr. Ruff asked if we have access to all of that. Mr. Tally said that is part of our STIP documentation. Mr. Ruff thanked Mr. Tally for his responses.

Mr. Stoops asked Mr. Tally about a couple of million dollars passed through to Bloomington Transit and Rural Transit. Can the State really stand in the way of that distribution? If so how would you as a representative of FHWA look upon that? Mr. Tally said that FTA oversees the Federal Transit Authorities funds themselves. They are not here today to talk about that. He doesn’t work in their particular area and doesn’t have any knowledge of that direct relationship of transit providers. He said he was aware that part of the transit funding comes directly from the State through their Public Mass Transit Transportation fund. That is basically managed by the State of Indiana. You would have to talk to the State of Indiana about how they manage those resources. Mr. McDaniel told Mr. Stoops that he could answer that for him. Bloomington Transit gets a variety of federal funds. Most notably their operating assistance which can be used for operating or capital (5307 Money) it is a formula grant which brings in about \$1.5 million per year. That money is recommended to be allocated by the Federal Transit Administration (FTA) based on a population/population density formula yet it is not a given that we would get that money. It goes to what they call the Governor’s Apportionment because Bloomington falls within the range of 50,000 to 200,000 in population. The governor actually has discretion over where he assigns that money. More directly to the point is that if the money is not in

the TIP when the TIP expires in June of 2013, we won't get it anyway. The governor wouldn't even have to deal with it. There are 2 other programs that are federal money that is discretionary based on INDOT. One is the Job Access and Reverse Commute Program and the other is the New Freedom Program. Bloomington Transit (BT) gets about \$200,000 a year from those 2 programs. That is federal money that again would disappear automatically if the TIP expires. It is at the discretion of INDOT to determine whether we get the money even if the TIP is in force. Those are the 3 programs that we can count on consistently. The 4th one that the FTA would fund would be the Discretionary Capital Grant Programs which BT has done very well in the past. In fact just 2 weeks ago they were awarded 2 grants for over \$1 million for hybrid buses and bike lockers. There would be no opportunity for BT to even apply for grants like. Most of their fleet has been replaced by those discretionary grants and the downtown transfer terminal that is supposed to start next spring has \$5.7 million of discretionary capital grants. Those grants are safe because those are obligated but there would be no additional grants once the TIP expires in 2013. Mr. Stoops noted that Mr. Stark is a representative of INDOT which he understood handles more things than transportation on roads. Even at the federal level there seems to be an increased emphasis on mass transit. Is that something that the State also follows and wants to encourage as a mechanism to get more cars off the roads which are fairly expensive? Mr. Stark said that INDOT is always looking at all the different types of transportation and mass transit is one of them—especially buses. They work with all the different MPOs across the state and a lot of rural organizations. They are really more of a federal pass through organization for those funds. There are millions and millions of dollars of discretionary funds that they handle for all different forms of transportation in the state. Most of that is split up in a formula that goes to the larger MPOs or to this MPO on an annual basis as far as funds based on their federal allocation. INDOT looks at all forms of transportation. We are very involved with other organizations. One example is a plan called Indy Connect. They on a task force and are invited to the meetings. We are involved. They don't own the roads or the transportation systems but participate in many meetings. Mr. Stoops asked if the funding stream that INDOT has identified as for mass transit or public transit would not otherwise go to road construction. Mr. Stark said it would not. Mr. Stoops said he was disturbed by the threat of not allowing that money to pass through to Monroe County and Bloomington for its mass transit programs which are the best in the state and have won awards citing them as the best in the country. It seems odd to him that the transit system would be penalized for a road construction issue especially if INDOT—as it says—tried to help with these mass transit issues. Would you agree that that doesn't seem appropriate? Mr. Stark said that the question was asked when the subcommittee looked at all these dollars where the total discretionary funds that INDOT works with on an annual basis. There is a list of things other than transit that are in the funds. He believed that the total dollar amount that the subcommittee was looking at. Mr. Stoops asked if Mr. Stark could guarantee that transit funding is not part of this overall threat to withhold funding from BMCMPPO. Mr. Stark said it is all of the discretionary. Mr. Stoops asked if Section 5 of I-69 was not included in our TIP whether it could be built. The answer from Mr. Tally was that if Section 5 is not included in our TIP even within our MPO jurisdiction it cannot be built at all even outside the MPO's jurisdiction not only not using federal funds but not using state funds. Mr. Tally said that the state is in control of its own resources. The State can use those resources in any way it sees fit without any federal intervention. The State can do at risk work. We typically see that done routinely with regard to developmental work. A lot of local agencies do at risk work where they actually develop projects in anticipation of future federal funds. The State of Indiana could in fact use their funds to do at risk design work or other activities without the MPO's approval to incorporate Section 5 into their TIP; I will not be able to "currently" sign the record of decision for the entire length of Section 5. Now with that said that would also preclude me

from acting on individual projects that would be incorporated into Section 5 independently of that action given that that action is underway. Those would be segmented out of that process which is not allowable under NEPA law. Mr. Stoops said he understood that if Section 5 is not in our TIP, INDOT would not receive a record of decision and so could not proceed using either state funds or federal funds. Mr. Tally said they could use state funds up to a point. If they choose to fund it entirely with their own resources—every aspect of it—again, we would be very similar to where we are right now with Section 4. I would not be able to sign a record of decision. The federal action is my signature on that document. Mr. Ruff asked Margie Rice, corporation counsel, if she would say in her opinion that even if FHWA was not interested in addressing a violation or inconsistency by INDOT with the cfr450.324 that says “regionally significant projects have to be in the TIP regardless of whether you use federal funds or not,” could the City or County sue in federal court. Ms. Rice said she thought that would be a more appropriate action for the MPO as a body to do but it is theoretically possible that an individual agency member could. It is something she would need to look into a little bit more. The MPO as a body would probably have better standing to do that than an individual member.

Ms. Thomas asked questions relating to the question and answer responses on air quality data. Why INDOT and FHWA are consistently use 2004 data instead of 2009 data? The phrase that keeps coming up says, “The data could not be quality assured.” What does that mean and if we got that data assured, she would like the models to be run with updated data. She referred to questions 49-51. Mr. Tally said that he was not an air quality expert but it was his understanding that at the time we evaluated for legal sufficiency and evaluated the final documents for signature we were in compliance with the latest planning assumptions—the latest data that was available. The new data had not yet gone through any quality assurance process to validate that data. It is not a requirement that we go back and reevaluate it based on that data however it was his understanding that no substantial change would occur based upon their look at that data as it is starting to emerge at this point. Ms. Thomas asked what it meant to have quality assured data. Mr. Tally said he believed that it goes through a whole process by which the federal agencies validate that the fleet mixed information—all of the aspects of the vehicle types, classifications, whatnot are accurate and reflect actually what the State of Indiana’s DMV records and whatnot all show. In other words there’s a whole process by which that has to be validated in order for it to be acceptable to EPA for it to be able to run the new models. That is a whole process by which federal and state agencies go through to validate that process—that’s the quality assurance part of that. Ms. Thomas asked if Greene County is in a maintenance designation—what does that mean. Does that mean their air quality ratings were negative or what does that mean? Mr. Tally said there is a difference between a “no designation,” a “maintenance designation,” and a “non-attainment designation.” The “maintenance designation” means that they are maintaining that level that is necessary to be compliant with the national ambient air quality standards. They are not in “non-attainment” which means we don’t have to take further substantive action to reduce the amount of emissions in order to bring them under the targets that are set by that process. They are maintained within that. It was his understanding that the process validated that this introduction of this in the environmental process did not exceed those standards by which it maintains its current status. Ms. Thomas said so they don’t call that county in “attainment.” Ms. Thomas said you call it “maintenance.” Mr. Tally agreed. Ms. Thomas asked if they didn’t have any 2009 data for Greene County either. Mr. Tally said at the time they signed the ROD it was not available to us. It was not available to run the models on. Ms. Thomas asked if there is any 2009 data available for anywhere else in the state. Mr. Tally said it is just going through that process at this point. We are working with each MPO to deal with the New Moves model which is an EPA model, the data and going through the



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whole process to prepare them to meet those new requirements. Ms. Thomas asked if we become a county that is in non-attainment of air quality standards what are some of the things that happen to the county. What are some of the regulations that we would face? What are some of the things that we would have to deal with? Mr. Tally said that there is no indication that Monroe County would ever come at this point into that status. You are asking of a hypothetical situation that you could ask about any other location. Ms. Thomas said we could ask about County X. If I'm talking about 12,000 vehicles driving up SR 37 and stopping at every stoplight...Mr. Tally said she was asking a question that was not relevant to this discussion. Ms. Thomas said it absolutely is relevant. Mr. Tally said there is no indication that Monroe County will ever become at this point with this data in "non-attainment." Ms. Thomas asked to consider Indianapolis or Marion County. Mr. Tally said that this was not Indianapolis. He refused to entertain that question. Ms. Thomas asked what if something happened and we were in "non-attainment..."Mr. Tally refused to speculate at this point. There is no indication that that this will be the case.

Mr. Baker asked the MPO staff (about participating agencies) if they have had any opportunity at this point to work through that, to do any research into that and determine the kind of time and personnel requirements it might take if we engaged in that process. Mr. Desmond said that staff had not had the time to follow up on that at this point.

Mr. Stoops noted that Mr. Tally said that they had run the models using the 2009 data. Does that mean you ran the models even though they were not necessarily used for the 2009 data for Greene County? Mr. Tally said they have not run the models for the 2009 data. It is just now being quality assured. He said that they are working with the MPOs to basically prepare to use that data to run the models to meet air quality conformity within the metropolitan areas that have to have that designation and meet those requirements. Mr. Stoops said that Mr. Tally answered a little different question that Mr. Stoops had asked. Mr. Stoops asked when Mr. Tally expected the latest air quality data to be usable. Michelle Allen from FHWA said that the 2009 data was available and quality assured. Mr. Tally said that we used the 2004 data which was available to us when we made a decision. The 2009 data has gone through a quality assurance process and it was his understanding that there is no indication that there are any substantive changes that would change the designation for Monroe County and move them into any other category. He offered to provide the MPO with all that information. Mr. Stoops said that would be helpful. The 2004 data is already 8 years old. In that time we have grown by 15,000 people and have more traffic. Not to mention the truck traffic that I-69 would generate. Mr. Tally said they recognize that most of the air quality gains that are made are based on a fleet mix and the newer vehicles that produce less pollution that are introduced into the fleet mix that occurred through the normal process. We have had a number of initiatives at the national level that have caused a lot of people to trade in and basically buy new ones. That is a mixed scenario. Mr. Stoops asked if that include trucks that are coming from Mexico that don't follow those same requirements. If this is really a Canada to Mexico corridor he would assume that we would expect... Mr. Tally said he wouldn't even begin to speculate but at a federal level that is a NAFTA issue with regard to trucks meeting any of the requirements safety or otherwise that they will in fact meet those requirements. Ms. Thomas asked Mr. Tally if when he was talking about those models are you talking about a model that puts traffic onto SR 37 in a 10-year projected basis so we would be putting traffic onto SR 37 for about 10 years before Section 5 and 6 are actually built. Does your modeling include those traffic lights and that traffic light at the intersection of SR 37 and I-69 as proposed? Mr. Tally said that it was his understanding that when we do planning, we look at a 20-year horizon basically looking at the

improvements that are anticipated in the 20 years, looking at the open-to-traffic dates of those and plug those into the model in order to do air quality conformity runs based upon the latest information. He asked Mr. Desmond if he would say that was correct. Mr. Desmond nodded affirmatively. Ms. Thomas asked Mr. Desmond if he could answer the question. Mr. Desmond said that the City Planning staff doesn't do air quality modeling here because we are not a non-attainment area so he couldn't speak to how that system works. Typically when we do the travel demand model we do a "build scenario" and a "no build scenario." We would say if nothing changes over the next 20 years in terms of new road facilities, this is what it will look like but if we do this set of projects, this is what it will look like. We test both approaches to see what the differences are. Ms. Thomas asked if there was ever an approach tested where there was partial build and no-build. In other words we'd have the "build scenario" to bring traffic from I-69 Evansville & Crane to SR 37 and then "no-build scenario" the rest of the way where we have traffic lights, etc. Mr. Desmond said he could not speak to what INDOT modeled. That is beyond our reach.

Mr. Martin said that the direct issue that is before us today and that we tried to get the answer to but did not successfully get during our discussions was what is the point in time when this body has to make a decision regarding construction funds for Section 4 such that if we fail to act, then we are going to have either some kind of withholding—cutting off of funds from the state—or a letter from the federal government that we need to take action. When is that date? When do we have to decide?

Mr. Stark said that he would hope that this group based on our request for this amendment would act today—make a decision—as you planned in the September meeting—that's what we talked about doing. As far as a specific date that anything changes, I think that we already just let our first project in Section 4. There are continued projects that are on the letting list for Section 4 outside the MPO boundary. You heard what Mr. Tally expressed earlier about inside the boundaries itself. And, as was answered in the questions, INDOT is looking at all the options that we have and we would hope that we would be cooperative in going forward. That has always been their point. That has always been where our positions been and that is what we want to continue to say.

Mr. Martin said that still doesn't answer his question. I want to know the date when our action to approve or to not approve would result in the cutoff of funds or a letter from the federal government telling us that we, the BMCMPPO, needed to resolve the problem. When does an official action occur if we don't vote? We are in the process of trying to understand all this. We have some action items to go forward. Mr. Stark said he could not answer for the federal government but we have asked for an action today. If the committee decides that they are not going to take an action today, that is the choice of this committee but INDOT would like an action today. Mr. Martin asked if Mr. Stark was telling him that we would expect a cutoff of funds if we don't take an action today. Mr. Stark said as they have said before, they would always look at the options that are available to INDOT and very honestly we have also said in the past that it's not something that we want to make a decision on—we want to work with this Policy Committee and we want to work through the cooperative planning organization that this is. That is and has always been their position. Mr. Martin said that he thought that he understood more or less their position but I'm having difficulty understanding how we as a community can go forward with any kind of assurance that we are actually going to be able to participate in a meaningful way. We have heard some suggestions that we may or may not be able to implement. We have some indications that there is a recognition of the problems that we have identified but that there certainly is at this point no commitment to resolve any of those as far he can tell. He was wondering

how we get you engaged to do things that we know need to be done. How do we do that? The only lever we have is a \$25 million lever that says you can ask Mr. Tally for \$25 million and go forward and not have to spend your own money to do it. He thinks that could be appropriate under some circumstances. What we want to do is to figure out how we get to that situation? He doesn't see any progress toward that situation. All he sees is this constant threat which has been occurring for 2 decades. I don't want threats, I want actions that benefit the community that meet our objectives. Is it not possible for INDOT to do that? Mr. Stark said he can only speak to the last 3 years but he knows that as long as he's been with INDOT and he thinks the Mayor and Susie can attest to this that he personally has done everything that we can to work with this MPO and this organization to achieve those things. He has asked people to be at the table. He has asked the County engineers, County Commissioners to be involved with the planning process. They have open doors any day of the week that our doors are open down here. He wasn't sure what else other than extending their invitation for you to show up and be part of that process and now we have a participating policy which is also open to you to use. What else do you expect us to do? Mr. Stark said that Mr. Martin had mentioned earlier in the meeting that since last November INDOT has been way more receptive than in the past. Mr. Martin said that was true. Mr. Stark said he wants the PC to know that they are here to work with them to get these things done. He also knows that Deputy Commissioner Sarvis has always been in that position to be as open and available to anyone. Mr. Martin suggested that they could say that the vote can go forward but they would stipulate that there would be no more re-evaluations that were going to occur on Section 4 without our replying. Mr. Tally says he can't do that and Mr. Martin said that is probably right. What we need to do as a body to maintain this cooperative effort going forward as we have is to delay as long as possible giving you the \$25 million. It is the only thing we have that keeps you at the table as far as he can tell. Good faith on your part is great but it's the \$25 million that keeps you coming here. If it wasn't for that \$25 million we wouldn't be here today. We are talking about a whole lot more money going into Section 5. Mr. Stark said they would still be here because they would have to ask to put it in the TIP because it is a regionally significant project even if we are using all of our own money. Mr. Martin said that it was good that they were there and we want to make sure that you are actively involved as you are sitting here. He is trying to find how to make sure that that occurs. How do we solidify that part of this arrangement because he can find no other way to assure that that happens other than to say that I am going to hold onto the \$25 million until I see it? That is the only lever given to us by the federal government to use in our relationships in this 3C process. Specifically it grants us that authority and it is the only that we have. You are telling me that what I ought to do is give up that and we are going to get all these other things as they go along. What I'm saying is that I am going to hold onto that until I see all those things occur. I don't see that there is a downside for you because as soon as we agree then you can go get your money. Mr. Stark asked what Mr. Martin was proposing that INDOT provide other than what we have already put on the table. Mr. Martin said what we have is on the table—we don't have any definitive actions that implement those things. We talked about this the first time on the 26th of October. We talked about this in an exchange of emails this week. The staff has no idea what is going to happen as a result of this. The communities have no idea the level of commitment they are going to have to make. It's probably going to take budget appropriations from both city and county government for us to implement this in a reasonable way. That is not happening today. We don't even know what is going to be expected of us. So how can we say, "Oh, we've got this in place?" We haven't got anything in place except an agreement to go forward in that particular area. That is a Section 5 issue not a Section 4 issue. We have no agreements whatsoever regarding what might happen to the safety-related issues in Section 5 that are brought on by Section 4 other than the lever that says if we don't do Section 5 the way we want to do it

you are not going to get any of them. That is the response that we have gotten from you so far. It is this lack of our ability to manage any of this process in a realistic way to meet community objectives. He understands that it is not Mr. Tally's responsibility to meet community objectives. He understands that it is not INDOT's responsibility to meet community objectives. It is our responsibility to meet community objectives. That is why we are here. To do that we have to participate in some substantive way and the only mechanism we have to assure that is this ability to vote for those construction funds now. We gave up the other opportunity last year because of the same various threats. I want to do something different now. I want to engage in a real partnership. I don't know how to do that if we just give you the go-ahead. That is our problem. We don't get any commitments from you guys at all and you get \$25 million from us. Mr. Stark said he was reaching out to Mr. Martin and the PC asking what commitment they want. What is your suggestion for that commitment? Mr. Martin said he didn't think the PC was prepared to answer that question because we haven't talked about things in those terms yet. Our concern so far has been to identify the issues and to understand the federal and state process. As Mr. Tally pointed out on the 22nd we know a whole lot more about state and federal processes now than we did a month ago—by orders of magnitude. We still probably still have something to learn about those and we would like the opportunity to do that, to continue to be involved, and for you to understand the particulars of issues that are of concern to us and the mechanisms that we may use to best address those issues. There may be some things that we can do locally to mitigate part of those safety concerns. We haven't looked at that. We have just identified the issue. How can we respond? What can we do locally that is going to mitigate some of these risks? What is INDOT prepared to do? I know that already you have people working on looking at some of these issues and how you can engineer temporary solutions for some of them. I have seen some of your temporary solution ideas. I know that you are doing it. I know that the board doesn't know most of those. They don't know any of the specifics of this. I think we need a higher level of engagement before we start making the decision that things are on track and we ought to be releasing money. I think that we made an effort. We got FHWA and INDOT to the table to discuss these issues as far as I can tell for the first time on Oct. 26. Never before had FHWA and INDOT sat in on a meeting with MPO policymakers and discussed the issues to the extent that we did that day. That was a good beginning. I don't want it to be the end. Mr. Tally said that he appreciated Mr. Martin's comments. You and I have had a very healthy, good discussion. We at FHWA are always present at the TAC meeting where a lot of these issues are discussed. They are discussed at the CAC meetings as well. Those committees come to this group and give you updates but you don't get that engagement because those committees are where most of that information is exchanged. That is the way this MPO is set up. It is not different than most MPOs. I would say that from my perspective it is the first time that I got asked by anyone in this MPO committee anything to be honest with you. You are the first person and Jack, too, who have really reached out to him and asked for clarity. I appreciate that. There is nobody else at this table who has actually sent me an email to ask him a question. Not one. On Section 4, I will give you an example of your emergency responders. You asked the question correctly. We have given you the definitive way to find a path that that might be available to you. The same exists on any other elements within any other project with any other aspects. We have given you a path on Section 5. I understand that you are concerned about the level of commitment. I have echoed that to you. We are willing to work with the city and the county and the MPO with regard to the level of commitment. We want you involved. This is a road through your community. We want you involved in that because it impacts you. You know best therefore we want your special expertise to be brought to the table. Speaking for the FHWA you know you have my commitment for wanting to extend the participating agency invitations. With my discussions with INDOT, we are willing to sit down and work with whoever represents the city and the

city to assure that we understand and recognize the impacts of what those schedules are and that we can talk about where the most meaningful opportunity is. What is that opportunity? What does it look like? Then, we could put that into some agreement. I want this MPO to move forward not just for I-69 but for everything else. I don't care if it is a trail project, a highway project or an intersection improvement project. This dialog started with Highway 45/46 with certain other members of the body. You ask why we don't get updates. I ask why you don't ask for updates. I don't think the MPO knew or even thought that they could do that. There is nothing wrong with doing that. Other MPOs around the state do these very things very effectively and have a very good engagement with INDOT. His commitment is here. He knows that INDOT agrees with what we have said so far.

Mr. Baker said he wanted to respond to some comments that have been made. I'd like to ask Mr. Stark a question. What we are asking to do is...we have one lever and that is that \$29 or so million. I think that is secure. I would ask for a postponement of action on Section 4 and 5 of I-69 to a point in time that gives us security in holding onto that money (the only lever we have) at the same time go along with the process that we have established with INDOT. We have come about now from head-butting to negotiating. We would like to continue that process through this participation agency's process. We would like to investigate that to see if it works for us. I think what we are asking as a part of an action from INDOT is to say, "Yes, we will give you an amount of time to work through these things to establish a negotiation process with us. We will come back and revisit it in the future but not take action today on the Section 4 and 5 amendments. Mr. Stark said that INDOT as an agency has asked for this. But as a voting member of the PC he acknowledged that it is the PC's job to make the decision. INDOT will work with the PC whether they vote to postpone or take action. Mr. Stoops said that both the County Commissioners and the County Plan Commission had sent specific requests to INDOT for information and had no response or dialogue with INDOT. We were even working on a I-69/SR 37 corridor study. We were trying to get information and INDOT wouldn't even send representatives to meetings. Mr. Stark asked how long ago that was. Mr. Stoops said it was 2 ½ years ago. He said he knew Mr. Stark was there. The only time that we were able to enter a dialogue with INDOT was when you were denied Section 4 in the TIP. That is when dialogue started. Mr. Stark would have to understand that we're more than a little concerned that if Section 4 actually goes in the TIP—you have access to that money to finish Section 4 within the TIP—the dialogue will finish. You won't need us anymore. I wish that we could say that we trusted you more but he hasn't seen that. This openness and this willingness to work with local governments—does that extend down to the counties along the southwest corridor? From what he understands it doesn't. It was his understanding that local governments are shut out. The contractors are moving forward at a break neck pace. Things are being done and there is no reaction from INDOT to fix those issues. We are talking about erosion, aquifers that are being breached, pillars that are poured and cracked and then buried so that nobody could see them. I could get into more detail about some of the serious concerns that we have in our southwest section of Monroe County regarding over 1,000 karst features. If that is the type of cavalier attitude INDOT's contractors have, with no recourse, in the other sections of I-69, I don't know how we can expect anything different. If the dialogue is done there is nothing we can do about it. So what guarantees do we have that there will be dialogue—that there will be action taken if we find issues as this proceeds. Mr. Stark said he was not sure what the issues would be. We are already saying that we are here at the table. We are here to work with you. I believe that Mr. Martin and Mr. Baker said it correctly that we are here to partner and not to be a dictator. Mr. Stoops said, "...then take the gun from our head." You are asking us to negotiate, you are threatening to cut off our funds and funds for BT (which has nothing to do with road funding)—you are asking us to negotiate with a gun at our

head. There may be one person up here that thinks that I-69 is a good idea. Outside of INDOT representative who is voting and I'm not sure maybe even deep down you don't think I-69 is a good idea. I am sure you have seen road projects that have been cut off that you think are vital in order to build this highway. But, you have a group of people who I know think I-69 is a bad idea for this community. The only reason we are here is because you have threatened to cut off vital funding for programs that we have. That is extortion. That is a gun to our head. If you are interested in negotiating then remove that threat. Mr. Stark said he didn't know that there is anything more that I can say. We are always exploring all of the options that we have and we are here to talk and get this worked through as partners. Mr. Baker said he was going to put a motion on the table for discussion by PC members. I am going to put an end on it but I would certainly accept a friendly amendment to change the time that I am putting on this. *****Mr. Baker moved to postpone action on both of the action items today for I-69 Section 4 and I-69 Section 5 until our next regular meeting with the caveat that if in discussion someone would like to extend that further, I would certainly be willing to accept that. Mr. Martin seconded.**

Mr. McDaniel said that since this is a procedural issue—a debatable issue—so we can discuss it as a committee but it is not an action item so it doesn't take public comment. Mr. Baker said that his purpose is that we are getting nowhere today in getting any sorts of commitments. I don't think we will get anywhere on commitments, leverage and that sort of thing. We need time away to discuss this, to consult with staff to see what sort of agreement, if this agreement applies to us, if we have the staff, if we have the money, what it's going to take to get involved in a process. I don't want to give up any leverage we have in terms of \$29 million worth of funding that could be lost but I want to gain time so that we can firm up this negotiation process. We have begun it, let's see where it goes. That's my whole point but certainly I think we need time to look into it, to discuss it amongst ourselves and decide how we feel about the negotiation process. It is so important in this to get what we can for the community and get some sort of agreement that we can have every party held to. Mr. Ruff said that this got away from us last time. I just want to understand what this means in terms of the rest of the meeting for public comment on this overall issue, I-69. The last time we met, it sort of got away from us. I didn't really realize that what we did last time meant that there was going to be no public comment at all. I am a little bit afraid that maybe that is not what the majority of the body would intend. Mr. McDaniel said that it has been our practice in the past. It is a procedural issue just like today when we changed the order of the agenda. Mr. Ruff asked what that means for the rest of the meeting in terms of public comment on I-69 issues. Mr. McDaniel said it would mean that the meeting would be over once we do communications from committee members. Mr. McDaniel said he expected a lot of debate on this motion. Mr. Ruff said still with a lot of debate on this motion the issue of whether or not this body wants to entertain public input today. That is important for us to decide. Mr. Martin said another option we have would be to withdraw this motion, do the public comment on the motions before us and then reintroduce the motion so that the hearing would have been completed. That would then mean that the next time this came before us, we have already met the hearing obligation. We would not have to have the public comment portion of the hearing at that point. Mr. Ruff said that we would still have the option of public comment. Mr. Swafford asked if we are going to table this issue, what are we hoping to get by tabling it. Are we going to go back to the table with INDOT? Are we going to talk amongst ourselves? Where are we going by tabling this? Ms. Johnson said that one of the items is that the PC has several questions about reports that may have been made to our TAC. I think the PC should request a full report from the TAC on what discussions they have had thus far about some of the questions that we have had about crossings and safety precautions. I think

that would be very helpful to this committee. Mr. Swafford asked who was on the TAC. Ms. Johnson told him. Mr. Swafford asked if the questions were raised before but there wasn't clarification—is that what I am understanding? Ms. Johnson said she doesn't think that the PC has taken the time at this point to get that kind of full reporting from the TAC. It is not that it hasn't been available to us; it is just that we haven't taken the time. Mr. Baker said the purpose of putting this out was to gain time and to continue this negotiation process and information gathering. We are still very unsure about what "participating agencies" means. That has just come up recently and we don't know the implications of it or the time constraints on it. Mr. Stoops asked Mr. Baker if he was intending to preclude or include public comment in that motion. Mr. Baker said he was willing to include it. Mr. Stoops felt that people should have a chance to comment. People have shown up a number of times without being able to have their say. Mr. Baker said he would like to know how the committee would like to proceed. Mr. McDaniel said he felt that the public comment issue is separate from the motion. Mr. Martin said once the item is postponed there is no cause for there to be any discussion of the item. Let's make sure we do keep it correct in order. He explained that we would have to have an action before us if we want to have a hearing. How we dispose of that hearing is another matter.

*****Mr. Baker said he would withdraw the motion. Mr. Martin withdrew his second.**

Mr. McDaniel said if everyone was in agreement they would accept the subcommittee's report for today. We will now move on to the next item of business which is "Old Business."

V. Reports from the MPO Staff

A. Quarterly Project Tracking –Mr. Hess presented the report. Staff has been producing this report since 2010 at the request FHWA to keep track of projects programmed in the TIP. The methodology is based on a form from INDOT. The LPAs provide project status updates to staff for the report. He offered to answer specific questions to save time at the meeting. Staff gets information from the LPAs to gauge compliance with the Complete Streets policy.

Mr. Martin asked Mr. Stark if he had a projected completion status for that section of the SR 45/46 bypass on the north side of campus. It looks like it is nearing completion. Mr. Stark said he understood that it was supposed to be finished by the end of the year. He believes the project is on schedule.

B. 2012 Meeting Schedule – Mr. Hess the meeting schedule was established at the last meeting. He wanted to provide a breakdown of the meeting schedule for 2012. It will be posted online.

C. Long Range Transportation Plan Task Force –Mr. Desmond said the latest Task Force meeting was at the beginning of October. Staff has been focused on I-69 Subcommittee work. Staff will draft an RFQ for consultants to assist us with our Travel Demand Model. The draft proposal will be brought to the committee shortly after Thanksgiving. We hope to have the RFQ out for proposals in early 2012.

VI. Old Business

A. Policy Committee Meeting Recordings on CATS – Mr. Hess said the staff is waiting for direction from the PC. We would like to establish some predictability as to whether some meetings will be recorded by CATS or not. Recording meetings is much easier in Council Chambers. Mr. Martin asked if both rooms are available for Policy Committee meetings. Mr. Hess said that both rooms are

tentatively reserved for each meeting date.

B. FY 2010-2013 Transportation Improvement Program Amendment

a. I-69 Section 4 (Construction) (INDOT) Action Requested*

C. FY 2012-2015 Transportation Improvement Program Amendment

a. I-69 Section 4 (project addition) (INDOT) Action Requested* --

Mr. Desmond said that there are two amendment requests that are generally covering the same information but we had to split it into 2 requests because we are dealing with 2 TIPs at this time. The current 2010-2013 TIP is recognized by INDOT and the more recent one, 2012-2015 TIP, which we passed but INDOT has not yet accepted. The sum total of the amendments are to put the construction phase for about \$32 million into the 2013 year for both TIPs as well as include the preliminary engineering and right-of-way phases for the newer TIP. So that all phases of I-69 by doing these 2 amendments would then be represented in both TIPs. They are not represented in both TIPs at this time. That is basically the request from INDOT is to make sure that all phases are shown in both of our TIPs. At which point, presumably, our new TIP would be acceptable to INDOT and we can move forward on that basis. This was originally on the September agenda originally. We had the CAC and TAC review these amendments at their August meeting. The TAC recommended approval. The CAC recommended denial of the proposed amendments. Mr. Stark asked if we go through this public comment and we make a motion to postpone after that and we bring it to the next meeting in January. Will we go through the same public comment period in January? Mr. McDaniel said yes. Mr. McDaniel said the next PC meeting will be Feb. 10, 2012. Mr. Stark asked if this is what the PC wants to do. Mr. McDaniel said he thought so. It was then agreed upon that an action motion has to be on the table to hear public comment. Mr. Stoops said the motion could be made and seconded then after the comment period, the motion could be removed from discussion. Mr. Stark said he had heard that the motion would come back after public comment. Procedurally that is not what this agenda says. There was discussion about procedure. Margie Rice, Corporation Counsel, said that their bylaws say that you will defer to Robert's Rules of Order if it is not specifically addressed and this is not. Postponement and tabling are both action items. Mr. Stoops said we could vote it down. Mr. McDaniel said if the motion to postpone is an action item, then we can take public comment. Mr. Martin said that Mr. Stark can make his motion. The committee can vote on the motion, table it, postpone the vote, etc.

*****Mr. Stark moved to add the amendments to the FY 2010-2013 TIP and the FY 2013-2015 TIP. Mr. Martin seconded.**

It was agreed to proceed to public comment. Mr. Hess asked for speakers to sign in. Mr. McDaniel told the speakers to state your name and any agency affiliation, remember the 3 minute time limit, and be civil and polite to everybody.

Public Comment:

Meri Reinhold, Monroe County, noted that local officials have been trying to contact INDOT for at least 15 years and have gotten no response. The H-T touted INDOT's "kitchen table series" about meeting with many citizens and how wonderful that was. Talk to some of the people who participated. A lot of them are not very happy. Their property has been damaged, they have not been allowed access to their personal property, and many have not been paid. Section 5 may never be built. SR 37 will be crowded with 10,000-25,000 additional vehicles. There are already many accidents on SR 37. The next

governor of Indiana could make many changes. She alluded to using 2004 data vs. 2009 data. The person avoided telling you that Greene County will be out of compliance using the 2009 data.

Scott Wells, former County official and on board of directors of HEC, said that the history of I-69 is bizarre. Route 3 was selected out of 10 possible routes. It was the most expensive, the most environmentally destructive of all the routes. There were better routes. Any time a government body threatens to withhold millions of dollars in local transportation funds is an outrage. INDOT has failed to follow federal guidelines and laws for constructing this I-69 boondoggle. INDOT has failed to satisfy the federal government that it is fiscally restrained. The money from the sale of the toll road has been spent on Sections 1, 2, and 3. It will be impossible to finance this project. Other projects have to be completed. Federal laws for air quality have been breached. The data should have been submitted at the DEIS stage. He was very concerned with air and noise pollution. Don't build I-69 until the revenue is secured. There is a lot of opposition from Martinsville to Indianapolis. The traffic will double on SR 37. This is the NAFTA superhighway with triple trailer trucks.

Lucille Bertuccio said that the Governor and INDOT are in essence raping us. Carbon emissions jumped 6% in 2010. We will have more storms, fast winds, more tsunamis, etc. We are not stopping that. It would be better to tear up the highway and plant trees. I-69 will not bring in good jobs except for Crider and Crider. We need to rethink this. The system is broken. We need a good transportation system for our community, good local jobs and good local food.

Turk Roman, former Councilman in Terre Haute, said that Bernardin Lochmueller has made a lot of money on the studies. He praised opponents of I-69. Too many highways have ruined Terre Haute. The belching behemoths coming through on a road lined with 7-11s and truck stops. Don't give up. It will be very expensive to maintain and patrol this enormous highway. Terre Haute thanks Bloomington.

Brian Garvey, Monroe County, did a cartoon 21 years ago showing a concrete truck with INDOT on the side and the stuff coming out the back was money for education, road repair. Then, they said it would be \$850 million. Now it's \$4 billion+ and they are using super-improved asphalt. INDOT is using language trying to say it is inevitable. The initial purpose and need of NAFTA are all now suspect or fully exposed as false. Your names will always be remembered by your vote on this. Stand up for the community. INDOT's answers were specious at best.

Tom Tokarski, CARR, said he has experience in dealing with INDOT and federal highway for over 20 years. If you put I-69 in the TIP, your problems are just beginning. We see in Sections 1-3 very serious risks to public health and safety. It is an environmental nightmare. The project is too politically driven to have responsible oversight of it. Their answers to the 109 questions were incomplete. When did extortion become acceptable public policy? Please don't support I-69.

David Keppel, Green Sanctuary Task Force on Global Climate Change of the Unitarian Universalist Church of Bloomington, thanked the committee for the amount of work that you have done. He agreed with Lucille B. that we are facing a time of tremendous change. I-69 is obsolete. It will make us polluted and impoverished. We are being extorted.

Tom Glastrus, retired IU librarian, went to a meeting 15-20 years ago with a bunch of experts on I-69.

Professor Caldwell (EPA) spoke up. He had found something wrong with I-69. That was when his education began. He has studied it and the more he thinks about it, the less he wants another road. Paul Ehrlich wrote a book called The Population Bomb. Someone needs to write a book called The Pavement Bomb.

Sarah Clevenger, Bloomington & retired biology prof, is a total eco-freak. She couldn't figure out why the new terrain designation was needed for I-69. Terre Haute wanted it. We didn't. Why wasn't it there? It was economically sound. The Bloomington Alternative put out an article about I-69 in Texas where a critic said that they take your property by eminent domain, turn it over to a public/private partnership for a foreign company to profit from for 50 years. When you have that much money coming in, it's easy to see where the bonuses are coming from. It's another example of stealing from the poor to feed those who have too much already.

Mark Haggerty said that recently the Republicans in Congress unanimously killed Obama's bill for federal highways. They want to create an economy that is so bad so they can get rid of Obama even if it damages the country. They want to reinstall their Wall St. buddies in the White House. How dare Mitch Daniels and Indianapolis come down here to our community and tell us how to live. They are the ones with the city full of interstates and slums. Compare that to the quality of life that we are building here. Diesel and auto transports are too expensive to be our future. We have the science and technology to move things in much better ways. This is a waste of money. This is not a democratic process. They are opening themselves up to direct action. This is being executed by Executive Department of the federal government. In the last election, this county helped turn Indiana into a Blue State delivering our electoral votes to Mr. Obama. Mr. Obama, we had your back. Now who has ours?

Jean Smith, owner of Bikesmiths, said he wanted the Bloomington H-T and supporters of I-69 to look at facts and not your biases. Even opponents of I-69 believe the bull that this area of Indiana is backwards and undeveloped. The proposed corridor for I-69 with no interstate is the highest income per capita and has the lowest unemployment. He compared other highways. \$3,000 million dollars is the cost to bring I-69 to an area with no traffic demand that will surely Hoosiers all over the state projects that are needed. He has been in 3 meetings with INDOT where they have said that this vote doesn't matter. Stand up for governance by the people.

Sam Allison, Monroe County Council, ran on a platform of opposing I-69, supporting education and exposing the money wasted by the State of Indiana while teachers are getting fired. My election shows how many people are against I-69. Everyone on the PC are either directly accountable to the voters or you have been appointed by someone who is. Please remember your voters' values and beliefs today. Most times local communities compete with each other for state and federal dollars. The situation now is the opposite. One group is advocating for spending highway dollars somewhere else than on I-69. I-69 will take business away from communities along I-70, etc. Extending this already exorbitantly expensive highway over an area filled with karst features will likely sky rocket the cost.

Vicky Sorenson, Indian Creek township trustee, thanked the I-69 subcommittee for the time that they spent going over the questions and answers. There are still many questions that need to be answered. Her township is concerned about access to the highway for emergency situations. She asked the PC to say no or postpone.



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

Holly Vanderheyde, part of the senior leadership team at IU Health Bloomington Hospital, said that the hospital supports I-69 as it affects access to rapid healthcare and particularly emergency care. The hospital serves more than 400,000 people in 10 counties.

Cheryl Munson thanked Mark Stoops for showing the gun that is held to the head of the members of the MPO and really everybody in Bloomington and Monroe County. She warned the MPO to be very careful about participation with INDOT. Participation requires negotiation. As chairman of the Monroe County Historic Preservation Board, she served as a designated consulting party in the process to identify and mitigate impacts to National Register significant historic properties in our county. Every point raised about an impacts and need for mitigation was turned down. The whole process was a farce. Political change is on the way. We must make sure that we don't elect a governor who will go along with extortion and that we don't have other representatives who will agree to put up with it.

Greg Alexander thanked the PC for representing the area citizens. Mr. Stark came to a Green Acres meeting concerning the widening of the bypass. He only had one cogent point which was to tell us to stop calling the governor. He specifically promised that he would listen and give a response. They never received a single response from any one. He came to us because we had him in a vise. He was being considered for promotion. He got the promotion and he never talked to them again. He has a tape recording of the meeting of you making repeated personal promises to do things that you did not do.

Mary Hrovat has lived in Bloomington for about 31 years. It was stated that your responsibility as the MPO is to the citizens to this community and the people who live here. She agrees. It is clear that I-69 would not benefit us economically but would hurt us economically. It would be bad for our health and our environment. She does not trust INDOT to look out for our interests. Please hold the line.

Sura Gail Tala, a part time teacher at IU and owner of guest houses at Lake Lemon, said that 2 weeks ago she was at Occupy Oakland in California. There is a movement in the world. Corporations have taken over our policies and our government. Stand up to INDOT.

Dave Stewart said that he listened to some questions being posed to the representatives and they did not answer the questions. The supposed 300 well-paying jobs that would be brought by I-69 don't exist. They were asked repeatedly to provide some statistics about the benefits of I-69. There was no answer. They wouldn't answer the questions if Bloomington's air quality was degraded. The representative from our federal government refused to answer a hypothetical question because supposedly Bloomington will never get to that spot. That is ridiculous when you look at adding a lot of trucks on I-69.

Patrick Munson, Monroe County, said the plan at the moment is to connect I-69 to SR 37 southwest of Bloomington where it will end as a stoplight temporarily. Sections 5 and 6 will not be completed to Indianapolis until the year 2020 speaking optimistically. Until then at least twice as much traffic as exists today will be dumped onto SR 37 negotiating those hated 19 stoplights that exist at the moment with 2 more to be added. There will be many deadly accidents on SR 37.

Nan Brewer said that she doesn't think that many Monroe County residents fully realize the long term negative impact that highway would have on their property values and their quality of life. She lives in



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

one of the oldest homesteads in the County that would look out on the proposed Fullerton Pike/Gordon Pike/Rhorer Rd. bypass that would be a direct access route off of I-69 if the Fullerton Pike interchange is approved. That would result in a 65% increase in traffic at Rogers St./Gordon Pike intersection by 2030. There is only one business area along this entire route. Otherwise it is all residences, 2 middle schools and a church. Approximately 168 homes would be directly along this new exit road and hundreds more families would be adversely affected by sound, light and air pollution. When she spoke to many of the residents in the area, few knew that the road would even connect to an intercontinental highway. Even fewer knew that major thoroughfares like Tapp Rd. could be cut off. Many neighbors expect negative changes to their lives. Adding I-69 to the mix changes everything.

Tim Maloney, HEC, praised the PC members for their diligence in reviewing the information and assurances that you are receiving from INDOT and FHWA. Don't give up any part of your leverage to continue this effort until you have all of the answers and information that you need. We believe that the cost of this highway, the extensive environmental damage that will be caused by this highway to forest lands, karst, waterways, and invaluable wildlife habitat compared to the limited benefit that this highway would bring along the route and to Bloomington, that you will agree with us and decide to oppose I-69 coming through Bloomington and being part of your TIP. To complete I-69 from Crane to Indianapolis is at a minimum of \$1.7 billion. Every cent of that is going to come from traditional funding—the general pot of road and highway dollars that go to projects all around the state. The current roads and bridges need to be fixed. Bloomington is not alone. Martinsville, Perry Township and Indianapolis are against the route through Perry Township. A bipartisan resolution was adopted by the Indianapolis/Marion County City/County Council against I-69 coming through Perry Township.

Bev Ohneck-Holly, Bloomington resident, spoke as a citizen and a registered nurse. There are more sick kids in bigger cities due to environmental and air quality pollution. Traffic and highways contribute to this increase in illness specifically. It takes a lot of courage and a lot of foresight to make the right decision.

Okcha Atwood, Bloomington resident, said that we cannot pretend that what we do here today will not affect the air we breathe, the water drink and the environment we live in. We should not endanger the ultimate resources that we depend on. This highway has to stop. Existing infrastructure needs repair. The general public will suffer if we do not consider sustainability. We would rather cope with the short term difficulty of reduced local transportation funding than endure forever the pain brought by I-69.

Mike Lurtsma said his mother remembers when I-74 came through when she was a child and split the land in half that her father share-cropped. He grew up close to I-69 in Madison County. Three communities along I-69—Anderson, Muncie and Marion could be models. Particularly after NAFTA, a lot of jobs in those communities left. The threats coming from INDOT would affect some agencies or government bodies that are represented here. Don't put I-69 in the TIP. You have lots of community support to share the pain.

Sandra Tokarski asked everyone in the meeting that believes that everything said by our government is true to stand up. There are a few skeptics here. She asked the same about the H-T and INDOT. If the members of the MPO and the people in this room don't really trust what INDOT is doing, then I-69 should not be approved by our MPO. INDOT and FHWA are pressuring our MPO to approve I-69 because they know that there are serious legal challenges to this project in the wings. She thanked the

PC for standing up for Bloomington.

Aaron Smith said that he and his friends rely on BT to get around. He asked the PC to vote for the motion. He read a letter from his friend. Roads on the west side are in bad shape. They need a safe road to travel. But he was most worried about the loss of BT.

Mary Anne Williams of southwest Bloomington said to the previous speaker that she thinks we can still have those buses without building a major superhighway. We all depend on business and the prudent leadership that business can provide. Many of these businesses and customers want INDOT to find a less costly route for I-69. 140,000 citizens have signed petitions favoring the less expensive I70/US41 alternative. They include elected officials, conservationists, labor unions, newspapers, economic development groups and nearly 700 Amish people have signed a petition to the governor pleading not to divide their century old community. There is a persistent myth that I-69 will be good for business. Studies have shown that large highway construction does not stimulate business. As Mark Stoops mentioned earlier the Corridor 18 study says that 60% of jobs created would be low-paying dead end jobs with low potential for growth. Look at Terre Haute, Elkhart, Muncie and Anderson—all close to a major superhighway and they are struggling economically. Studies showed that road repair and maintenance actually creates 16% more jobs per dollar.

Greg Knott thanked INDOT and FHWA for participating in the MPO question and answer process. A lot of their answers can be used to debunk some of the media myths that are being floated around—some even by our local newspaper. One myth is that the MPO cannot block I-69 through Bloomington. That does not meet the baloney test. Response #26 from FHWA makes clear that no record or decision for construction from Bloomington to Martinsville without MPO approval. Myth #2: The claim that they can construct I-69 within the MPO boundary if no federal funds are used. Response: #103 from FHWA states that not only is INDOT prohibited from constructing within our MPO boundary without our approval but the entire section from Crane should be reconsidered. That is huge. That means the MPO is not playing the role of the 300 Spartans at Thermopylae in a hopeless battle instead victory is not only likely but certain just by voting your conscience. Myth #3: \$30 million dollars in cuts unless you cave to their bullying. Response #20 explains why our funding is secure through the middle of 2013. The opportunity to recoup any funds will always be available as a condition of MPO approval even after our TIP has expired. It is possible that there won't even be \$30 million available to cut. INDOT is so broke it can't pay for bridge maintenance. Have you tried to go to Louisville or Terre Haute recently? The bridges are closed because there are cracks because INDOT has not been maintaining the bridges properly but instead putting ahead I-69 as a trophy for the governor. Waiting until a bridge cracks to repair it is neither safe nor cost-effective maintenance. Between catching up on neglected bridge maintenance and compensating victims like in Minneapolis it will be a miracle if there is \$30 million leftover for INDOT to threaten to withhold. Myth #4: Some say that the only way to have input on I-69 is to approve it in our TIP.

Bill A. Boyd thanked the members of the MPO for having the courage to stand up to INDOT and especially to Mark Stoops, Julie Thomas, Andy Ruff and particularly Mr. Martin for all his effort on the questions. You should have gotten an answer to every one of them—you are participating, INDOT is not. As for MPO participation—BLA had a contract for Tier 1 in which one of their tasks was to bring MPOs into alignment with I-69 but they didn't do that. They ignored some of your some of your requests to take I-69 to the north of your city. They didn't want to help you plan. They only want you

to acknowledge and buy into their argument. It was mentioned that BT might be gutted. Mr. Stoops said that it was in the national spotlight and I congratulate you for that. INDOT would not want to bring into the spotlight them removing funds from a top-rated transit system which is what this country needs. INDOT mentioned INDY-Connect. That has been around 15 years and they are still talking. They don't want to fund anything. Air quality has a major impact on what businesses can come into this community. It is very important to keep I-69 out of this unique community. You should keep that uniqueness and don't become a vanilla city that has an interstate running through it with all of the negatives that come with that. There will be added costs to the community with I-69. There will be a real problem with that bridge at 3rd and SR 37 with added traffic. Keep I-69 out of the TIP. It should follow I-70 and US 41.

Mick Harrison is a lawyer for CARR and the I-69 Accountability Project in litigation against INDOT and FHWA, the goal which is to enjoin further construction of I-69. There are 3 basic reasons that he personally is opposed to I-69 and why he thinks the MPO shouldn't approve it. The first reason is democracy. It is clear what the people want and we should respect that. The second is environmental and public health impacts. There is significant information that INDOT and FHWA has in their possession regarding those impacts which they have not disclosed to you including some in response to your questions. Under the National Environmental Policy Act, an EIS is required for a project like this—a major federal action significantly impacting the environment. You are not allowed to segment projects into smaller pieces in order to get around showing the full impacts of the project. The Federal Court allowed I-69 to be segmented into sections only. Section 4 is one of those segments. No federal or state agency including the MPO which is a creature of federal law is allowed to segment beyond those sections. Otherwise you are in violation of NEPA. If a portion of I-69 cannot be approved, the rest cannot be approved. Contrary to what Mr. Tally has represented here the new vehicle fleet mix data shows that Greene County in particular—among other communities—will be in non-compliance with the State Clean Air Act implementation plan because of increased air pollution from older vehicles that are still in the fleet because of the economy. Terre Haute did an analysis which indicates this. There are a number of reasons why this project cannot be approved under NEPA including concealment of karst information, including the mysteriously disappearing Appendix NN, ignoring archeological information, concealing historic bridges until after decisions have been made, new impacts to an aquifer that is being drained as we speak and a number of accidents that have happened that may have happened due to I-69 construction.

Daniel McMullen said that I-69 will bring more chaos to our city. Environmentally, we need to keep it off of the TIP. It is a big pile of mud going south. We tear up our Earth. It will be proven to us by more severe weather and environmental damage. There are people speaking who are for and against. He spoke about other road projects. Keep America great.

Miss Estes said she had heard about a fatal crash due to a construction vehicle working on I-69 in Daviess County. Keep that in mind.

Donna Lentz-Ferree said that her ancestors go back to local Native Americans. She has been against I-69 all along. Nothing about it is good for this community. Being a NAFTA interstate I-69 could connect to the Panama Canal to bring in foreign goods and bypass the security measures at our ports. She thanked the PC for standing up for the community. I-69 is terribly wrong for Bloomington and Monroe County.

Michael Lukens said that being a Bloomington native, I-69 has weighed down on his community's head for his entire life. You know this is wrong. To concede would be to do evil.

Richard Torstrick moved here from the east coast. Looking at the cost and benefits of what has been presented here today; there isn't much of an economic benefit of this road. The citizens will be paying for this road for a long, long time. Maintenance and infrastructure problems must be considered. How can we find \$4 billion dollars when we can't pay for our schools? It is getting more expensive to drive and people don't have more money to pay for that. Don't include I-69 in the TIP.

Marc Cornett, local citizen and architect, went to architecture school in the 1980s then moved to Boston. He didn't have or need a car. There is true public transportation there. He is a New Urbanist. Trains are the future around the world. We are stuck talking about cars which are very wasteful. They are a huge contributor to Global Climate Change. Roads take up lots of land. Cars are dangerous, slow and unpredictable and contribute to lowered productivity.

Farra Ferree thanked the PC for taking a stand and really paying attention. She is really concerned how many local people don't much know about I-69. Once the pavement goes down, it is not reversible. We don't need this massive highway to tear up more farmlands. The newspaper needs to cover both sides to this issue. People's lives are being thoroughly changed by the loss of their land. We need answers to questions—even hypothetical ones. We will come up with a solution for BT.

Aaron Pollitt said there seems to be a rising upset here and around the world. This is for very good reason. He is very concerned for the future of humanity and the environment. We seem to be questioning what we believe and the future. The Alaska pipeline is part of this issue, too.

Ann Patterson thanked the PC for standing up for the community. They are heroes. She addressed Mr. Stark and Mr. Tally. She is a 22-year old student who is the face of the future. They all need to be talking about the same future. We can make better jobs than the ones that will follow I-69. We need to work to maintain beautiful, vibrant communities like Bloomington. What do you believe? What motivates them to make these plans? The earth does not have the resources to maintain the economy you plan for. If we plan to survive the climate, change will be necessary. She said that she believed that they had the heart, soul and courage to actually change your idiotic plans.

Steve Higgs said that Julie's questions about air pollution are legitimate and Mr. Tally's responses to her were not as dishonest or dismissive as it appeared. He has spent the last 3 years studying and travelling through the Ohio River Valley and writing about the environment down there. From Cairo, Il to Pittsburgh, Pa, businesses along the river legally release 230 million pounds of toxic chemicals (like lead, arsenic, mercury, etc.) into the air every year. They don't care about the air. Along the Indiana side of the river, in 19 counties, one out of every 5 children receive Special Education. He wasn't being dismissive. He was reflecting the attitude. He asked the PC and the Mayor to vote where you stand on the issue of I-69. Don't punt this another month. He believed that a vote taken today would support I-69. He referred to a memo written by Lewis Powell in 1971 sent to the US Supreme Court saying it was time for the US business community to take the political system back. It was a declaration of war on the social movements of the sixties and seventies. The time for talk is over. Get active and get involved.

Cindy Jeffers who lives on W. Victor Heights Dr. (a small housing addition off of Victor Pike) which will be devastated by this I-69 route. They will be about 400 feet from I-69. On the west side of their addition is nothing but beautiful farmland. She requested a noise analysis study from the I-69 office. The study states that they will be greatly affected by noise. It is going to increase by about 4 times the noise that they have now. They qualify for a noise barrier but they have been told they won't get one because it is not cost-effective. INDOT is not giving any consideration to the quality of life that people in her neighborhood will have. Rolling Glen is in the same predicament. Don't put I-69 into the TIP.

Mr. Stoops presented a video and slide show of severely damaged areas in Daviess County. He addressed the draining of the aquifer. The studies done before construction started were shoddy. These problems should have been identified beforehand. Mr. Martin asked when they made the video. The answer was last Saturday. Mr. Stoops talked about the danger of blasting in our karst features.

Mr. Ruff said that this is the price that INDOT is paying for cheating on the route selection process. They only identified 1 out of 10 karst features in their early study. Judge Hamilton said that the process of technically legal but that it was likely that serious issues may come up. For 10 years, Mr. Ruff was Monroe County's environmental planner and enforcement inspector on development sites. He has seen a lot of big projects and a lot of serious impacts to water quality. But, this greatly exceeds anything he has ever seen. Indian Creek has been identified by IDNR as a "Special Resource" due to its water quality and environment. What we saw on the video will destroy Indian Creek. Thousands of tons of sediment will work its way into Indian Creek. The costs that INDOT and the governor threaten us with are nothing compared to the costs of building I-69.

*****Mr. Baker moved to postpone actions on I-69 Sections 4 and 5 proposed TIP amendments until the next meeting of the Policy Committee in February.** (He wants to continue negotiations with INDOT, explore the alternatives that we have been presented to reach some sort of binding agreement with them, and to retain the leverage that we now have while we maintain negotiations.)
Mr. Martin seconded the motion.

Ms. Thomas offered a friendly amendment that we continue to look at these questions that have arisen by the public's questions that were not answered appropriately and completely by INDOT and FHWA. I have questions that have not been answered adequately. I would also like to use this time have follow-up questions maybe through that same Policy Subcommittee group to chase down those answers. Mr. Baker said that this didn't need to be an amendment. It is something that the Subcommittee would be happy to do.

Mr. Martin said that there are going to be times going forward when no matter what subgroup of this body gets involved. There are going to be questions that need to be decided by the membership as a whole. Would we as a body be able to take advantage of our electronic question opportunities? Is there anything short of the actual motion to amend to the TIP that could not be dealt with through our electronic voting process that would require a hearing at least as far as we have talked about it so far? Ms. Thomas wanted to make sure that the public is involved.

Mr. Tally said a participating agency would be a public agency. It would be the City and the County in this case would be extended the invitations. To what extent the MPO PC wants to facilitate or be

present at any discussions would be up to the City and County to decide. Mr. Martin said they could facilitate the process but they would not be the decision-making body about the participation.

Mr. Hess put the language about special votes on the screen. It was agreed that they could use electronic means for input, feedback and votes from PC members. Ms. Thomas asked if they could call a special meeting if necessary. Mr. Martin said they might have trouble getting space for a meeting.

Mr. Stoops said he thought that anything that called for a meeting could happen at the next MPO PC meeting in February. What do we hope to achieve here? Are we expecting that there will be some type of agreement that we will be able to have with INDOT that gets us guaranteed remediation of the problems that we encounter? Could we get corrections to intersections that somehow mitigate the huge local impacts of this interstate? Mr. McDaniel said there is not guarantee like that. It would just give us better chance to have an opportunity to participate in the process as a community. Mr. Baker said one reason is that we don't know what this participating agencies process that we are talking about even amounts to. Will we have the ability to go through it? We will need some time to look at it and see if it even works for us. And if it does work for us, how do we get started and get it established. At the same time we have already begun talking a bit with INDOT. We need to continue that dialogue with them and see where we can get with some negotiated settlements with them. Then, we would use the other process to lock them in. We don't want to rush to a vote.

Mr. Stoops asked for an example of a possible vote that could be done online. Mr. Martin suggested it could be, "Are we willing to commit MPO dollars which we have some funds available for to fund the City of Bloomington and Monroe County's participation in as a "participating agency?" Mr. Martin said he didn't think the MPO could be a party to the agreement itself. It has to be a public body like the City or County government. Mr. Baker said we need to determine what our role in this is. Mr. Martin said they also need to send a letter back to INDOT in response to their letter. That could be done through an electronic vote. We have to make sure that karst information in the possession of the State can be made available to the County and the City under certain circumstances when we have questions regarding those particular issues. Ms. Thomas said they need to make sure that we get those minutes up and the information up as soon as possible on the website so that all can follow it. Mr. Martin said they are obligated as a body keep that up. Much of what has to be done now will require that we meet with the State and FHWA. They have a lot of other people to meet with all the time. It is very difficult to schedule. Ms. Thomas wanted email notice of when the meetings will take place. Mr. Martin said that notice of the subcommittee meetings will be posted as all public meetings for the City and the County.

Ms. Johnson asked Mr. Hess how we notify for these meetings. Mr. Hess said the packet for the PC as a whole is posted on the PC webpage a week in advance. We send out a notification to anyone who is one the PC distribution list. I can add names to that list after the meeting. It is added to the City meeting calendar which is published by the City Council office on Fridays as a part of the CC packet. The information is sent to the area papers. It is up to the papers as to which meetings are published. The Subcommittee meetings are open to the public but there is no public comment time.

Mr. Martin asked if the continuation of the Subcommittee is part of Mr. Baker's motion. Mr. Baker said yes. Mr. Martin asked if the members of the Subcommittee were willing to continue. Mr. Swafford said he would like to see Ellettsville represented. He volunteered to replace anyone who

wants off of the committee. Mr. Stoops asked if Mr. Swafford could be his alternate. Mr. Martin said the alternate has to represent the same constituency. It was agreed that Mr. Swafford could represent the county. Mr. Desmond said staff could work as a conduit between Mr. McDaniel and the Subcommittee. Mr. Kruzan asked the attorney about numbers of a committee on a subcommittee as long as it is properly posted. He didn't want to exclude anyone. He would like to have the attorneys figure that out. Other members advocated for Ellettsville to be involved.

*****Roll call vote was taken. The motion passed by a vote of 7-4-1.**

Mr. Kruzan apologized to Mr. Stark for the public comment that personally attacked him. Mr. McDaniel agreed.

VII. New Business – Action Requested on all New Business*

A. FY 2010-2013 Transportation Improvement Program Amendment

a. I-69 Section 4 (project removal) (Ruff)*

- b. SR 46/Arlington Rd. Traffic Signal (INDOT)*--** Staff received a TIP request from INDOT to make an intersection improvement at State Road 46 and Arlington Rd. They want to put a traffic signal there. The anticipated cost would be \$150,000. The State hopes to let the project in early 2012. This is considered a minor amendment. It is not a capacity-adding project. Due to timing, this amendment was not taken to CAC and TAC. Mr. Martin asked if this was the intersection where Arlington Rd. comes in from the north across from the bank which has been the ingress/egress aligned for traffic light originally? This is simply putting in the light and light infrastructure—there is no roadwork accompanying it? Mr. Hess said that was how he understood it. Ms. Johnson agreed.

Mr. McDaniel asked for public comment only on this intersection at this time. There was no one wanting to speak. *****Mr. Martin moved to approve minor amendment to include the traffic signal at SR 46 and Arlington Rd as scheduled in the packet. Dan Swafford seconded. The motion was unanimously approved.**

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

A. Topic Suggestions for future agendas

Mr. Stoops asked Mr. Stark what mitigation was going to happen to the damage in Daviess County. Mr. Stark said he would have to leave that up to our area engineers. He said he would have to get the answer for Mr. Stoops. He would have to see what their plan is. Mr. Stoops asked if they were working on the problem now. Mr. Stark said he was sure they were. Mr. Tally said that FHWA is aware of the problem through their inspections and reviews and they are working directly with INDOT and EPA to find solutions and address them. They hope to find an acceptable solution.

IX. Upcoming Meetings

- A. Technical Advisory Committee – November 16, 2011 at 10:00 a.m. (McCloskey Room)**
B. Citizens Advisory Committee – November 16, 2011 at 6:30 p.m. (McCloskey Room)
C. MPO Winter Open House – December 9, 2011 at 12:00 p.m. (McCloskey Room)



D. Policy Committee – February 10, 2012 at 1:30 p.m. (Location TBD)

Adjournment

The minutes were approved at the PC meeting held on_____, 2011 (rch).

DRAFT

F.Y. 2012 Unified Planning Work Program Second Quarter Progress Report October 1, 2011 – December 31, 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 second quarter of the 2012 fiscal year and covers activities accomplished between October 1 and December 31, 2011.

The Bloomington/Monroe County Metropolitan Planning Organization had several notable accomplishments this quarter. Particularly, staff and the Long Range Transportation Plan Task Force forged ahead with a strategy to update the BMCMPPO's long term planning document (Element #201). A Request for Qualifications was drafted which will be used to hire a consultant who will perform the technical analysis required for the LRTP. On the non-motorized front, staff assisted the City in the completion of its *Breaking Away: Journey to Platinum* report (Element #302). This report provides Bloomington with a strategy as to how to become a premier bicycle friendly community by 2016. The report was adopted by City Council in November 2011.

The BMCMPPO also recapped its accomplishments through the development of two different documents. First, it developed the Annual Completion Report for Fiscal Year 2011 (Element #101). This report provides a synopsis of all operational accomplishments of BMCMPPO staff and project partners using federal Planning funds. Secondly, the BMCMPPO developed the draft Annual Listing of Obligated Projects (Element #102). This list shows how federal funds were tied to road and transit projects in fiscal year 2011 as programmed in the Transportation Improvement Program. Both documents are available online.

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). To this end, the BMCMPPO hosted the fourth annual Open House at which Committee members and the public interacted in an informal setting and learned about the BMCMPPO, what it does, and the documents it develops and maintains. 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 various 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.

Contract service agencies of the BMCMPPO provided invaluable services as well. Ellettsville continues to make significant progress in the development of its ADA Transition Plan (Element #202). The Town has created numerous self evaluation forms and drafted grievance procedures, complaint forms, and a public involvement process. Bloomington's Engineering Department conducted routine traffic counts and exported street pavement, sign, and signal data from the asset management software (Element #203). Monroe County continued segment data input and performed analysis for the infrastructure management plan (Element #203). Finally, Bloomington Transit collected transit rider data (Element #303).

F.Y. 2012 Unified Planning Work Program Second Quarter Progress Report October 1, 2011 – December 31, 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):
 - November 4, 2011
 - Provided staff support to the I-69 Subcommittee of the Policy Committee. This subcommittee is charged with clarifying outstanding questions and concerns with INDOT and FHWA (10/7/11, 10/17/11, 10/19/11, & 10/26/11).
- BMCMPPO staff coordinated Technical Advisory Committees (TAC) meetings (minutes, packets, staff support at meetings):
 - October 26, 2011
- BMCMPPO staff coordinated Citizens Advisory Committees (CAC) meetings (minutes, packets, staff support at meetings):
 - October 26, 2011
 - November 16, 2011
- The BMCMPPO hosted the 4th Annual Winter Open House which provides a relaxed atmosphere for Committees to interact with one another and the public. Attendees can learn about the BMCMPPO and its documents (12/9/11).
- The BMCMPPO administered and managed BMCMPPO staff.
- BMCMPPO staff continued work to organize the 2012 Indiana MPO Conference which will be held in Bloomington next fall.
- BMCMPPO staff fostered interagency coordination with FHWA, INDOT, and local project partners
 - Continued coordination with INDOT concerning State projects like I-69
 - Participated in the Expert Land Use Panel for Section 5 of I-69 (10/4/11, 10/25/11, 11/9/11)
- Staff participated in the Indiana Complete Streets Coalition meeting (10/20/11)
- Staff worked on the US Census Bureau's 2011 Government Units Survey

B. Unified Planning Work Program

- BMCMPPO staff produced the FY 2011 Annual Completion Report.

C. Planning Grant Administration

- BMCMPPO staff tracked the BMCMPPO's fiscal activities:
 - Tracked expenditures and receipts for the 1st and 2nd quarter of FY 2012.

- Produced FY 2012 1st Quarter Billings.
- D. Indiana Metropolitan Planning Organization Council
 - BMCMPPO staff attended Indiana MPO Council Meetings:
 - October 27, 2011
 - December 1, 2011
- E. Staff Training and Education
 - Staff attended the Indiana Metropolitan Planning Organization conference (10/12-14/11)
 - Staff attended the “Multi-modal Level of Service in the 2010 Highway Capacity Manual” webinar hosted by the Institute of Transportation Engineers and the Association of Pedestrian and Bicycle Professionals (10/19/11)
 - Staff attended the “Planning for Solar Energy” webinar hosted by the American Planning Association (APA) (10/12/11)
 - Staff attended the “Social Media and Ethics” webinar hosted by the APA (11/9/11)
 - Staff attended the “Context for Climate Change Planning” webinar hosted by the Association of Metropolitan Planning Organizations (11/29/11)
 - Staff attended the “Bus Rapid Transit and Land Use” webinar hosted by the Urban Land Institute (12/13/11)
 - Staff attended, presented at, and gave a mobile workshop for the APA Indiana Chapter State Conference (10/20-21/11)
- 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, transportation acronym dictionary, 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
 - No tasks were accomplished this quarter with the Public Participation Process.

#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 and FY2012-2015 Transportation Improvement Programs as follows:
 - The BMCMPPO Director and Policy Committee Chair administratively approved amendments to the TIP to make minor changes to Bloomington’s 17th St. and Arlington Rd. roundabout and Sare Rd. and Rogers Rd. roundabout (10/27/11).
 - The Policy Committee amended the TIP to add INDOT’s SR46 and Arlington Rd. signalization project (11/4/11).
 - Staff drafted and posted online the draft Annual Listing of Obligated Projects for FY 2011.
 - Grant coordination

- Surface Transportation Program (STP)
- FTA grants
- Safe Routes to School (SRTS)
- BMCMPPO staff attended meetings of the City's Projects Team
 - October 20, 2011
 - November 17, 2011
 - December 15, 2011
- B. Highway Safety Improvement Program Administration
 - No tasks were accomplished this quarter related to the HSIP program.
- C. TE Program Administration
 - No tasks were accomplished this quarter related to the TE program.
- D. Safe Routes to School Program Administration
 - Staff worked with Monroe County School Corporation to implement a 2008 Safe Routes to School grant to conduct travel plans at local schools.

#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 BMCMPPO accomplished the following tasks:

- A. 2035 Long Range Transportation Plan (LRTP)
 - BMCMPPO staff coordinated the Long Range Transportation Plan Task Force: meeting recaps, packets, staff support at meetings (10/3/11, 12/12/11):
 - Continued discussions about the visioning process.
 - Drafted a Request for Qualifications for consulting services related to the technical analysis required for the LRTP.
 - Maintained a webpage dedicated to the LRTP Task Force.

#202 – Short Term Transportation Studies and Activities

This element includes special studies to be conducted by the BMCMPPO and its project partners, often with the assistance of a consultant. Specifically, the BMCMPPO 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 BMCMPPO 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 BMCMPPO accomplished the following tasks:

- A. CAC/Student Assisted Study
 - No tasks were accomplished this quarter with the Student Assisted study.
- B. ADA Transition Plans
 - Staff helped coordinate efforts to update Bloomington's ADA Transition Plan (10/6/11)
 - As a result of a workshop held in September, an Accessible Transportation Coalition was formed. Staff has attended meetings of the group which hopes to improve transportation for people with disabilities (11/9/11, 12/14/11).
 - The Town of Ellettsville continued work on its ADA Transition Plan: self evaluation forms have been drafted; the transition plan has been drafted; a notice has been drafted; a grievance procedure has been drafted; a complaint form has been drafted; and PROWAG standards are being used.

#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 thirty-nine traffic counts and eighteen turning movement counts. This also includes administrative duties associated with these counts and purchase of traffic volume counting equipment.
- B. Infrastructure Management Plan
 - The City of Bloomington exported street pavement, signs, and signal data.
 - Monroe County Highways Department continued segment data input and analysis; updated inventory data of new roadways and traffic counts in the area; continued review of I-69 Section 4 impacts.
- 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 continued 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
 - This task has been successfully completed.

#302 – Short Range Alternative Transportation Studies and Activities

This element includes activities to maintain the locally developed Coordinated Human Services Public Transportation Plan (Coordinated 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
 - The Mobility Steering Committee was reconvened to assess the need to update the Coordinated Plan (12/13/11)
 - Refer to element #202.B on tasks associated with the Accessible Transportation Coalition Initiative.
- B. Bicycle and Pedestrian Safety and Project Coordination
 - Attended and provided staff support to the Bloomington Bicycle and Pedestrian Safety Commission
 - October 3, 2011
 - October 17, 2011

- November 7, 2011
- November 21, 2011
- December 5, 2011
- December 19, 2011
- Staff attended the Monroe County Alternative Transportation and Greenways System Plan Technical Committee meeting
 - October 24, 2011
- Staff finalized the *Breaking Away: Journey to Platinum* report. It details how Bloomington can become a premier bicycle friendly community by 2016. The document was adopted by City Council on 11/30/11.
- Staff worked with IU on its strategy for development of a bike plan (12/1/11) and the IU bike share program (12/1/11)
- Staff helped put together a grant application to the Bloomington Bicycle Club to promote bicycle safety and promotion activities.
- Staff assisted with implementation of International Walk to School Day (10/5/11).
- Staff assisted with the City's Sidewalk Committee and project prioritization methodologies (11/17/11, 11/22/11, 11/30/11, 12/6/11).
- Staff participated in the City's Greenways Implementation Plan.

#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 BMCMPPO with the help of its contract service agencies accomplished the following tasks:

- A. Transit Ridership and Bicycle/Pedestrian Data Collection
 - Bloomington Transit conducted 150 ridership surveys.
 - Staff continued with regular counts of bike rack usage in downtown Bloomington
 - Staff organized the biannual bike ridership count in the first and second week of October.

Prepared by:
Bloomington/Monroe County Metropolitan Planning Organization Staff
February 2012

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

Financial Status Report: Fiscal Year 2012

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	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total
101	\$ 6,913.02	\$ 27,652.07	\$ 34,565.08	\$ 7,419.66	\$ 29,678.65	\$ 37,098.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
102	\$ 505.51	\$ 2,022.06	\$ 2,527.57	\$ 519.71	\$ 2,078.84	\$ 2,598.55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
201	\$ 482.91	\$ 1,931.63	\$ 2,414.54	\$ 287.83	\$ 1,151.33	\$ 1,439.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
202	\$ 979.87	\$ 3,919.50	\$ 4,899.37	\$ 388.09	\$ 1,552.35	\$ 1,940.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
203	\$ 1,782.52	\$ 7,130.08	\$ 8,912.61	\$ 3,250.15	\$ 13,000.60	\$ 16,250.74	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
301	\$ 190.69	\$ 762.75	\$ 953.44	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
302	\$ 4,521.95	\$ 18,087.80	\$ 22,609.74	\$ 1,888.67	\$ 7,554.68	\$ 9,443.35	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
303	\$ 283.08	\$ 1,132.33	\$ 1,415.41	\$ 503.24	\$ 2,012.98	\$ 2,516.22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 15,659.55	\$ 62,638.21	\$ 78,297.77	\$ 14,257.36	\$ 57,029.42	\$ 71,286.78	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	\$ 38,242.45	\$ 152,969.78	\$ 191,212.23	\$ 14,332.68	\$ 57,330.72	\$ 71,663.40	\$ 23,909.77	\$ 95,639.07	\$ 119,548.83	37.5%	62.5%
102	\$ 16,506.63	\$ 66,026.50	\$ 82,533.13	\$ 1,025.23	\$ 4,100.90	\$ 5,126.13	\$ 15,481.40	\$ 61,925.60	\$ 77,407.00	6.2%	93.8%
201	\$ 19,396.09	\$ 77,584.34	\$ 96,980.43	\$ 770.74	\$ 3,082.96	\$ 3,853.70	\$ 18,625.35	\$ 74,501.38	\$ 93,126.73	4.0%	96.0%
202	\$ 12,751.13	\$ 51,004.53	\$ 63,755.66	\$ 1,367.96	\$ 5,471.85	\$ 6,839.81	\$ 11,383.17	\$ 45,532.68	\$ 56,915.85	10.7%	89.3%
203	\$ 21,221.39	\$ 84,885.56	\$ 106,106.95	\$ 5,032.67	\$ 20,130.68	\$ 25,163.35	\$ 16,188.72	\$ 64,754.88	\$ 80,943.60	23.7%	76.3%
301	\$ 1,374.67	\$ 5,498.70	\$ 6,873.37	\$ 190.69	\$ 762.75	\$ 953.44	\$ 1,183.99	\$ 4,735.95	\$ 5,919.93	13.9%	86.1%
302	\$ (1,832.46)	\$ (7,329.83)	\$ (9,162.29)	\$ 6,410.62	\$ 25,642.48	\$ 32,053.10	\$ (8,243.08)	\$ (32,972.31)	\$ (41,215.39)	-349.8%	449.8%
303	\$ 1,833.32	\$ 7,333.26	\$ 9,166.58	\$ 786.33	\$ 3,145.30	\$ 3,931.63	\$ 1,046.99	\$ 4,187.96	\$ 5,234.95	42.9%	57.1%
Total	\$ 109,493.21	\$ 437,972.85	\$ 547,466.06	\$ 29,916.91	\$ 119,667.64	\$ 149,584.55	\$ 79,576.30	\$ 318,305.21	\$ 397,881.51	27.3%	72.7%

Monroe County

WORK ELEMENT	PROGRAMMED AMOUNT (2012)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 10,000.00	\$ 2,500.00	\$ 12,500.00	\$ -	\$ -	\$ -	\$ 10,000.00	\$ 2,500.00	\$ 12,500.00	0.0%	100.0%
203	\$ 11,720.70	\$ 2,930.18	\$ 14,650.88	\$ 2,643.62	\$ 660.91	\$ 3,304.53	\$ 9,077.08	\$ 2,269.27	\$ 11,346.35	22.6%	77.4%
TOTALS	\$ 21,720.70	\$ 5,430.18	\$ 27,150.88	\$ 2,643.62	\$ 660.91	\$ 3,304.53	\$ 19,077.08	\$ 4,769.27	\$ 23,846.35	12.2%	87.8%

Bloomington

WORK ELEMENT	PROGRAMMED AMOUNT (2012)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 10,000.00	\$ 2,500.00	\$ 12,500.00	\$ -	\$ -	\$ -	\$ 10,000.00	\$ 2,500.00	\$ 12,500.00	0.0%	100.0%
203	\$ 45,947.76	\$ 11,486.94	\$ 57,434.70	\$ 15,102.27	\$ 3,775.57	\$ 18,877.84	\$ 30,845.49	\$ 7,711.37	\$ 38,556.86	32.9%	67.1%
TOTALS	\$ 55,947.76	\$ 13,986.94	\$ 69,934.70	\$ 15,102.27	\$ 3,775.57	\$ 18,877.84	\$ 40,845.49	\$ 10,211.37	\$ 51,056.86	27.0%	73.0%

Ellettsville

WORK ELEMENT	PROGRAMMED AMOUNT (2012)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 7,032.94	\$ 1,758.23	\$ 8,791.17	\$ 2,996.58	\$ 749.15	\$ 3,745.73	\$ 4,036.35	\$ 1,009.09	\$ 5,045.44	42.6%	57.4%
203	\$ 12,034.92	\$ 3,008.73	\$ 15,043.65	\$ 254.64	\$ 63.66	\$ 318.30	\$ 11,780.28	\$ 2,945.07	\$ 14,725.35	2.1%	97.9%
TOTALS	\$ 19,067.86	\$ 4,766.96	\$ 23,834.82	\$ 3,251.22	\$ 812.81	\$ 4,064.03	\$ 15,816.63	\$ 3,954.16	\$ 19,770.79	17.1%	82.9%

Bloomington Transit

WORK ELEMENT	PROGRAMMED AMOUNT (2012)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
301	\$ (5,931.12)	\$ (1,482.78)	\$ (7,413.90)	\$ 672.00	\$ 168.00	\$ 840.00	\$ (6,603.12)	\$ (1,650.78)	\$ (8,253.90)	-11.3%	111.3%
303	\$ 1,099.43	\$ 274.86	\$ 1,374.29	\$ 2,373.13	\$ 593.28	\$ 2,966.41	\$ (1,273.70)	\$ (318.42)	\$ (1,592.12)	215.9%	-115.9%
TOTALS	\$ (4,831.69)	\$ (1,207.92)	\$ (6,039.61)	\$ 3,045.13	\$ 761.28	\$ 3,806.41	\$ (7,876.82)	\$ (1,969.20)	\$ (9,846.02)	-63.0%	163.0%

MEMORANDUM



To: BMCMPO Committee Members
From: Raymond Hess, Sr. *Transportation Planner*
Date: October 28, 2011
Re: Project Tracking

Background

The BMCMPO Unified Planning Work Program includes project tracking as a task to be accomplished quarterly. Project updates are also warranted pursuant to the Complete Streets Policy adopted in January 2009. The rationale for these project updates is to keep the committees of the BMCMPO informed of project development in the hopes that projects stay on schedule and on budget. The 2010-2013 Transportation Improvement Program (TIP) is referenced for each project by page number and should be consulted for further details (available online at: http://bloomington.in.gov/BMCMPO_Documents_Clearinghouse).

INDOT Projects

I-69 Section 4 segment p. 11 of TIP

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /
email: secommunications@indot.in.gov

- Current Status: The PE and ROW phases of the project were amended into the TIP in November 2010. There is a pending request from INDOT to amend the construction phase into the TIP.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

State Road 45/46 Bypass from Monroe St. to Kinser Pike (DES# 0600811) p. 12 of TIP

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /
email: secommunications@indot.in.gov

- Current Status: This project was let in May 2010. This phase is substantially complete.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

State Road 45/46 Bypass - Kinser Pike to Pete Ellis Dr. (DES# 0300585,9010075,9611470,0015830) p.13

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /
email: secommunications@indot.in.gov

- Current Status: This project was let in May 2010. The project is expected to be complete by Thanksgiving 2012.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

State Road 45 intersection improvement at Garrison Chapel Road (DES# 0710011) p.14

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /
email: secommunications@indot.in.gov

- Current Status: This project was amended into the TIP in June 2011. The projected letting date is February 2012.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

State Road 45 intersection improvement at Liberty Dr/Hickory Leaf Dr. (DES# 0400392) p.15

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /
email: secommunications@indot.in.gov

- Current Status: This project was amended into the TIP in September 2011. The projected letting date is March 2012.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

Bloomington/Monroe County Metropolitan Planning Organization

State Road 46 intersection improvement at Arlington Road (DES#1173076) p.16

Project Contact: Seymour District Customer Service / phone: (877)305-7611 / email: secommunications@indot.in.gov

- Current Status: This project was amended into the TIP in November 2011. The project letting date is February 2012.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

State Road 46 intersection improvement at Smith Road (DES# 0100773) p.17

Project Contact: Seymour District Customer Service / phone: (877)305-7611 / email: secommunications@indot.in.gov

- Current Status: This project has been eliminated. It was evaluated using the State’s Hazard Analysis Tool and it did not score high enough compared to other projects across the State.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

State Road 446 Resurfacing(DES# 1005184) p.18

Project Contact: Seymour District Customer Service / phone: (877)305-7611 / email: secommunications@indot.in.gov

- Current Status: This project was amended into the TIP in September 2010. This project is complete.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

Monroe County Projects

Fullerton Pike road reconstruction from SR 37 to Sare Rd. (DES# 0801059) p. 20 of TIP

Project Contact: Bill Williams / phone: (812)349-2555 / email: bwilliams@co.monroe.in.us

PE	ROW	Construction
\$2,208,000	\$1,472,000	\$14,720,000

- Ready for Contracts = 04/2014; Letting Date = 08/2014 (est.)
- Current Status: Contract approved with Am. Structurepoint on 8/26/11 to provide scoping of study of project, inclusive of env. phase of project. Did not receive TIGER 3 funding from FHWA. Local funds have been used to date for project costs.
- Complete Streets: No changes in scope which affect CS compliance: bike, ped, and transit accommodations expected including sidepath, sidewalks, and transit turnouts.

Karst Farm Greenway Phase I (DES# 0600370) p. 21

Project Contact: Bill Williams / phone: (812)349-2555 / email: bwilliams@co.monroe.in.us

PE	ROW	Construction
\$387,027	\$32,425	\$1,901,328

- Ready for Contracts = 08/2012; Letting Date = 10/2012
- Current Status: 3 parcels remain to be acquired – one through condemnation. TIP amendment approved to push back Construction to FY2013 approved in February 2012..
- Complete Streets: Not applicable because the project is not a road project.

Karst Farm Greenways Phase IIa (DES# 09002263) p.22

Project Contact: Bill Williams / phone: (812)349-2555 / email: bwilliams@co.monroe.in.us

PE	ROW	Construction
\$80,800	\$91,200	\$688,000

- Ready for Contracts = 9/2012; Letting Date = 12/2012
- Current Status: The County request for additional federal funds in the amount of \$532,680 were denied.
- Complete Streets: Not applicable because the project is not a road project.

Bloomington/Monroe County Metropolitan Planning Organization

Mt. Tabor Road (Matthews Dr.) Bridge over Jack Defeat’s Creek (DES# 0801060) p. 23

Project Contact: Bill Williams / phone: (812)349-2555 / email: bwilliams@co.monroe.in.us

PE	ROW	Construction
\$366,786	\$15,000	\$2,135,000

- Ready for Contracts = 09/2013; Letting Date = 12/2013
- Current Status: Field investigation for archeological study completed in 9/2011. The MPO approved additional federal construction funds (\$476,000) in 5/2011 to make construction phase of project 80%/20%. INDOT has not approved the new TIP, therefore, the previous TIP amount is used pending approval of the new TIP by INDOT. Met with Ellettsville Town Council.
- Complete Streets: The project will include construction of on-road opportunity (widened shoulders) for bicycle and pedestrians.

Pavement Preservation (DES# 0901219, 0901220, 0901216, 0901540, 0901218)p. 23

Project Contact: Bill Williams / phone: (812)349-2555 / email: bwilliams@co.monroe.in.us

- Current Status: This project is complete.
- Complete Streets: Not applicable because the project was maintenance.

Vernal Pike Phase II from Curry Pike to Woodyard Rd. (DES# 9683080) p.24

Project Contact: Bill Williams / phone: (812)349-2555 / email: bwilliams@co.monroe.in.us

- Current Status: The project is substantially complete.
- Complete Streets: Not applicable because the project was “grandfathered.”

Upgrade Signs (DES# 1006377) p.25

Project Contact: Bill Williams / phone: (812)349-2555 / email: bwilliams@co.monroe.in.us

PE	ROW	Construction
\$10,000	\$0	\$55,000

- Ready for Contracts = 02/2012; Letting Date = 05/2012
- Current Status: Currently determining if same consultant for rural sign modernization can be used for this project. Will proceed accordingly once this determination has been made.
- Complete Streets: Not applicable because this is not a road project.

City of Bloomington Projects

W. 3rd St. from SR 37 to Landmark (DES# 0300766) p. 28 of TIP

Project Contact: Joyce Williams / phone: (812)349-3417 / email: williajo@bloomington.in.gov

- Current Status: The project is complete.
- Complete Streets: Not applicable because the project was “grandfathered.”

17th St. roundabout at Arlington Rd. (DES# 0900216) p. 29

Project Contact: Adrian Reid / phone: (812)349-3417 / email: reida@bloomington.in.gov

PE	ROW	Construction
\$338,660	\$875,000	\$3,250,000

- Ready for Contracts = 12/2012; Letting Date = 04/2013
- Current Status: The City is finishing up right-of-way.
- Complete Streets: The project’s preferred design solutions include sidewalks, sidepaths, improved pedestrian crossings, and traffic calming.

17th St. intersection improvement at Jordan Ave. (DES#0901710) p. 30

Project Contact: Adrian Reid / phone: (812)349-3417 / email: reida@bloomington.in.gov

PE	ROW	Construction
\$209,000		

- Ready for Contracts = 01/2014; Letting Date = 03/2015
- Current Status: The bid letting date has been moved to FY2015 because the City has included a request for construction funding in the next iteration of the TIP..

Bloomington/Monroe County Metropolitan Planning Organization

- Complete Streets: Not applicable because the project is grandfathered. The project’s preferred design solutions include sidewalk, sidepath, improved pedestrian crossing, and improved sight distance.

Atwater Ave. intersection improvement at Henderson St. (DES#0800443) p. 31

Project Contact: Joyce Williams / phone: (812)349-3417 / email: williajo@bloomington.in.gov

- Current Status: The project is complete
- Complete Streets: Not applicable because the project was grandfathered.

B-Line Trail Phase II from 2nd St. Country Club Dr. and Rogers St. to Adams St. (DES# 0901422) p. 32

Project Contact: Dave Williams / phone: (812)349-3700 / email: williamd@bloomington.in.gov

- Current Status: The project is complete.
- Complete Streets: Not applicable because the project is not a road project

Cascades Trail Phase I from Dunn St. to Club House Dr. p. 33

Project Contact: Dave Williams / phone: (812)349-3700 / email: williamd@bloomington.in.gov

PE	ROW	Construction
complete	\$0	\$695,000

- Current Status: A TIP amendment was processed 09/2010 to move the construction year from FY2010 to FY2012.
- Complete Streets: Not applicable because the project is not a road project.

Jackson Creek Trail Phase I from Rogers Rd. to Sherwood Oaks Park (DES# 0200987) p. 34

Project Contact: Dave Williams / phone: (812)349-3700 / email: williamd@bloomington.in.gov

- Current Status: This project is complete.
- Complete Streets: Not applicable because the project is not a road project.

Old SR37 Intersection improvement at Dunn St. p. 35

Project Contact: Adrian Reid / phone: (812)349-3417 / email: reida@bloomington.in.gov

PE	ROW	Construction
\$211,000	\$50,000	\$2,300,000

- Ready for Contracts = 01/2014; Letting Date = 04/2014
- Current Status: None provided.
- Complete Streets: The preferred design solutions include sidewalk, sidepath, sight distance improvements, and intersection improvements.

Rogers Street road improvement from Rockport Rd. to Watson St. (DES# 0600496) p. 36

Project Contact: Adrian Reid / phone: (812)349-3417 / email: reida@bloomington.in.gov

PE	ROW	Construction
Complete	\$730,000	\$4,173,218

- Ready for Contracts = 05/2012; Letting Date = 08/2012
- Current Status: Parcel acquisition is complete.
- Complete Streets: Not applicable because the project was “grandfathered.” The preferred design solutions include sidewalk, sidepath, tree plot separation, and formalized on-street parking.

Sare Rd. roundabout at Rogers Road (DES# 0900213) p. 37

Project Contact: Joyce Williams / phone: (812)349-3417 / email: williajo@bloomington.in.gov

PE	ROW	Construction
\$160,740	\$116,000	\$2,599,802

- Ready for Contracts = 1/2012; Letting Date = 04/2012
- Current Status: All parcels have been acquired. Certification of ROW completed 12/2011.
- Complete Streets: Project includes connections for sidewalk and sidepath.

Bloomington/Monroe County Metropolitan Planning Organization

Tapp Rd. intersection improvement at Rockport Rd. (DES#0901730) p. 38

Project Contact: Adrian Reid / phone: (812)349-3417 / email: reida@bloomington.in.gov

PE	ROW	Construction
\$319,373	\$318,043	

- Ready for Contracts = 07/2014; Letting Date = 10/2014
- Current Status: Change in PE and R/W amounts reflect Tip amendment from 5/9/11.
- Complete Streets: The preferred design solutions include sidewalk, sidepath, improved pedestrian crossing, and traffic calming.

Traffic Signal upgrade at 4th/Walnut and 4th/College (DES# 0901808, 0901809) p. 39

Project Contact: Adrian Reid / phone: (812)349-3417 / email: reida@bloomington.in.gov

- Current Status: The project is complete.
- Complete Streets: The project modernized the pedestrian signals and update curb ramps.

University Courts Brick Street Restoration (DES# 0902258) p. 40

Project Contact: Adrian Reid / phone: (812)349-3417 / email: reida@bloomington.in.gov

PE	ROW	Construction
		\$264,354

- Ready for Contracts = 10/2012; Letting Date = 12/2012
- Current Status: None provided.
- Complete Streets: Not applicable because this is considered a maintenance project.

Walnut Street pavement preservation from 1st St. to Country Club Dr. (DES# 0901506) p. 41

Project Contact: Joyce Williams / phone: (812)349-3417 / email: williajo@bloomington.in.gov

- Current Status: This project is complete.
- Complete Streets: Not applicable because this is considered a maintenance project.

Sidewalk Restoration at various locations in the City (DES# 0901685) p. 42

Project Contact: Joyce Williams / phone: (812)349-3417 / email: williajo@bloomington.in.gov

- Current Status: This project is complete.
- Complete Streets: Not applicable because this is not a road project. The project includes new sidewalks and updated curb ramps.

Upgrade Signs (DES# 1006383) p.43

Project Contact: Adrian Reid / phone: (812)349-3417 / email: reida@bloomington.in.gov

PE	ROW	Construction
		\$100,000

- Ready for Contracts = n/a; Letting Date = n/a
- Current Status: Traffic division is working on the sign inventory for Zone #1 as a detailed inventory and map of all signs to be replaced is required before force account can be established by INDOT.
- Complete Streets: Not applicable since this is not a road project.

Town of Ellettsville Projects

Heritage Trail Phase I from Main St. to Depot Rd. (DES 0301167) p. 43 of TIP

Project Contact: Connie Griffin / phone: (812)876-8008 / email: connie_griffin@bluemarble.net

PE	ROW	Construction
\$57,585	\$17,281	\$129,471

- Ready for Contracts = 06/2012; Letting Date = 10/2012 (est.)
- Current Status: Will submit the Categorical Exclusion for approval with the next 2 weeks. Plans will be submitted for initial review within the next 30 days.
- Complete Streets: Not applicable because this is not a road project.

Bloomington/Monroe County Metropolitan Planning Organization

Community School Corporation Projects

RBBCSC Sidewalk Construction along Ridge Springs Ln. (DES# 0800021) p.45 of TIP

Project Contact: Connie Griffin / phone: (812)876-8008 / email: connie_griffin@bluemarble.net

PE	ROW	Construction
\$33,000	\$32,619	\$184,381

- Ready for Contracts = ; Letting Date =
- Current Status: None provided.
- Complete Streets: Not applicable because the project is not a road project.

MCCSC Batchelor Middle Infrastructure (DES# 0710204) p. 46

Project Contact: John Carter / phone: (812)330-7720 / email: jcarter@mccsc.edu

- Current Status: This project is complete.
- Complete Streets: Not applicable because this is not a road project.

Administrative Modifications

In 2011 the BMCMPPO amended the Public Participation Plan to allow the Director and Chair of the Policy Committee to administratively modify the Transportation Improvement Program if certain conditions are met. Refer to the PPP for further details (available online at:

http://bloomington.in.gov/BMCMPO_Documents_Clearinghouse). The following list shows all administrative modifications which have been made to the Transportation Improvement Program this fiscal year:

- 8/26/11 – Made changes to the FY2010-2013 TIP to bring consistency between it and the newly adopted FY2012-2015 TIP: Increased the FY2012 construction cost of the City of Bloomington’s South Rogers Street project to \$3,475,935; Reduced Rural Transit’s Operational Assistance in FY2012 to \$1,416,642 and in FY2013 to \$1,473,306; Reduced Bloomington Transit’s Operational Assistance in FY2012 to \$7,123,166 and FY2013 to \$7,408,093.
- 10/27/11 – Made the following changes to the both the FY2010-2013 TIP and FY2012-2015 TIP: Moved \$47,550 from the right-of-way phase of Bloomington’s 17th and Arlington roundabout project and added it to the construction phase; Moved the construction phase of Bloomington’s Sare and Rogers roundabout from FY2013 to FY2012.
- 1/9/12 - Made the following changes to the both the FY2010-2013 TIP and FY2012-2015 TIP: Moved the implementation year for Bloomington Transit’s 35 Foot Buses project from FY2011 to FY2012.
- 1/27/12 - Made the following changes to the both the FY2010-2013 TIP and FY2012-2015 TIP: Moved FTA5316 funds from FY2011 and added it to FY2012 for Bloomington Transit’s Operational Assistance.
- 2/15/12 - Made the following changes to the both the FY2010-2013 TIP and FY2012-2015 TIP: Moved the construction phase from FY2012 to FY2013 for Monroe County’s Karst Farm Greenway Phase I; Moved the implementation year from FY2010 to FY2012 and increased project costs for Bloomington Transit’s Downtown Transfer Facility; Moved the implementation year from FY2012 to FY2013 for Bloomington Transit’s Fare Collection Equipment.

Change Orders

In 2007 the MPO adopted a Change Order Policy. The Policy sets aside 5% of the MPO's allocation of Surface Transportation Program (STP) funds into a Change Order Reserve. The Change Order Reserve can then be tapped by local public agencies for projects which have run into unforeseen costs once construction has begun. The following table provides a synopsis of the Change Order Reserve status for fiscal year 2012.

Project – Nature of CO	Approval	Date	Local Match	CO Reserve	Other funding	Total
B-Line- changes to cost of ped bridge over Grimes; changes to stormwater structure and piping	Admin	7/8/11	\$12,805.59	\$51,222.36		\$64,027.95
S. Walnut Repave – added additional construction inspection costs	Admin	7/25/11	\$2,397.15	\$9,588.60		\$11,985.75
4 th Street Signals – added additional construction inspection costs	Admin	8/23/11	\$5,450.71	\$21,802.84		\$27,253.55
W. 3 rd St. – changes to warning tape and conduit type	Admin	8/24/11	\$897.60	\$3,590.40		\$4,488.00
W. 3 rd St. – removal of culvert and replacement due to rock	Admin	8/29/11	\$2,829.13	\$11,316.48		\$14,145.61
W. 3 rd St.- added casings fro telecom conduit	Admin	8/30/11	\$17,257.12	\$69,028.46		\$86,285.58
Atwater/Henderson – added survey markers for the project	Admin	8/30/11	\$278.90	\$1,115.60		\$1,394.50
W. 3 rd St. – temporary sewer relocation	Admin	9/27/11	\$1,219.60	\$4,878.40		\$6,098.00
Atwater/Henderson – disconnect hangers and rock excavation	Admin	9/27/11	\$1,038.77	\$4,155.07		\$5,193.84
W. 3 rd St – signal pole adjustments for ped signal	Admin	9/27/11	\$902.21	\$3,608.79		\$4,511.00
W. 3 rd St - slope and swale stabilization around detention areas	Admin	9/27/11	\$623.42	\$2,493.66		\$3,117.08
Change Order Reserve Balance = \$5,010.04						

<p><i>Save the date!</i> 2012 INDIANA MPO CONFERENCE</p>	
	<p>DOWNTOWN BLOOMINGTON OCTOBER 16-18, 2012</p>



For additional details or opportunities to be a sponsor of the 2012 MPO Conference, please contact BMCMPPO staff at:

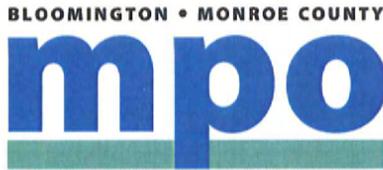
Address: 401 N. Morton Street Suite 160
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Bloomington, IN 47402

Phone: (812) 349-3423

Fax: (812) 349-3535

Email: mpo@bloomington.in.gov

Website: www.bloomington.in.gov/mpo



To: Distinguished members of Indiana's U.S. Senate and Congressional Delegation
Secretary Ray LaHood, Department of Transportation
Distinguished Members of the House of Representatives Transportation & Infrastructure Committee
Distinguished Members of the U.S. Senate Committee on Environment & Public Works

From: Bloomington/Monroe County Metropolitan Planning Organization
Kent McDaniel, Chair, BMCMPPO Policy Committee
Joshua Desmond, Director

Date: January 6, 2012

Re: MAP-21 Legislation/MPO Population Thresholds

On behalf of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO), we write to express concern about an important piece of transportation legislation that Congress is currently considering. On November 9, 2011, the Senate Committee on Environment and Public Works unanimously approved "Moving Ahead for Progress in the 21st Century" (S. 1813). As the successor to SAFETEA-LU, this legislation focuses on innovative transportation financing, program consolidation, accelerated project delivery, and performance measurements. As a Metropolitan Planning Organization (MPO), we very much support these concepts and look forward to further pursuing them in the future. However, we are very concerned about one key provision of the proposed legislation.

We believe this bill will have a negative impact on the continuing, cooperative and comprehensive (3C) transportation planning process in small metropolitan planning areas with populations between 50,000 and 200,000. The proposed legislation would raise the threshold for establishing an MPO from 50,000 to 200,000, and would eliminate existing MPOs that fall below that threshold. As a small MPO, we are gravely concerned about the impact on our partner communities and organizations of dissolution of our MPO and the loss of the Federal funding that we currently receive.

The many local elected officials served by small MPOs like ours rely on such organizations to carry out comprehensive multijurisdictional transportation processes that support the economic vitality of the region, reduce congestion, increase safety and security, enhance mobility, and protect the environment. This process is based on inter-governmental collaboration, rational analysis, local stakeholder and public input, consensus-based decision-making by local government officials, and on-going cooperation and coordination between the MPOs and state DOTs. While S.1813 provides existing small MPOs with a means to try and

maintain their designation, the retention is subject to approval of the state's Governor and the U.S. Secretary of Transportation. Unfortunately, this provision would potentially allow partisan politics and special interests to influence this important decision.

It is our belief that changing the MPO threshold would disenfranchise local elected officials and further strengthen the role of unelected state department of transportation officials who do not necessarily consider or understand local transportation issues in all regions of a state. It is clearly preferable that each region be given the opportunity to plan cooperatively with local partners in a process that is able to meet the unique challenges of that region. Without that opportunity, local transportation needs would be at the mercy of distant bureaucrats that may not have the best interests of the local community at heart.

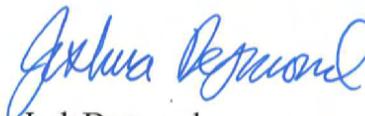
For these reasons, we urge you to oppose any legislation that would change the current MPO designation threshold from 50,000 to 200,000 and any legislation that makes continuing designation as an MPO subject to approval by the state's governor or the U.S. Secretary of Transportation. If you or your staff require additional information or wish to further discuss our concerns about this legislation, please contact BMCMPD Director Josh Desmond. His email address is desmondj@bloomington.in.gov, and he can be reached by phone at (812) 349-3423.

Thank you for your consideration on this important matter.

Sincerely,



Kent McDaniel
Policy Committee Chair
BMCMPD



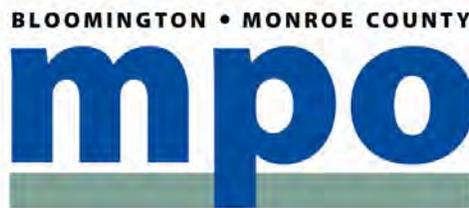
Josh Desmond
Director
BMCMPD

*Bloomington/Monroe County
Metropolitan Planning Organization*

Crash Report

Calendar Years 2008 through 2010

February 2012



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Executive Summary

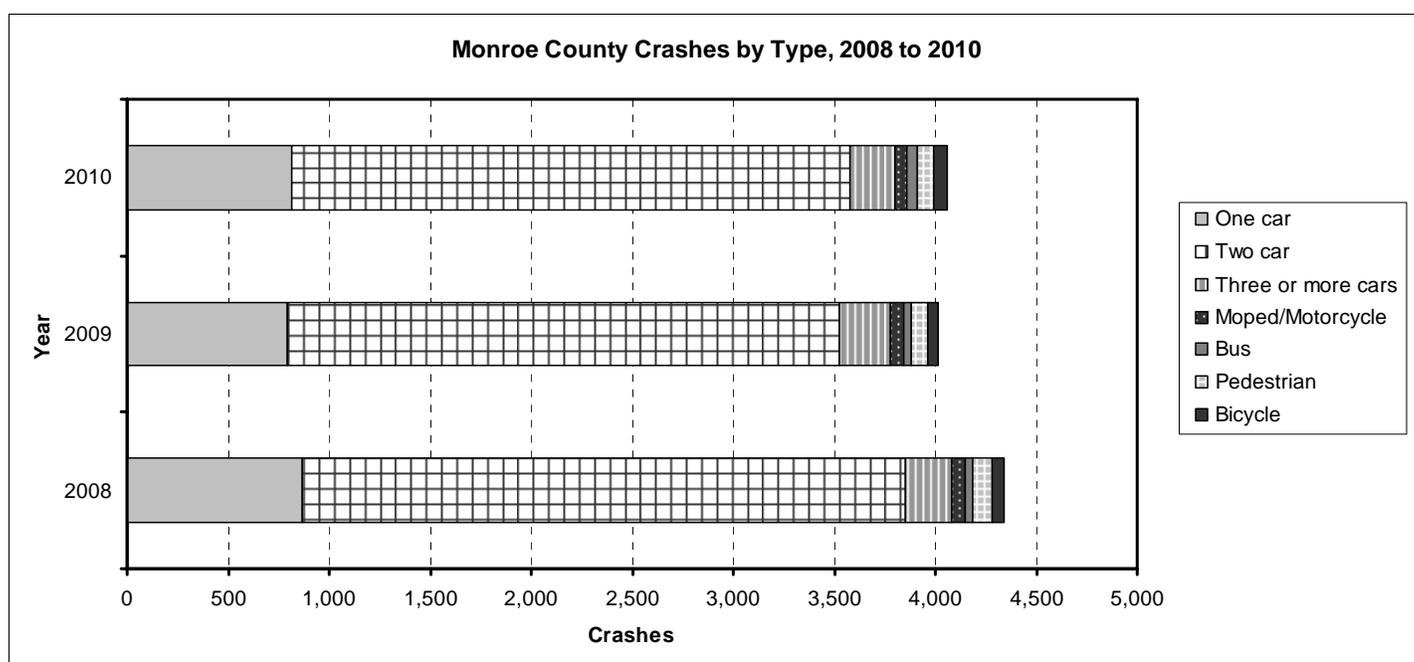
The current version of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Crash Report continues the MPO’s effort to provide a thorough analysis of the causes and trends of crashes in Monroe County. This year’s report includes crash data from 2008 to 2010.

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

A summary of the crash trends reported within Monroe County is provided below to highlight general information on crash data within Monroe County. In the following sections, detailed tables, charts, and summaries are provided to highlight information on the frequency, severity, and other related characteristics of crashes that occurred from 2008 to 2010. Additionally, the appendix contains information and analysis that may be of interest to some readers.

Summary of Crash Trends from 2008 to 2010

A total of 12,415 crashes were reported between 2008 and 2010 (Table 1). This figure is roughly the same as the three year total from 2007 to 2009, as reported in last year’s crash report. Total crashes for 2010 increased 1.1% compared to 2009, but decreased 6.5% compared to 2008. Just over three quarters of the total crashes reported no injuries (property damage or unknown) and the rest reported various levels of severity in injuries sustained.



A further breakdown of the total 12,415 crashes provides useful insights into trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, and crashes that resulted in fatalities. Over the course of the three years analyzed, there were 31 fatalities (Table 4), somewhat more than the 22 fatalities reported from 2007 to 2009. Of the 31 fatalities, almost half (13) were from single car crashes, six were from two-car crashes, six involved mopeds/motorcycles, and five involved a pedestrian. There were no fatalities involving a bicycle or a bus.

The time distribution of crashes continues to follow a predictable pattern. The greatest number of crashes occurred during weekday rush hours between 3:00 P.M. and 6:00 P.M., with an average slightly greater than 1 crash per hour (Figure 1). The weekend also follows a predictable pattern, but the crash rate has a more even distribution through the day and early

evening hours. Between the hours of 7pm and 4am, the weekend experiences a higher crash frequency than during the week. Friday continued to have the highest number of crashes overall, while Sunday had the lowest number of crashes (Figure 2).

State highways are prominently featured in the list of problematic intersections (Table 2). This could be attributable to several factors, but higher traffic volumes and speeds on these roads are likely factors. The intersection at College Avenue/Walnut Street and the State Road 45/46 Bypass topped the list of problematic intersections, followed by Bloomfield Road and State Road 37 and then W 3rd Street and State Road 37. Because these intersections continue to exhibit high numbers of crashes from year to year, safety improvements should be considered. Other locations that show a high number of crashes, but do not involve state managed highways, should also be considered for safety improvements through the MPO's Highway Safety Improvement Program (Table A1). Future reports would benefit from a reliable methodology to normalize crashes to volumes of traffic, road classification, and/or some other value so that ranking of problematic locations and intersections is not solely based on the total number of crashes.

The leading cause of crashes during the study period was once again failure to yield right of way with 2,470 incidents (Table 3). Other leading causes include reaction to other driver behaviors, following too closely, and unsafe backing. These causes may be reduced through law enforcement and education efforts as well as through physical improvements. Running off the right side of the road and speeding in adverse weather present opportunities for physical safety improvements, such as guard rails, rumble strips, and interactive signage. These types of improvements should be explored further to reduce crashes.

Bicycle and pedestrian crashes are an important consideration due to a relatively high number of non-motorized trips in the area, and the sensitivity to injury of individuals using these modes. It is well understood that when compared to other types of crashes, those involving bicyclists and pedestrians are much more likely to result in a fatality or incapacitating injury. Therefore, reducing the frequency of these crashes is a priority. The intersection of Dunn Street and Kirkwood Ave has topped the list for pedestrian crashes in two consecutive crash reports, warranting further investigation.

Introduction

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

Motor vehicle crashes are a significant cause of death, injury, property loss and productivity loss in the United States. Data for 2008 shows that unintentional accidents were the 5th leading cause of death overall, and of the 121,902 total unintentional accidents reported, 42,709 (35.0%) are attributed to transportation.¹ While it may not be possible to completely eliminate motor vehicle crashes, gaining a better understanding of their causes can help transportation planners and engineers reduce their frequency and severity. This report attempts to characterize the motor vehicle crashes in Monroe County, Indiana, providing the basis for informed transportation policies and infrastructure investments.

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

This report focuses on a three year period from 2008 to 2010. By focusing on a longer time horizon, random variations in annual crashes do not unduly influence the trends reported. For instance, annual variations in bicycle and pedestrian crashes, fatalities and incapacitating injuries, and location-specific crashes can be significant, even though there may not be an actual change in the likelihood of those crashes. By using a three-year window, identified trends are more likely to be meaningful. Results from 2010 alone are also presented in some instances to provide a snapshot of the most recent year.

¹ Centers for Disease Control, National Center for Health Statistics. National Vital Statistics Reports – Deaths: Final Data for 2008. Volume 59, Number 10. http://www.cdc.gov/nchs/data/nvsr/nvsr59/nvsr59_10.pdf. Accessed on December 8, 2011.

Methodology and Data Considerations

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

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

A significant effort was made to correct data errors and validate results. It is important to note that the methodology was improved for this report. Consequently, some minor inconsistencies will be evident when comparing crash reports from different years. Therefore, it should be understood that the most recently issued Crash Report reflects the best and most accurate crash information. For this report, data was analyzed primarily based on the reported latitude and longitude of the crash location. This methodology was determined to be more reliable than using the reported location and captured over 90% of all reported crashes. Regardless of methodological changes and slight differences between reports, the list of problematic intersections remains relatively consistent, and the overall findings of this report are consistent with those of past years.

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

When reading the report, it is important to understand the distinction between “crashes” and “individuals.” The term “crash” is used when the characteristics of the crash itself are under consideration, whereas the terms “individual” and “fatality” are used when the focal point is the people involved. For example, the “Fatal Injury” column of Table 1 (“Crash by Type and Severity, 2008-2010”) shows how many crashes resulted in a fatal injury in 2010, but it would be incorrect to interpret this column as the number of fatalities in 2010, since more than one fatality can result from a single crash.

Analysis

Crash Characteristics

This section provides a summary of crash characteristics in Monroe County, including the type and severity of crashes from 2008-2010. These factors reflect trends in the overall safety of the transportation system.

In 2010, a total of 4,060 motor vehicle crashes were reported in Monroe County (Table 1). Of these, thirteen resulted in one or more fatalities, while 73 caused incapacitating injuries. For the vast majority of crashes (3,121), injuries were not reported. Two-car crashes were the most common, comprising 68% of the total. One-car crashes and those involving three or more cars were also common, accounting for 20% and 5% of total crashes reported, respectively. Crashes involving a pedestrian, cyclist, moped/motorcycle, or bus were much less frequent. However, with the exception of crashes involving a bus, these were much more likely to involve injury than vehicle crashes.

Compared with 2008 and 2009, the overall number of crashes in 2010 remained fairly constant (1.1% increase). However, the portion of crashes resulting in fatalities or incapacitating injury rose sharply to 2.1% of all crashes, from 1.5% in 2009 and 1.4% in 2008. This figure should be monitored in future years to see if this trend continues.

Table 1. Crashes by Type and Severity, 2008-2010

	Crash Type	Severity				Annual Total	Percent of Annual Total
		Fatal Injury	Incapacitating Injury	Non-incapacitating	No injury/unknown		
2008	One car	4	10	170	680	864	19.9%
	Two car	1	19	447	2523	2990	68.9%
	Three or more cars	0	4	72	149	225	5.2%
	Bus	0	0	6	63	69	1.6%
	Moped/Motorcycle	3	9	64	27	103	2.4%
	Bicycle	0	1	31	2	34	0.8%
	Pedestrian	3	4	41	8	56	1.3%
	Total	11	47	831	3452	4341	100.0%
Percent of Annual Total	0.3%	1.1%	19.1%	79.5%	100.0%		
2009	One car	3	12	154	620	789	19.7%
	Two car	0	18	448	2273	2739	68.2%
	Three or more cars	1	4	94	151	250	6.2%
	Bus	0	1	5	57	63	1.6%
	Moped/Motorcycle	2	11	53	19	85	2.1%
	Bicycle	0	1	30	6	37	0.9%
	Pedestrian	1	6	41	3	51	1.3%
	Total	7	53	825	3129	4014	100.0%
Percent of Annual Total	0.2%	1.3%	20.6%	78.0%	100.0%		
2010	One car	6	15	153	642	816	20.1%
	Two car	5	30	460	2265	2760	68.0%
	Three or more cars	0	3	93	125	221	5.4%
	Bus	0	0	5	57	62	1.5%
	Moped/Motorcycle	1	12	56	17	86	2.1%
	Bicycle	0	3	40	8	51	1.3%
	Pedestrian	1	10	46	7	64	1.6%
	Total	13	73	853	3121	4060	100.0%
Percent of Annual Total	0.3%	1.8%	21.0%	76.9%	100.0%		
3-Year	Total	31	173	2509	9702	12415	
	Percent of 3-Year Total	0.2%	1.4%	20.2%	78.1%	100.0%	

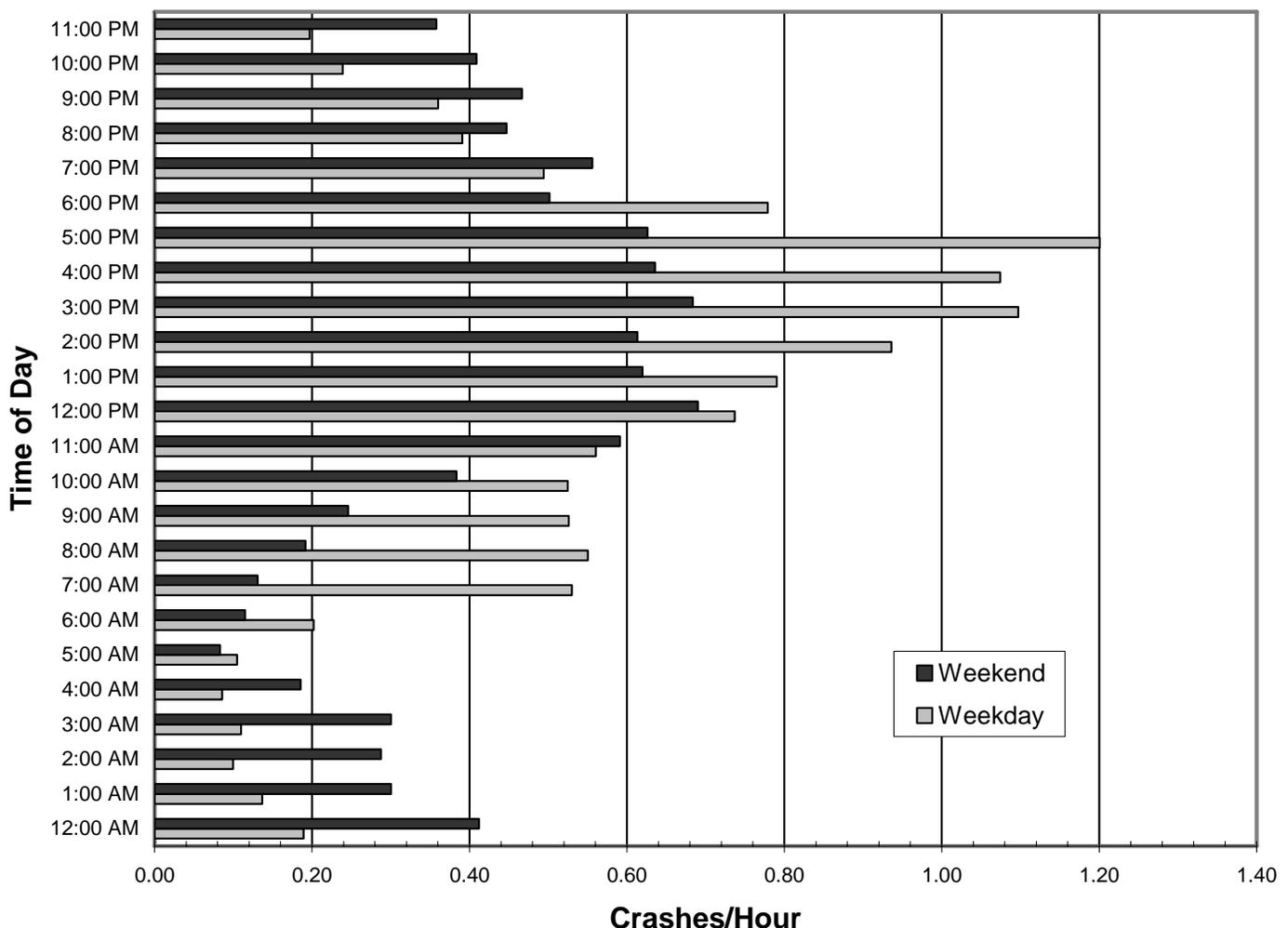
Time of Crashes

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

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

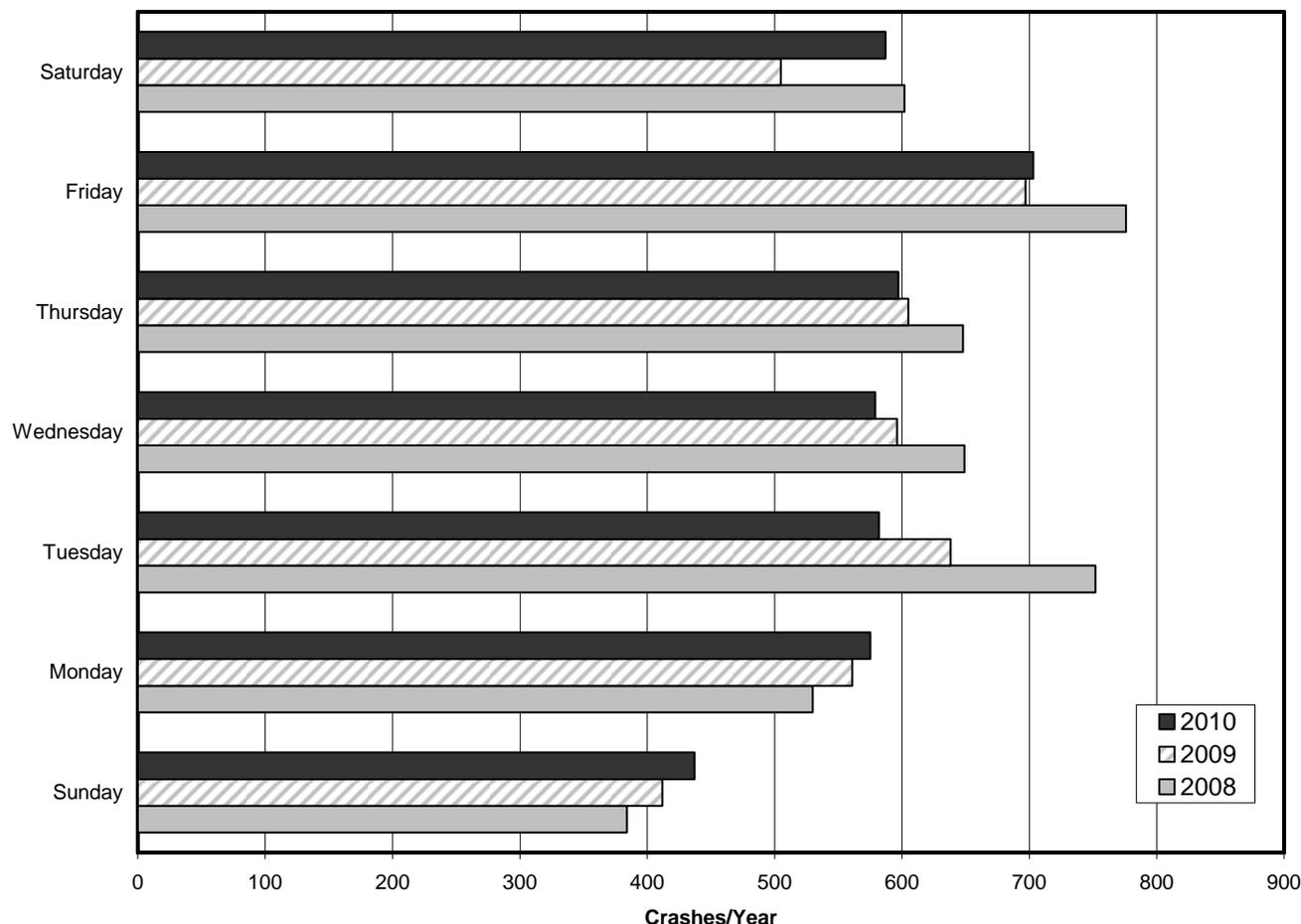
The hourly distribution of crashes for the weekend was less varied than for the work week. Crashes in the late evening and early morning were much more common during the weekend, and rush hour peaks were not as prevalent as on weekdays. During the study period, a greater number of crashes occurred on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

Figure 1. Crashes by Time of Day, 2008-2010²



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

Figure 2. Crashes by Day of Week, 2008-2010



Crash Locations

This section addresses the spatial distribution of crashes in Monroe County, highlighting problematic intersections and corridors. The ranking method is based on the total number of crashes that occurred at each location or intersection over three years. Transportation planners and engineers can use this information to prioritize infrastructure projects for safety improvements.

In 2010, the intersection with the greatest number of total crashes was E Third Street and Pete Ellis Drive, where 47 crashes were reported, an 81% jump from 2009 (Table 2). However, the intersection of College Avenue/Walnut Street and State Road 45/46 Bypass had the most crashes during the period 2008-2010 with 122 crashes. Although traffic volume is certainly an important element, intersection design factors, such as limited visibility, topographic constraints, and awkward turning movements, may contribute to greater crash frequency at some high crash locations.

Locations and intersections that have lower traffic and/or hazardous conditions may not be identified using this ranking method because the total number of crashes is not large enough to make any reasonable sized list. However, crashes may occur at a frequent rate and increased severity level for some of these locations. Therefore, future reports should develop a methodology to normalize the data such that traffic volumes, road classifications, and/or other attributes can be used to rank problematic locations using several methods to aid transportation planners, engineers, and officials.

Table 2. Top 50 Crash Locations, 2008-2010

Rank	Intersection	2008	2009	2010	3-Year Total
1	STATE ROAD 45/46 BYPASS @ N COLLEGE AVE/N WALNUT ST	52	41	29	122
2	STATE ROAD 37 @ W BLOOMFIELD RD	41	30	42	113
3	STATE ROAD 37 @ W 3RD ST	40	37	28	105
4	E 3RD ST @ S PETE ELLIS DR	30	26	47	103
5	STATE ROAD 46 @ E 3RD ST	32	36	33	101
6	STATE ROAD 37 @ W VERNAL PIKE	40	33	24	97
7	STATE ROAD 45 @ S CURRY PIKE/S LEONARD SPRINGS RD	31	31	27	89
8	STATE ROAD 45 @ S LIBERTY DR	29	23	36	88
9	STATE ROAD 45/46 BYPASS @ E 10TH ST	32	22	30	84
10	W 3RD ST @ S LIBERTY DR	29	25	24	78
11	W 3RD ST @ S GATES DR	23	22	21	66
12	E 3RD ST @ S KINGSTON DR	22	24	19	65
13	STATE ROAD 45 46 BYPASS @ N KINSER PIKE	21	19	19	59
14	E 10TH ST @ N FEE LN	17	15	24	56
15	W 10TH ST @ N COLLEGE AVE	18	15	22	55
16	E 10TH ST @ N JORDAN AVE	19	16	16	51
17	W 2ND ST @ S COLLEGE AVE	12	23	15	50
18	E 3RD ST @ S SMITH RD	15	20	14	49
18	W 7TH ST @ N WALNUT ST	16	15	18	49
20	E 3RD ST @ S WASHINGTON ST	8	24	16	48
20	S WALNUT STREET PIKE @ E WINSLOW RD	20	16	12	48
22	E 3RD ST @ S JORDAN AVE	17	11	18	46
23	W 3RD ST @ N WALNUT ST	16	18	11	45
23	STATE ROAD 37 @ W TAPP RD	11	11	23	45
23	E 10TH ST @ N PETE ELLIS DR/N RANGE RD	12	21	12	45
26	W 3RD ST @ S COLLEGE AVE	14	12	18	44
26	STATE ROAD 46 @ STATE ROAD 446	20	15	9	44
28	W GRIMES LN @ S WALNUT ST	17	12	13	42
28	W 2ND ST @ S ROGERS ST	15	10	17	42
28	W KIRKWOOD AVE @ N WALNUT ST	16	14	12	42
28	STATE ROAD 46 @ E EASTGATE LN	11	14	17	42
32	W 17TH ST @ N KINSER PIKE/N MADISON ST	13	14	14	41
33	E 3RD ST @ S WOODSCREST DR	16	21	3	40
33	E 17TH ST @ N FESS AVE	13	17	10	40
35	W 7TH ST @ N COLLEGE AVE	11	14	14	39
36	E RHORER RD @ S WALNUT STREET PIKE	16	9	13	38
36	W 3RD ST @ S CORY LN	6	9	23	38
36	W 3RD ST @ S CURRY PIKE	20	14	4	38
36	E 10TH ST @ N SUNRISE DR	11	13	14	38
36	E 13TH ST @ N INDIANA AVE	17	10	11	38
41	E ATWATER AVE @ S HENDERSON ST	17	10	10	37
41	STATE ROAD 45/46 BYPASS @ N DUNN ST	12	13	12	37
43	E 3RD ST @ S WOODLAWN AVE	16	7	13	36
43	E 3RD ST @ S FESS AVE	13	10	13	36
43	E 4TH ST @ S WALNUT ST	16	6	14	36
43	N INDIANA AVE @ E KIRKWOOD AVE	13	11	12	36
47	E 10TH ST @ N UNION ST	12	10	13	35
47	N JORDAN AVE @ E LAW LN	16	6	13	35
47	W 17TH ST/W ARLINGTON RD @ N MONROE ST	17	11	7	35
50	S BASSWOOD DR @ W BLOOMFIELD RD	16	8	10	34
50	E 3RD ST @ S PARK RIDGE RD	9	13	12	34

Crash Factors

This section summarizes the primary crash factors from 2008 to 2010. An understanding of these causes informs infrastructure investments, enforcement activities, and educational efforts. For instance, unsafe speeds can be addressed by traffic enforcement and road design, while the tendency of motorists to drive off the road can be mitigated with a guardrail or rumble strips. Similarly, enforcement and education could reduce the number of crashes attributable to alcohol.

Failure to yield right of way was the most common cause of crashes during the study period, contributing to over 2,500 crashes from 2008 to 2010. Other driver errors, following too closely, and unsafe backing were also significant crash factors. Table 3 shows the top 10 primary crash factors for 2008-2010, which account for over three-quarters of total accidents. Driving under the influence of alcohol (ranked 14th with 252 total crashes) or driving left of center (ranked 16th with 219 crashes) do not contribute to as many crashes overall, but such crashes tend to be more severe.

Table 3. Top 10 Primary Crash Factors by Severity, 2008-2010

Rank	Primary Factor	Severity				3-Year Total
		Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	No Injury/Unknown	
1	Failure to yield right of way	2	36	621	1,811	2,470
2	Other driver errors	2	12	253	1,282	1,549
3	Following too closely	0	11	384	1,119	1,514
4	Unsafe backing	0	1	23	1,170	1,194
5	Ran off road right	6	14	167	438	625
6	Speed too fast for weather conditions	0	4	105	439	548
7	Driver distracted	1	3	140	386	530
8	Disregard signal/reg sign	0	10	155	288	453
9	Roadway surface condition	0	7	56	387	450
10	Animal/object in roadway	1	8	43	372	424

Fatalities

This section provides a focused look at motor vehicle fatalities in Monroe County from 2008 to 2010. As with previous sections, the material presented here can be useful for enforcement, education, and decision-making.

In 2010, there were thirteen fatalities in Monroe County (Table 4). Of these, six resulted from single-car crashes, five from two-car crashes, one from a crash involving a moped or motorcycle, and one from a crash involving a pedestrian. Over the period from 2008 to 2010, the average annual number of fatalities per 100,000 residents was 7.8 for Monroe County. This figure is below the U.S. average of 11.01 for 2009.³

Table 4. Fatalities by Crash Type, 2008-2010

Year	Crash Type						Total	Fatalities per 100,000 Population
	One car	Two cars	Three cars or more	Moped and Motorcycle	Bicycle	Pedestrian		
2008	4	1	0	3	0	3	11	8.5
2009	3	0	1	2	0	1	7	5.4
2010	6	5	0	1	0	1	13	9.4
Total	13	6	1	6	0	5	31	7.8

³ U.S. Department of Transportation, National Center for Statistics & Analysis. Fatality Analysis Reporting System, Web-Based Encyclopedia. <http://www-fars.nhtsa.dot.gov/> Accessed on December 29, 2011.

Fatal Crash Locations

This section summarizes the locations for crashes that resulted in fatalities. From 2008 to 2010, there were 31 fatal crashes, which resulted in 31 fatalities. The locations of these fatal crashes are identified in Table 5. Location information will aid transportation planners and engineers to identify problematic locations. Fatalities are a major factor in determining HSIP funding eligibility (see the Table A1 in the appendix for more information).

Table 5. Fatal Crashes by Type and Location, 2008-2010

Location	Crash Type				
	One Car	Two Cars	Three or More Cars	Moped or Motorcycle	Pedestrian
AIRPORT RD from CAVE RD to KIRBY DR	1	0	0	0	0
ANDERSON RD from DORA RD to LYDY RD	0	0	0	1	0
ARLINGTON RD & CANTERBURY CT	1	0	0	0	0
COCKRELL RD from ROCKPORT RD to SWEETWATER LN	0	0	0	0	1
CURRY PIKE & BEASLEY DR	1	0	0	0	0
CURRY PIKE & PROFILE PKWY	0	0	0	0	1
E 13TH & N FEE LN	0	0	0	0	1
E ELLIS RD & N SHOWERS RD**	0	0	0	1	0
LEONARD SPRINGS RD & STAPLETON	0	1	0	0	0
MONROE COUNTY (exact location unknown)	0	0	0	1	0
MONROE DAM RD from STRAIN RIDGE RD to FOGGY MORNING RD	1	0	0	0	0
N THOMAS RD & W VERNAL PIKE	1	0	0	0	0
NORTH DR & WALNUT ST	0	1	0	0	0
OLD STATE ROAD 37 from GOURLEY PIKE to CLUB HOUSE DR	0	0	0	1	0
PIONEER LN & WOODYARD DR	1	0	0	0	0
S JOHNSON AVE & BEAUMONT LN	0	0	0	0	1
STATE ROAD 45 & OLD STATE ROAD 45	0	1	0	0	0
STATE ROAD 37 & SAMPLE RD	0	1	0	0	0
STATE ROAD 37 & WAYPORT RD	0	1	0	0	0
STATE ROAD 37 from ELLIS RD to WYLIE RD	1	0	0	0	0
STATE ROAD 446 from OLD RICHARDSON RD to MERRITT DR	0	1	0	0	0
STATE ROAD 446 from CHAPEL HILL RD to ALLENS CREEK RD	1	0	0	0	0
STATE ROAD 46 & KINGS RD	1	0	0	0	0
STATE ROAD 46 & TRAILWAY DR	1	0	0	0	0
STATE ROAD 45 from AIRPORT RD to LEONARD SPRINGS RD	0	0	0	0	1
STATE ROAD 46 from FLATWOODS RD to RED HILL RD	0	0	1	0	0
W 3RD ST & S PATTERSON DR	0	0	0	1	0
W ELLER RD & S GARRISON CHAPEL	0	0	0	1	0
W HOWARD RD & N STARNES RD	1	0	0	0	0
W PROSPECT ST & S ROGERS ST	1	0	0	0	0
W VERNAL PIKE from STATE ROAD 48 to OARD RD	1	0	0	0	0

Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2008 to 2010. Such crashes are an important consideration in Bloomington and Monroe County due to a relatively high number of non-motorized trips in the area. For instance, the 2005-2009 American Community Survey (5-Year Estimate) reported that 2.6% of commuters in Bloomington use a bicycle as their primary mode of transportation, while 10.8% walked. By comparison, 0.6% of US commuters reported bicycling and 2.9% reported walking as their primary modes in 2009. Individuals using these modes of transportation are particularly vulnerable to injury.

In 2010, there were 51 reported crashes involving a cyclist and 64 involving a pedestrian (Table 1). Of these, one pedestrian was killed. There were also ten pedestrian and three bicycle crashes in 2010 that resulted in incapacitating injuries. During the period from 2008 to 2010, 293 pedestrian and bicycle crashes were reported, resulting in five pedestrian fatalities. It is well understood that bicycle and pedestrian crashes more often result in injury when compared with other crash types, thus there is a need to reduce the frequency and severity of these crashes.

Table 6. Top 14 Bicycle and Pedestrian Crash Locations, 2008-2010

Intersection	Crash Type		Total
	Bicycle	Pedestrian	
N DUNN ST @ E KIRKWOOD AVE	0	7	7
E 4TH ST @ S WASHINGTON ST	0	4	4
E 7TH ST @ N WALNUT ST	0	4	4
E 10TH ST @ N JORDAN AVE	2	2	4
S COLLEGE MALL RD @ EASTLAND PLAZA	2	1	3
E 3RD ST @ S WALNUT ST	1	2	3
E 3RD ST @ S WOODSCREST DR	2	1	3
W 6TH ST @ N ROGERS ST	1	2	3
W 7TH ST @ N COLLEGE AVE	1	2	3
STATE ROAD 45 46 BYPASS @ E 10TH ST	0	3	3
E 10TH ST @ N FEE LN	2	1	3
N FEE LN @ E LAW LN	1	2	3
E 15TH ST @ N WALNUT ST	3	0	3
E 17TH ST @ N FEE LN	0	3	3

Conclusion

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

Some problem areas noted in this and past reports have already been improved or are in the process of being addressed. For example, the City of Bloomington completed improvements to the intersection of 17th Street and Fee Lane in 2009, and improvements to the intersection of Atwater Avenue and Henderson Street in 2011. Additionally in 2009, Monroe County finished improvements to the dangerous curve at Rogers Road and Smith Road. These projects are expected to reduce the frequency and severity of crashes and we will highlight crash data for these locations in future reports.

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

Data and analysis on other attributes are included within the report (e.g. bus, moped, motorcycle, fatalities, causes, locations, severity of crashes), providing additional information to identify trends and/or areas of concern. Future versions of this report may consider a more detailed analysis of the circumstances of fatal crashes and the characteristics of individuals involved in fatal crashes. An improved understanding of these factors would help the community to better focus its efforts on reducing motor vehicle fatalities, which is one of the primary purposes of this report.

Beginning with the next Crash Report, covering the period from 2009 to 2011, future reports will evaluate locations that have implemented safety improvements. As mentioned above, this will include the 17th Street and Fee Lane intersection, the Rogers Road and Smith Road curve, and the Atwater Avenue and Henderson Street intersection. Evaluation of past and future crash data at these, and other, locations will further aid in implementing appropriate and effective mitigation strategies to reduce crashes. Agencies receiving funding through the HSIP will also be required to analyze crash trends before and after road improvements. This report has taken the first step by identifying problematic locations. It is expected that transportation planners, engineers, and officials together will use this information to prioritize locations that need immediate attention, and possibly seek Highway Safety Improvement Program funding or other means (enforcement, education) to improve safety.

Figure A2. Intersections with Three or More Bicycle and Pedestrian Crashes, 2008-2010

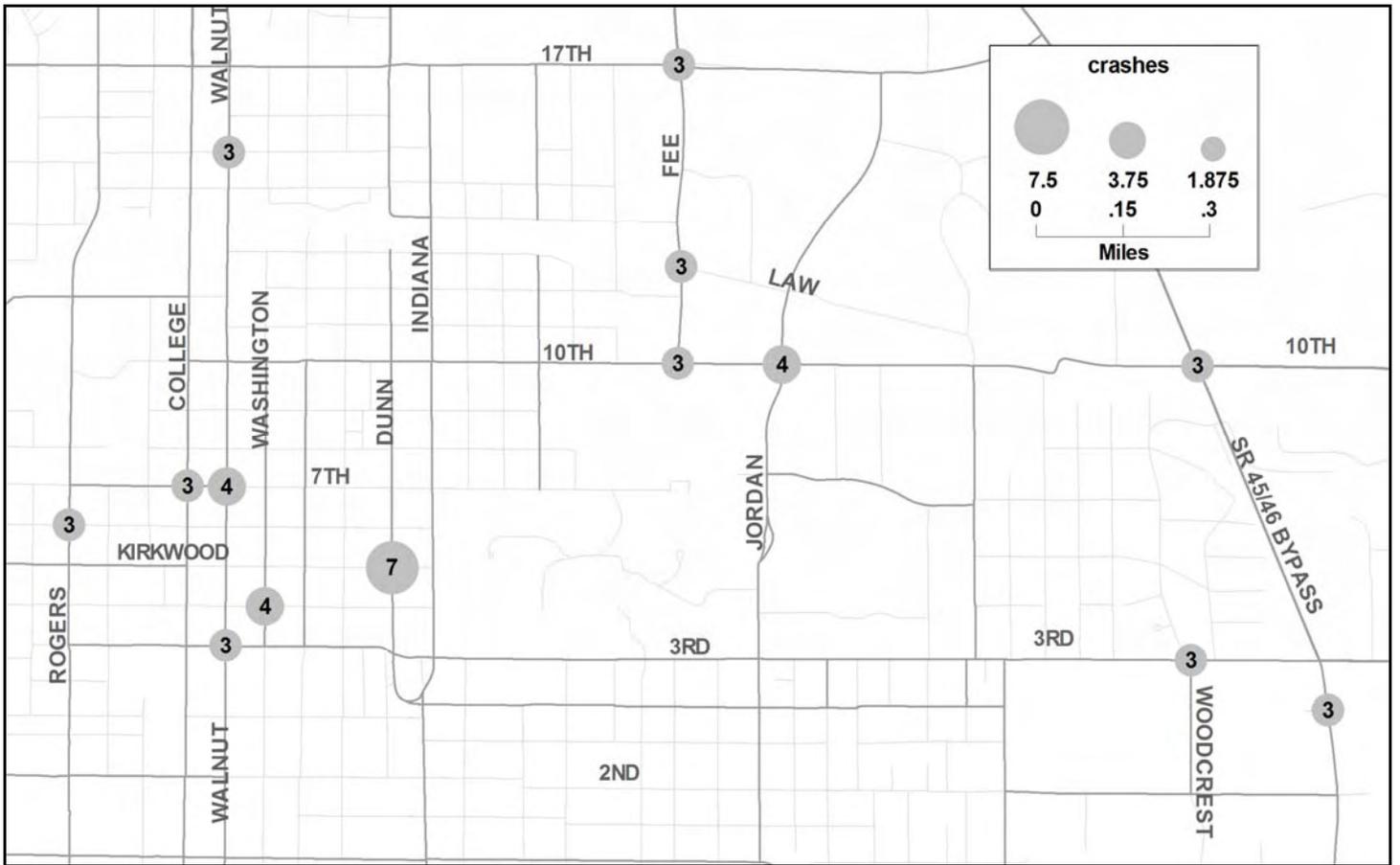


Figure A4. Fatalities by Gender and Crash Type, 2008-2010

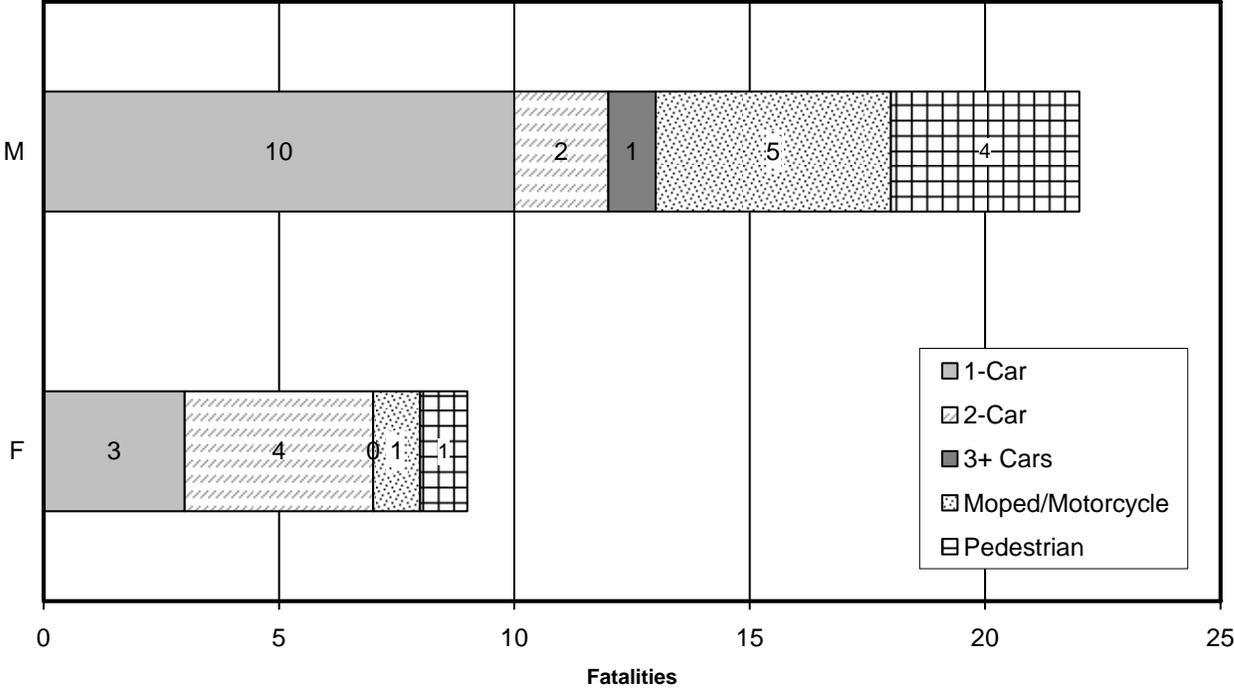
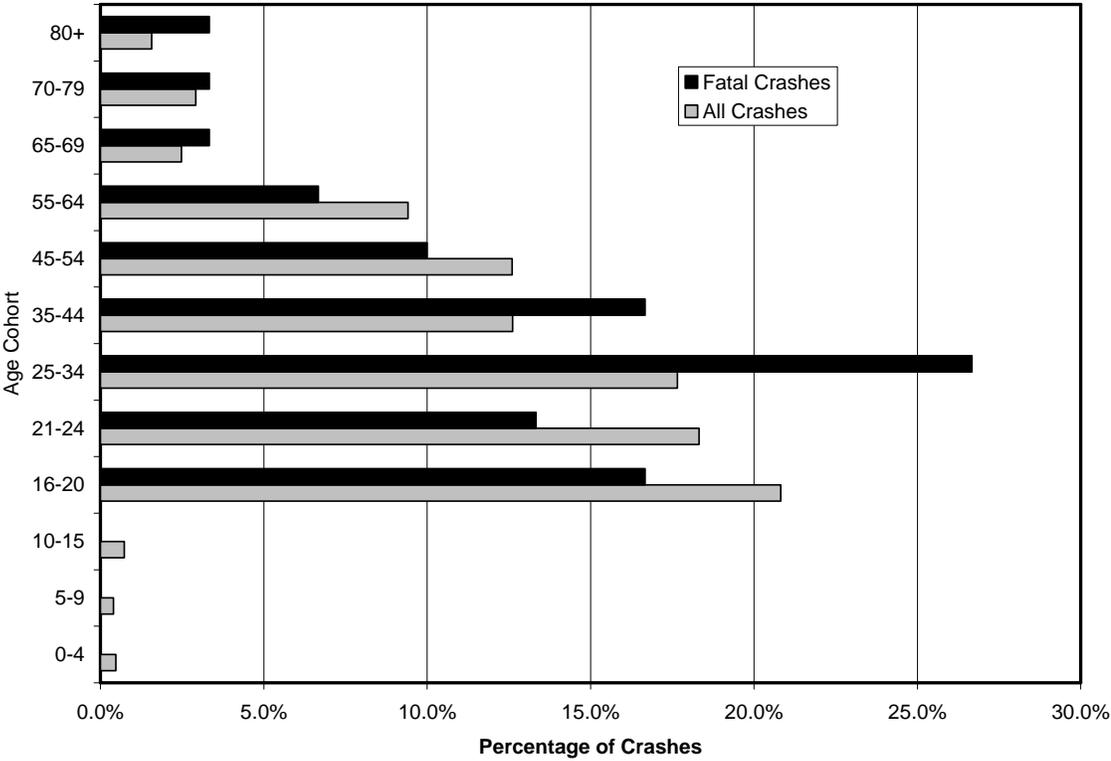


Figure A5. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age Class, 2008-2010⁴



⁴ For the purposes here, individuals whose age was not reported were excluded from the total number of individuals.

HSIP Eligibility List

The Highway Safety Improvement Program (HSIP) is a program that provides federal funding for areas with a high incidence of crashes, as identified through the annual crash reports. Emphasis is paid to locations which have high frequencies of fatal and incapacitating crashes. The intent of the funding is to leverage effective safety improvements in a timely fashion to reduce the severity and frequency of crashes. Below is the list of eligible locations for HSIP funding located along local roads. Other locations not listed below may be eligible for HSIP funding and additional information can be found within the detailed HSIP application and procedures.

Table A1. Eligible HSIP Locations, 2008 – 2010

Rank	Location	Fatal & Incapacitating Injury Crashes	Total Crashes	Fatal	Incapacitating	Non-incapacitating	Property Damage
1	W 2ND ST @ S WALKER ST	3	11	0	3	5	3
2	W 3RD ST @ S PATTERSON DR	2	20	1	1	3	15
3	S CURRY PIKE @ W GIFFORD RD	2	13	0	2	3	8
4	N CURRY PIKE @ W JONATHAN DR	2	9	0	2	4	3
5	E 7TH ST @ W 7TH ST @ N WALNUT ST	1	49	0	1	9	39
6	S WALNUT STREET PIKE @ E WINSLOW RD	1	48	0	1	9	38
7	E 3RD ST @ S WALNUT ST	1	47	0	1	7	39
8	E 3RD ST @ S JORDAN AVE	1	46	0	1	8	37
9	W 2ND ST @ S ROGERS ST	1	42	0	1	8	33
10	W 17TH ST @ N KINSER PIKE @ N MADISON ST	1	41	0	1	10	30
11	E 10TH ST @ N SUNRISE DR	1	38	0	1	4	33
12	E 4TH ST @ S WALNUT ST	1	36	0	1	4	31
13	N JORDAN AVE @ E LAW LN	1	35	0	1	4	30
14	W GORDON PIKE @ S OLD STATE ROAD 37 @ S WALNUT ST @	1	30	0	1	6	23
15	N DUNN ST @ N OLD STATE ROAD 37	1	27	0	1	11	15
16	E 3RD ST @ S SWAIN AVE	1	26	0	1	1	24
17	E 13TH ST @ N FEE LN	1	21	1	0	4	16
18	E 15TH ST @ N WALNUT ST	1	20	0	1	5	14
19	E 17TH ST @ N LINCOLN ST	1	18	0	1	4	13
20	S FAIRFAX RD @ S WALNUT STREET PIKE	1	17	0	1	8	8
21	E 3RD ST @ S BALLANTINE RD	1	16	0	1	2	13
22	W 3RD ST @ S YANCY LN	1	16	0	1	4	11
23	E DILLMAN RD @ S OLD STATE ROAD 37	1	15	0	1	3	11
24	E 10TH ST @ N FESS AVE	1	15	0	1	1	13
25	W 15TH ST @ N COLLEGE AVE	1	15	0	1	0	14
26	E 18TH ST @ N DUNN ST	1	14	0	1	1	12
27	S CURRY PIKE @ W ROLL AVE	1	13	0	1	2	10
28	S COLLEGE MALL RD @ E DRIVE TO EASTLAND PLAZA	1	13	0	1	4	8
29	N GRANT ST @ S GRANT ST @ E KIRKWOOD AVE	1	12	0	1	2	9
30	N THOMAS RD @ W VERNAL PIKE	1	11	1	0	2	8
31	S WALNUT ST @ S WALNUT STREET PIKE	1	11	0	1	0	10
32	E ATWATER AVE @ S PARK AVE	1	11	0	1	2	8
33	S FAIRFAX RD @ E SCHACHT RD	1	10	0	1	4	5
34	N ELM ST @ W KIRKWOOD AVE	1	9	0	1	0	8
35	W 11TH ST @ N MORTON ST	1	8	0	1	0	7
36	W ALLEN ST @ S PATTERSON DR	1	8	0	1	2	5
37	W FULLERTON PIKE @ S ROCKPORT RD	1	7	0	1	1	5
38	S FAIRFAX RD @ E RAMP CREEK RD @ E SMITHVILLE RD	1	6	0	1	2	3
39	S ROGERS ST @ W THAT RD	1	6	0	1	1	4
40	S CURRY PIKE @ W DOYLE AVE	1	6	0	1	1	4
41	W HOWE ST @ S ROGERS ST	1	6	0	1	1	4
42	N OLD STATE ROAD 37 @ E ROBINSON RD	1	5	0	1	2	2
43	E NORTH DR @ S WALNUT ST	1	5	1	0	1	3
44	W BEASLEY DR @ S CURRY PIKE	1	5	1	0	1	3
45	E 11TH ST @ N INDIANA AVE	1	5	0	1	1	3
46	N FISHER CT @ N JORDAN AVE	1	5	0	1	0	4
47	E INVERNESS WOODS RD @ S KNIGHTRIDGE RD	1	4	0	1	1	2
48	N CURRY PIKE @ S CURRY PIKE @ W GRAND AVE	1	4	0	1	1	2
49	N FRITZ DR @ N WALNUT ST	1	4	0	1	1	2
50	W HOWARD RD @ N STARNES RD	1	3	1	0	2	0

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, Sr. Transportation Planner
 Date: October 28, 2011
 Re: FY2010-2013 Transportation Improvement Program (TIP) Amendments.

This request by INDOT to add the construction phase of I-69 to the current FY2010-2013 Transportation Improvement Program was postponed at the September 9th Policy Committee meeting (additional material about the TIP amendment request can be found in the [9/9/11 Policy Committee packet](#)). INDOT requests the MPO to amend the TIP to reflect the following:

Amendments to INDOT Projects:

State of Indiana Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: I-69 Section 4 segment	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			\$ 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.

Committee Recommendations

As a reminder, the Technical Advisory Committee recommended approval of the amendment at their August 24, 2011 meeting. The Citizens Advisory Committee recommended denial of the amendment at their August 24, 2011 meeting

Action Requested

The Policy Committee is requested to take action on the proposed amendment to the FY2010-2013 Transportation Improvement Program to add the construction phase of I-69 Section 4.

MEMORANDUM



To: BMCMPO Policy Committee
 From: Raymond Hess, Sr. Transportation Planner
 Date: October 28, 2011
 Re: FY2012-2015 Transportation Improvement Program Amendment

Though the FY2012-2015 Transportation Improvement Program has not been accepted by INDOT, amendments need to be processed to reflect recent changes to projects. This request by INDOT to add the right-of-way and construction phases of I-69 to the FY2012-2015 Transportation Improvement Program was postponed at the September 9th Policy Committee meeting (additional material about the TIP amendment request can be found in the [9/9/11 Policy Committee packet](#)). INDOT requests the MPO to amend the TIP to reflect the following:

Amendments to INDOT Projects:

State of Indiana Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: I-69 Section 4 segment Location: Boundary of Planning Area (creek near Rolling Glen Estates) to SR 37 (s. of Bloomington) (~1.75 miles long)	NHS 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 State	\$ 2,496,000			
	NHS State	\$ 624,000			
DES#: TBD Support: LRTP	NHS State		\$ 25,600,000		
	NHS State		\$ 6,400,000		
Allied Projects:	TOTAL	\$ 3,120,000	\$ 32,000,000	\$ -	\$ -

Changes: This is a new project to the FY2012-2015 TIP; Added right-of-way in FY2012; Added construction in FY2013.

Committee Recommendations

The Technical Advisory Committee recommended approval of the proposed amendment at their meeting on August 24, 2011. The Citizens Advisory Committee recommended denial of the amendment at their meeting on August 24, 2011.

Action Requested

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

MEMORANDUM



To: BMCMPO Policy Committee
From: Raymond Hess, Sr. Transportation Planner
Date: February 17, 2012
Re: Coordinated Plan Update

Background

Current transportation legislation, known as SAFETEA-LU, requires MPOs to develop a Coordinated Human Services and Public Transportation Plan (Coordinated Plan). The general purpose of the Coordinated Plan is to identify how to better serve the transportation needs of older adults, disabled persons, and people with low/no income. The Coordinated Plan must identify public and private transportation providers in the community, transportation needs of the three aforementioned populations, and strategies on how to address those needs. Once a project is identified in the Coordinated Plan as a strategy for meeting unmet needs, that project becomes eligible to receive one of three funding categories (see Appendix E for additional details). In this way, the Coordinated Plan acts as a pre-application for these funding sources which are awarded by the Indiana Department of Transportation after a competitive statewide annual call for projects.

Locally, the Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO) adopted a Coordinated Plan in June 2007. There is a need to update the document to identify new transportation providers, new needs in the community, and new strategies for meeting those needs. A group of interested stakeholders known as the Mobility Steering Committee formulated a strategy to update the Plan and made recommendations on draft language. There was interest from those in attendance at the Mobility Steering Committee meetings to have the changes to the Coordinated Plan adopted at the next Policy Committee meeting. The reason for the short turn-around is that some local transportation providers hope to apply for the next round of funding. As previously mentioned, projects must first be identified in the Coordinated Plan before they can be eligible for certain types of funding.

Proposed Changes

The substantive changes to the Coordinated Plan as follows (note: a mark-up version of the document which tracks changes can be provided upon request):

- The following entities and their descriptions were added to Assessment of Available Services:
 - Monroe Hospital (p 9),
 - Veterans of Foreign Wars (p 9-10),
 - Classic Medicab (p 10),
 - J & S Medi-cab (p 10),
 - e2 Taxi (p 11),
 - Miller Trailways (p 11),
 - Redbud Hills (p 12),
 - First United Church (p 14),
 - Monroe County United Ministries (p 14), and
 - Salvation Army (p 14)
- The following changes were made to Identified Needs
 - Added “Accommodations for Persons with Physical Disabilities” and associated language (p 15)
 - Expanded “Transportation Affordability” to include “Active Transportation Options” including the last sentence under this heading (p 15)
 - Added Transportation Education and Safety and associated language (p 15)
 - Added Lack of Coordination among Transportation Agencies (p 16)

Bloomington/Monroe County Metropolitan Planning Organization

- The following changes were made to Strategies for Meeting Service Needs
 - Section 5310 Program (p 16)
 - The first bullet was expanded to allow applications for private or for-profit entities.
 - Bullets 2 through 6 are new
 - Section 5316 Program (p 17)
 - Bullets 6 through 11 are new
 - Section 5317 Program (p 17)
 - The fourth bullet was expanded to allow applications for private or for-profit entities.
 - Bullets 9 through 15 are new

Recommendations

The Technical Advisory Committee and Citizens Advisory Committee both recommended approval to the update of the Coordinated Human Services and Public Transportation Plan at their January 25, 2012 meetings.

Action Requested

The Policy Committee is requested to take action on the updated Coordinated Human Services and Public Transportation Plan.

Coordinated Human Services – Public Transportation Plan

Draft
February 2012



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Introduction

A Mobility Steering Committee (Committee) was formed in March 2007 by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) to explore how Bloomington and Monroe County could make the best use of the community's resources to provide optimal transportation service for persons in need. The Mobility Steering Committee was reconvened in December 2011 to evaluate the Coordinated Human Services – Public Transportation Plan and identify any needed changes. The following community agencies, organizations, businesses, and governmental departments were invited to participate in the Committee in either 2007 and/or 2011:

- Abilities Unlimited
- American Cancer Society
- Area 10 Agency on Aging (Rural Transit)
- Bell Trace Senior Living Community
- Big Brothers Big Sisters of Monroe County
- Bloomington Hospital (Assisted Medical Transport)
- Bloomington/Monroe County Metropolitan Planning Organization
- Bloomington Public Transportation Corporation (BT/BT Access)
- Catholic Charities Bloomington
- Center for Women's Ministries
- Child Protection Services of Monroe County
- City of Bloomington's Council for Community Accessibility
- City on a Hill
- Community Kitchen
- Dunn Mental Health Center
- e2 Taxi
- Family Service Association of Monroe County
- Go Express Travel
- Greater Bloomington Chamber of Commerce
- Habitat for Humanity Monroe County Inc.
- Harmony School
- Housing Solutions Inc.
- Indiana University Campus Bus Service
- Indiana University Institute on Disability and Community (Center for Aging and Community)
- Life Designs (formerly Options for Better Living)
- Meadowood Retirement Community
- Mental Health America
- Middle Way House
- Monroe House
- Monroe County Coalition for Access and Mobility
- Monroe County Planning Department
- National Center on Accessibility
- New Hope Family Shelter
- Salvation Army
- Shalom Community Center
- South Central Community Action Program
- St. Vincent De Paul Society
- Stepping Stones
- Stone Belt
- United Way Community Services of Monroe County Inc.
- The Villages
- Volunteers in Medicine
- WorkOne Bloomington
- Yellow Cab Co. Inc.

The primary goal of the steering committee was the development of this Coordinated Human Services – Public Transportation Plan (Coordinated Plan or Plan). The Plan would not only attempt to address the transportation needs of the community, especially for those with special needs, but it would also fulfill a requirement mandated by the

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Mission and Vision

Mission:

To optimize and coordinate human services and transportation resources for Bloomington and Monroe County through a steering committee representing diverse perspectives.

Vision:

To develop a coordinated transportation system offering accessible, affordable, universal, and diverse transportation options. This system will address currently unmet needs and serve every person, especially disabled persons, older adults, and those with low/no-income, who must rely on forms of transportation other than a personal vehicle.

Short-range Action Plan

It is important to set obtainable goals as part of the Plan. Given the amount of time and resources afforded the Mobility Steering Committee, the goal of this Plan was to establish a foundation upon which subsequent versions could be built. Therefore, the following tasks needed to be accomplished:

- Create and maintain a mobility steering committee
- Develop a Mission and Vision
- Identify and assess available transportation services
- Conduct preliminary analysis to evaluate how well existing transportation services meet the needs of targeted populations
- Identify funding opportunities for transportation infrastructure and special projects
- Identify eligible projects that meet the needs of targeted populations
- Develop long-range action plan
- Develop the Coordinated Plan and get approval by the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization

Long-range Action Plan

The Plan is envisioned to be a living document that will be updated as needed. With time, the Mobility Steering Committee will be able to assess how well the Plan is coordinating transportation and human service providers to address unmet needs. It is anticipated that the Plan will be re-evaluated in an effort to address some of the following points:

- Conduct or review needs assessment to identify unmet needs and duplication of services
- Expand analysis of how well existing services are meeting the needs of targeted populations and formulate strategies based on this analysis

- Seek out best practices and evaluate options
- Pursue related pilot projects
- Expand mobility steering committee to be more inclusive of stakeholder interests
- Assess ability to maintain current services
- Assess ability to expand services
- Identify funding opportunities and explore innovative funding partnerships

Assessment of Available Services

MASS PUBLIC TRANSIT

Area 10 Agency on Aging (Rural Transit)

630 W. Edgewood Dr

Ellettsville, IN 47429

Ph: (812) 876-1079

Fx: (812) 876-9922

Email: area10@area10.bloomington.in.us

Web: <http://www.area10.bloomington.in.us/ruraltransit/>

Rural Transit offers transportation services in Lawrence, Monroe, Owen and Putnam counties. Express services offers opportunities to travel between Spencer, Ellettsville, and Bloomington Monday through Friday. County Sweeps offer round-trip service between specific points in the county (see Appendix A for Rural Transit Routes).

Rural Transit offers the following services and amenities to accommodate those with disabilities or special needs:

- Wheelchair lift (ADA compliant),
- TTY communication available at : 1-800-743-3333
- Rural Transit is a Medicaid Transportation Provider. Medicaid recipients are encouraged to call the dispatcher for more information.

Bloomington Public Transportation Corporation (Bloomington Transit)

130 W. Grimes Ln.

Bloomington, IN 47403

Ph: (812) 332-5688

Fx: (812) 332-3660

Email: customer@bloomingtontransit.com

Web: <http://www.bloomingtontransit.com/>

The Bloomington Public Transportation Corporation, known as Bloomington Transit (BT), provides public transportation services exclusively within the Bloomington corporate limits on nine fixed routes. Passengers can make convenient transfers between routes from a downtown transfer facility (see Appendix B for Bloomington Transit routes). Upon approval from its board, the

Bloomington Public Transportation Corporation offers discounted passes to agencies which serve the needs of persons with low/no income.

BT's fixed route transit system offers the following services and amenities to accommodate those with disabilities:

- Schedules are available in Braille, audio cassette, cd, or large print.
- Many BT buses are equipped with kneelers which lower the front end of the bus, making it easier to board.
- All BT buses are wheelchair accessible.
- TTY Communication available at: 330-7853

In addition to these services, Bloomington Transit also offers BT Access which is a demand response van service for people with disabilities who are unable to use the fixed route system. BT Access service is provided with vans equipped with wheelchair lifts. Eligible patrons can be picked up by these vans and taken anywhere in Bloomington for work, school, medical or dental appointments, shopping, or to visit friends.

Eligibility to use BT Access may be granted on a full or conditional basis depending on the person's ability to use regular fixed route bus service. Those persons who receive full eligibility status may use BT Access for all trips within the service area during days and hours that the service operates. Conditional eligibility may be granted to persons who under certain conditions may be able to use regular fixed route service. Persons with conditional eligibility may use BT Access when their disability prevents them from using the regular fixed route service. Personal Care Attendants, if required, may accompany passengers at no charge. It should also be noted that all patrons who qualify to ride BT Access may ride Bloomington Transit's fixed route system free of charge.

Indiana University Campus Bus Service

120 W. Grimes Ln.

Bloomington, IN 47403

Ph: (812) 855-8384

Email: ubus@indiana.edu

Web: www.iubus.indiana.edu/campus_bus/index.html

Indiana University Campus Bus provides public transportation services primarily serving student transportation needs on the Indiana University campus on five fixed routes. Campus Bus service is a fare free system in which no fares are charged or collected from any passenger (see Appendix C for Indiana University Campus Bus routes).

Indiana University Campus Bus Service offers the following services and amenities to accommodate those with disabilities or special needs:

- Wheelchair accessible ramps,
- Kneeling bus feature,
- Wheelchair-designated seating areas.

- Designated seating areas for people with disabilities and older adults.
- Audible announcements of major landmarks and bus stops.

MEDICAL RELATED TRANSPORTATION

IU Health Bloomington Hospital - Assisted Medical Transport

630 South Patterson Street

Bloomington, IN 47403

Ph: (812) 353-9232 / (800) 222-9589

Fx: (812) 353-4084

Web: www.iuhealthbloomington.org/oth/Page.asp?PageID=OTH000170

Assisted Medical Transport service provides assistance to patients traveling to and from medical appointments at IU Health Bloomington Hospital, doctor's office, or other healthcare facilities. People in wheelchairs or with other mobility problems can schedule one of six specially equipped vans. All of the vans are staffed by Indiana-certified emergency medical personal who are employees of Bloomington Hospital Ambulance Service (BHAS). Customers receive personal assistance to and from the van and are transferred to a responsible person at each destination

American Cancer Society

Southeast Indiana Area Service Center

4567 Progress Drive

Columbus, IN 47201

Ph: (812) 376-6781

Web: www.cancer.org/

The American Cancer Society provides transportation to and from treatments for cancer patients in Bartholomew, Brown, Dearborn, Decatur, Fayette, Franklin, Henry, Jackson, Jefferson, Jennings, Monroe, Ohio, Ripley, Rush, Scott, Switzerland, Union, Washington, and Wayne counties through a volunteer driver service. All arrangements need to be coordinated through the ACS office.

Monroe Hospital

4011 S. Monroe Medical Park Boulevard

Bloomington, IN 47403

Ph: (812) 369-2161

E-Mail: we.care@monroehospital.com

Web: www.monroehospital.com

Monroe Hospital offers wheelchair accessible vans to provide medical transportation to residents of Monroe County and adjacent areas. Patrons should call three to four days in advance to reserve a trip. Medicaid is accepted.

Veterans of Foreign Wars

Post #604

209 S. College Ave.
Bloomington, IN 47401
Ph: (812) 332-4686
Web: <http://vfwwebcom.org/in/post604>

The VFW offers free transportation for Monroe County veterans to the Veterans Affairs Hospital in Indianapolis. They do not have wheelchair accessible vehicles.

Classic Medicab Transportation

312 W. Main St.
Greensburg, IN 47420
Ph: (866) 663-9990

Classic Medicab Transportation offers medical trips to Indianapolis from Monroe County, Owen County and adjacent areas. Vehicles are not wheelchair accessible and drivers do not assist passengers door to door. Appointments must be made 48 hours in advance. There is a reduced rate for Medicaid recipients.

J & S Medi-Cab

2901 S. 100 West
Washington, IN 47501
Ph: (812) 254-7244 or (888)311-7244

J & S Medi-cab provides medical transportation to Indianapolis and other locations from Monroe and Owen counties. Door-to-door service is offered to people on Medicaid. Vehicles are not wheelchair accessible.

PRIVATE TRANSPORTATION PROVIDERS

Go Express Travel (Shuttle, Charter, Limousine)

3200 Venture Blvd.
Bloomington, IN 47404
Ph: (812) 332-6004 or (800) 589-6004
Web: www.bloomingtonshuttle.com/

Go Express Travel (formerly known as Bloomington Shuttle Service) offers different transportation services. The airport shuttle picks up and delivers from five different Bloomington locations leaving the city nine times a day beginning at 4:40 a.m. and ending at 9:20 p.m. For the return trip, the shuttle departs the Indianapolis International Airport nine times a day beginning at 6:40 a.m. and ending at 10:40 p.m.

Go Express Travel also offers luxury busses that can be chartered to go anywhere in the continental United States for any length of time. The charter service can serve as few as a couple of people or groups of hundreds.

Signature limousines is offered by Go Express Travel and can be used for any occasion including private door-to-door transportation to the airport, weddings, anniversaries, birthdays, concerts, a special night on the town, proms or pampering an important business client.

The Chicagoland Express offers transportation service on buses between Bloomington and three suburban Chicago locations: Merrillville, IN; Oakbrook, IL; and Schaumburg, IL. The bus makes one roundtrip journey per day.

e2 Taxi

500 S. Morton St.
Bloomington, IN 47403
Ph: (812)961-8294
Web: www.e2taxi.com/index.php

Fully licensed and insured taxis may be hired for in-town travel or for an out-of-town trip. Fares are determined before the trip begins. Every taxi is equipped with internal and external cameras for passenger safety and to provide visual proof in case of accidents. The e2 Taxi fleet is made up of at least 50% accessible vehicles. Service is provided 24 hours a day and 7 days a week.

Miller Trailways, Bloomington

217 W. 6th St.
Bloomington, IN 47404
Ph: (800)544-2383
Web: www.hoosieride.com

Miller Trailways provides bus service that links cities in Indiana, including stops in Bloomington and Indianapolis, and with national Greyhound bus system. Patrons must call 24 hours in advance for a wheelchair accessible bus.

Star of America Charter Service

8111 N. State Road 37
Bloomington, IN 47404-9443
Ph: (812)876-7851 or (800)933-0097

Star of America is a first class charter service offering coaches which can accommodate 55 passengers. The busses can be chartered to go anywhere in the continental United States for any length of time.

Yellow Cab Co. Inc. (White Cab Co.)

217 W. 6th St.
Bloomington, IN 47403
Ph: (812) 339-9744 or (812) 336-4100

Fully licensed and insured taxis may be hired for in-town travel or for an out-of-town trip. Fares are typically determined by distance and by the number of passengers. Taxis usually operate 24 hours a day, 7 days a week.

TRANSPORTATION PROVIDERS FOR OLDER ADULTS

Bell Trace

800 Bell Trace Circle
Bloomington, IN 47408
Ph: (812) 332-2355
Fx: (812) 353-7575
Email: belltrace@cardon.us
Web: www.belltrace.com

Bell Trace is a private facility offering independent and assisted living arrangements. Bell Trace provides scheduled transportation for its residents for shopping, medical appointments and Bloomington events.

Meadowood Retirement Community

2455 N. Tamarack Trail
Bloomington, IN 47408
Ph: (812)336-7060
Web: www.meadowoodrc.com

Meadowood Retirement Community is a private facility offering garden homes, mid-rise apartments, and health pavilion for elderly residents. Meadowood offers regular transportation shuttles to westside, eastside, and downtown shopping, local groceries, health care facilities, dinner runs, and special events and programs. Additionally, personalized schedules and transportation can be arranged through the concierge service.

Monroe House

2770 S. Adams Street
Bloomington, IN 47403
Ph: (812) 331-8153
Fax: (812) 331-0155
Web: www.alcco.com

Monroe House is a private facility offering independent living, assisted living, companion living and respite care. Scheduled transportation is a service offered to its residents.

Redbud Hills Independent Retirement Community

3211 E. Moores Pike
Bloomington, IN 47401
Ph: (812)335-8119
Web: www.redbudhills.com

Redbud Hills Independent Retirement Community is a private facility offering studio to 2 bedroom apartments with a variety of amenities including transportation.

NON-PROFIT TRANSPORTATION PROVIDERS

Community Kitchen

1515 South Rogers St.
Bloomington, IN 47403
Ph: (812)332-0999
Fax: (812)332-1937
Email: kitchen@bloomington.in.us
Web: www.monroecommunitykitchen.com

Community Kitchen works alone and in collaboration with others to eliminate hunger in Monroe County and surrounding areas, through direct service, education and advocacy. The Community Kitchen offers free Bloomington Transit bus passes upon request.

First United Church

The Love Fund
2420 E. 3rd St.
Bloomington, IN 47401
Ph: (812)332-4439
Web: www.firstunitedchurchbloomington.org

The First United Church's Love fund is a source of help for members of the community who run into financial difficulties. Services include gas service payment assistance, medical care expense assistance, and transportation expense assistance.

Life Designs

200 East Winslow Road
P.O. Box 1732
Bloomington, IN 47402
Ph: (800) 875-9615
Fax: (812) 332-1186
Web: www.optionsfbl.com/

Life Designs partners with people with disabilities and their communities to bring about self-directed and fulfilled lives. Life Designs provides limited transportation services to more than 200 children and adults within its residential program.

Martha's House

919 S. Rogers St.
Bloomington, IN 47403
Ph: (812)332-1444
Web: www.marthashouseofbloomington.org

Martha's House is a 28 bed homeless shelter which provides safe overnight shelter with the necessary professional social services to help men and women obtain self-sufficiency. Residents receive case management services and

assistance with banking, access to community services, and learning the bus system.

Monroe County United Ministries

827 W. 14th Court
Bloomington, IN 47404
Ph: (812)339-3429
Web: www.mcum.org

Monroe County United Ministries provides emergency relief to those in need including Bloomington Transit bus passes for people who need transportation to work.

New Hope Family Shelter, Inc.

PO Box 154
Bloomington, IN 47402
Ph: (812)334-9840
Email: newhope@nhfsinc.org
Web: www.newhopefamilyshelter.org/

New Hope Family Shelter’s mission is to provide temporary shelter for homeless families in Bloomington and Monroe County and, in collaboration with other agencies, to help those families regain housing by addressing the problems that led to homelessness. New Hope Family Shelter may offer bus passes to its residents if they have been donated in-kind to the organization.

Salvation Army of Monroe County

111 N. Rogers St.
Bloomington, IN 47404
Ph: (812)334-1366
Web: www.bloomington.salvationarmyindiana.org

The Salvation Army of Monroe County provides emergency relief to those in need including Bloomington Transit bus passes for people who need transportation to work.

Shalom Community Center

620 S. Walnut St.
Bloomington, IN 47401
Ph: (812)334-5728
Web: <http://shalomcommunitycenter.org/>

The Shalom Community Center is dedicated to relieving the plight of those experiencing homelessness and poverty in South Central Indiana. Shalom procures a set number of bus passes on a monthly basis and provides them to people in need of transportation for employment, medical appointments, or other essential needs.

Stone Belt2815 E. 10th St.

Bloomington, IN 47408

Ph: (812)332-2168

Fax: (812)323-4610

Web: www.stonebelt.org/MonroeCtyLocations.htm

Stone Belt offers a full range of programs and services for over 1,300 individuals with developmental disabilities in Monroe, Lawrence, Owen, Bartholomew and surrounding counties. Stone Belt owns and operates a fleet of vehicles to serve the transportation needs of its consumers.

Identified Needs

The Mobility Steering Committee evaluated how established transportation systems are meeting the needs of older adults, people with disabilities, and people with low income/no income. The Committee identified the following needs in the community (see Appendix D for a comparison of the transportation system and targeted populations):

Transit Operating Hours

Most mass transit routes historically stopped running at 8 PM. As a result, people who were in need of public transportation after this time were left without many affordable transportation options. This potentially affected persons with low income and/or disabilities the hardest because it presented hardships going to and from work.

Additionally, all mass transit providers have limited service on Sundays. This affects persons with low income, older adults, and those with disabilities whose options for affordable transportation are severely limited on this day of the week.

Accommodations for Persons with Disabilities

Many patrons who qualify for para-transit may opt to ride the fixed route system because of cost and convenience. However, many bus stops and the pedestrian infrastructure to access them (e.g. sidewalks, curb cuts, pedestrian crossing signals) are not accessible to people in wheelchairs or who have other disabilities. Additionally, riders who are visually impaired have difficulty knowing when they have reached their destination since audible notifications are not routinely given.

Para-Transit Operating Hours and Coverage

Para-transit is typically operated during the same hours as the fixed route system. Consequently services were only available to persons with disabilities until 8 PM. As a result, people with disabilities who were in need of public transportation after this time were left without many affordable transportation options.

In addition to this, para-transit system often did not cover the entire city because ADA only requires para-transit to operate within $\frac{3}{4}$ of a mile from any given route. Without full access to the City, persons with disabilities were not able to reach their desired destinations using affordable transportation options.

Para-Transit Reservations

BT Access para-transit services require that qualified individuals make reservations the day prior to the planned trip. Though this meets the minimum requirements of the American with Disabilities Act, it presents a hardship to disabled users of the para-transit systems that may not know of their transportation needs a day in advance.

Transportation Affordability and Active Transportation Options

The cost of transportation, even subsidized mass transit, often presents a hardship to persons with low or no income. Private transportation through the use of an automobile, though more flexible, is often cost prohibitive. Additionally, organizations which provide free bus passes to qualified low income/no income individuals and families are often unable to secure enough passes to meet the need. Lastly, the network of facilities for bicyclists and pedestrians may be incomplete or inadequate to reach destinations.

Transportation Education and Safety

Older adults, people with disabilities, and people with low income/no income may have difficulty obtaining information about transportation options in the community because of language barriers, limited access to technology or communication devices, or information which is not accessible to certain populations, especially those with vision impairments. There is a need to educate the community on what is available and how to effectively use these services. Additionally, users of mass transit, pedestrians, and bicyclists are more vulnerable than people travelling in vehicles. Therefore, the need exists to educate motorists, pedestrians, cyclists, and mass transit users, about best practices to ensure everyone's safety.

Lack of Coordination among Transportation Agencies

Agencies responsible for the development and implementation of transportation services and infrastructure often do not coordinate with individuals or organizations representing the interests of people with disabilities, older adults, or people with low/no income. This may result in projects which fail to incorporate solutions to address the needs of these targeted populations and may result in costly retrofits in the future.

Strategies for Meeting Service Needs

Strategies for meeting service needs were gathered by members of the Mobility Steering Committee during the Plan development and update process. These strategies were then compared against available funding sources to determine which strategies might be eligible to receive assistance from outside funding (see Appendix E for a Grant Funding Overview):

Section 5310 Program – Older Adults and Persons with Disabilities

1. Purchase vehicles for use by public, private, non-profit, or for-profit organizations serving older adults and disabled populations. This may include purchase by public agencies such as Area 10 Agency on Aging and for-profit organizations which provide accessible 24 hour taxi service.

2. Ensure that information about transportation is accessible to all, especially electronic and information technologies (e.g. websites, brochures, printed materials)
3. Develop a transportation voucher system to serve older adults and persons with disabilities
4. Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services.
5. Encourage mobility management and improve coordination among project implementers to ensure the needs of elderly populations and persons with disabilities are being met.
6. Develop a transportation handbook that can be used by older adults or persons with disabilities to assist them with understanding transportation choices, how to access them, and ways to get involved in the transportation planning process.

Section 5316 Program – Job Access and Reverse Commute (JARC) Program

1. Extend Bloomington Transit hours for all operating fixed routes until after 11pm;
2. Extend Bloomington Transit hours for all fixed routes to include Sunday service;
3. Purchase capital equipment for Rural Transit to provide JARC program services;
4. Provide expanded Rural Transit service to serve JARC program services;
5. Expand public transit fixed routes to better serve low income populations;
6. Implement bicycle and pedestrian projects to increase mobility options for low/no income individuals for their work trips, including the provision of bicycles, retrofits to bicycles to improve carrying capacity and bicycle commuter training.
7. Purchase vehicles or assist with operational expenses for public, private, non-profit, or for-profit organizations serving elderly and disabled populations;
8. Develop a transportation voucher system to serve persons with limited/no income;
9. Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services;
10. Encourage mobility management and improve coordination among project implementers to ensure the needs of low/no income populations are being met;
11. Develop a transportation handbook that can be used by low income populations to assist them with understanding transportation choices and how to access them;

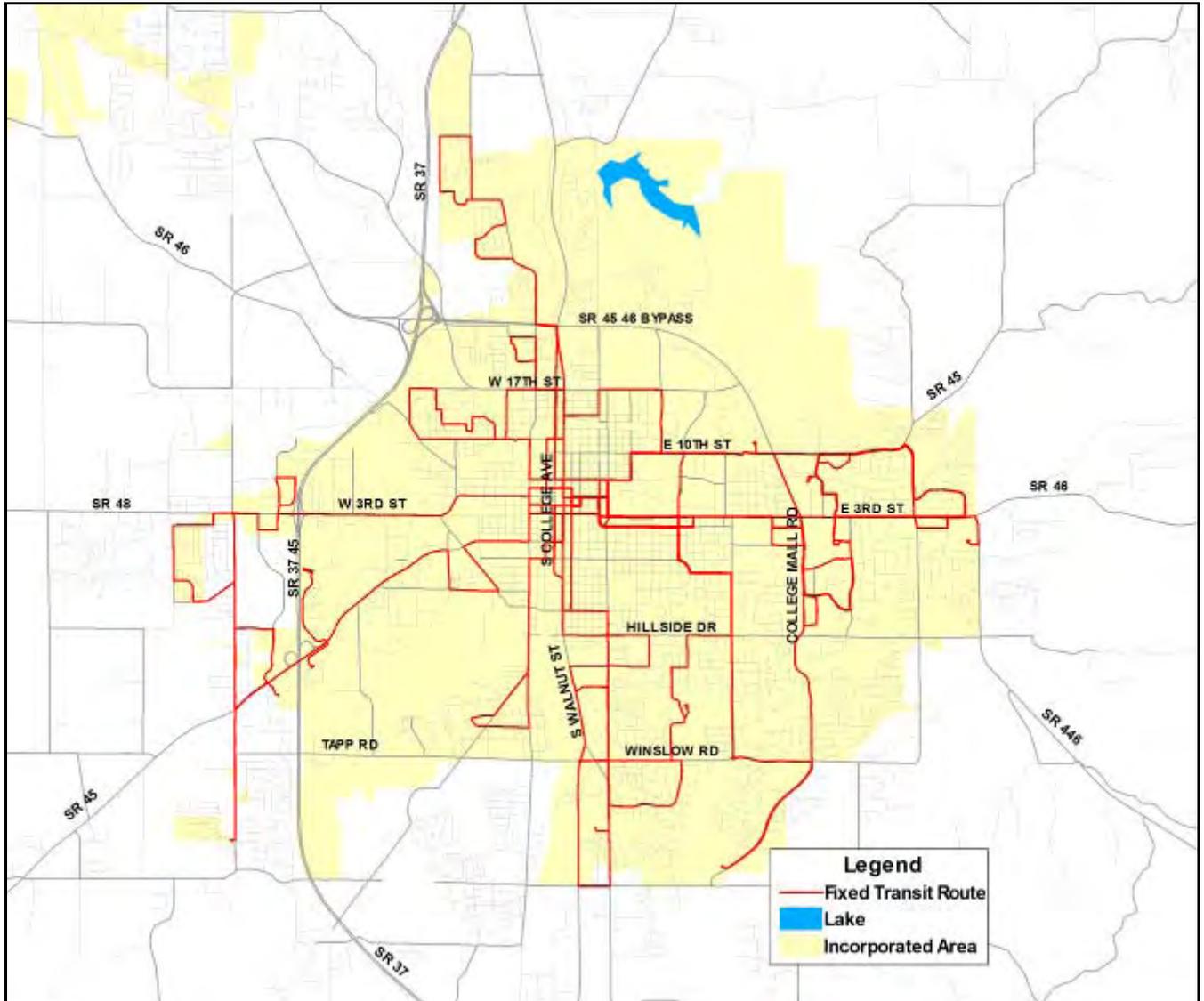
Section 5317 Program – New Freedom Program

1. Extend BT Access hours until after 11pm (to mirror the services of the fixed route system);
2. Extend BT Access hours to include Sunday service;
3. Extend BT Access coverage to include the entire City limits;
4. Purchase vehicles or assist with operational expenses for public, private, non-profit, or for-profit organizations serving elderly and disabled populations;
5. Improve the para-transit scheduling to reduce the call ahead requirement to same day reservations;
6. Purchase capital equipment for Rural Transit to provide New Freedom program services;
7. Provide expanded Rural Transit service to serve New Freedom program services;

8. Provide travel training for older adults and individuals with disabilities so that they can more effectively use Bloomington Transit, Rural Transit, and other transportation providers;
9. Make Bloomington Transit fixed route bus stops accessible and ADA compliant;
10. Make the pedestrian infrastructure network accessible (e.g. sidewalks, curb cuts, pedestrian crossing signals);
11. Add voice enunciators on Bloomington Transit fixed routes to assist people, especially those with visual impairments, with route and destination identification and general orientation;
12. Develop a transportation voucher system to serve older adults and persons with disabilities.
13. Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services;
14. Encourage mobility management and improve coordination among project implementers to ensure the needs of disabled persons are being met;
15. Develop a transportation handbook that can be used by persons with disabilities to assist them with understanding transportation choices and how to access them;

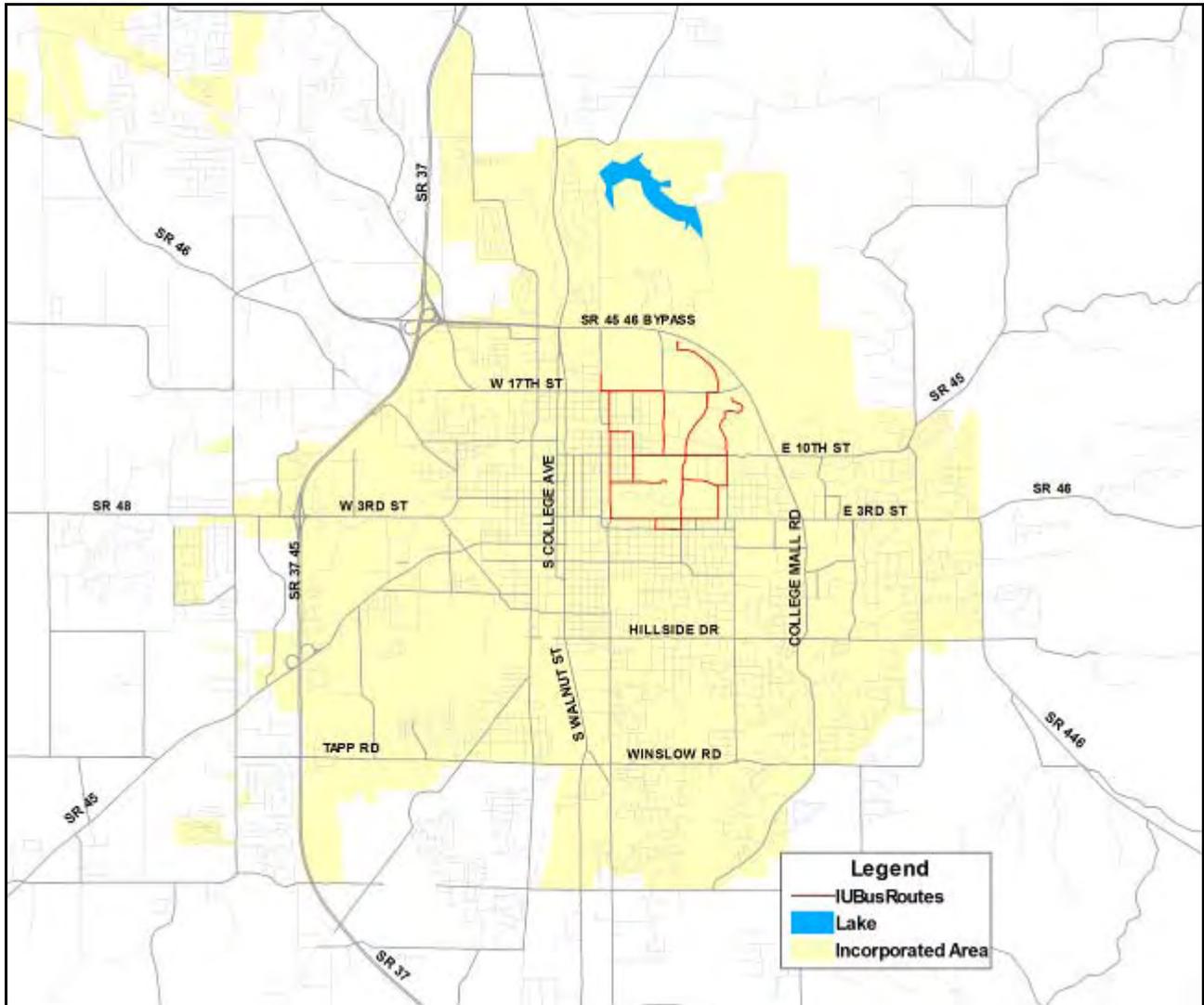
Appendix A

Bloomington Transit Fixed Routes



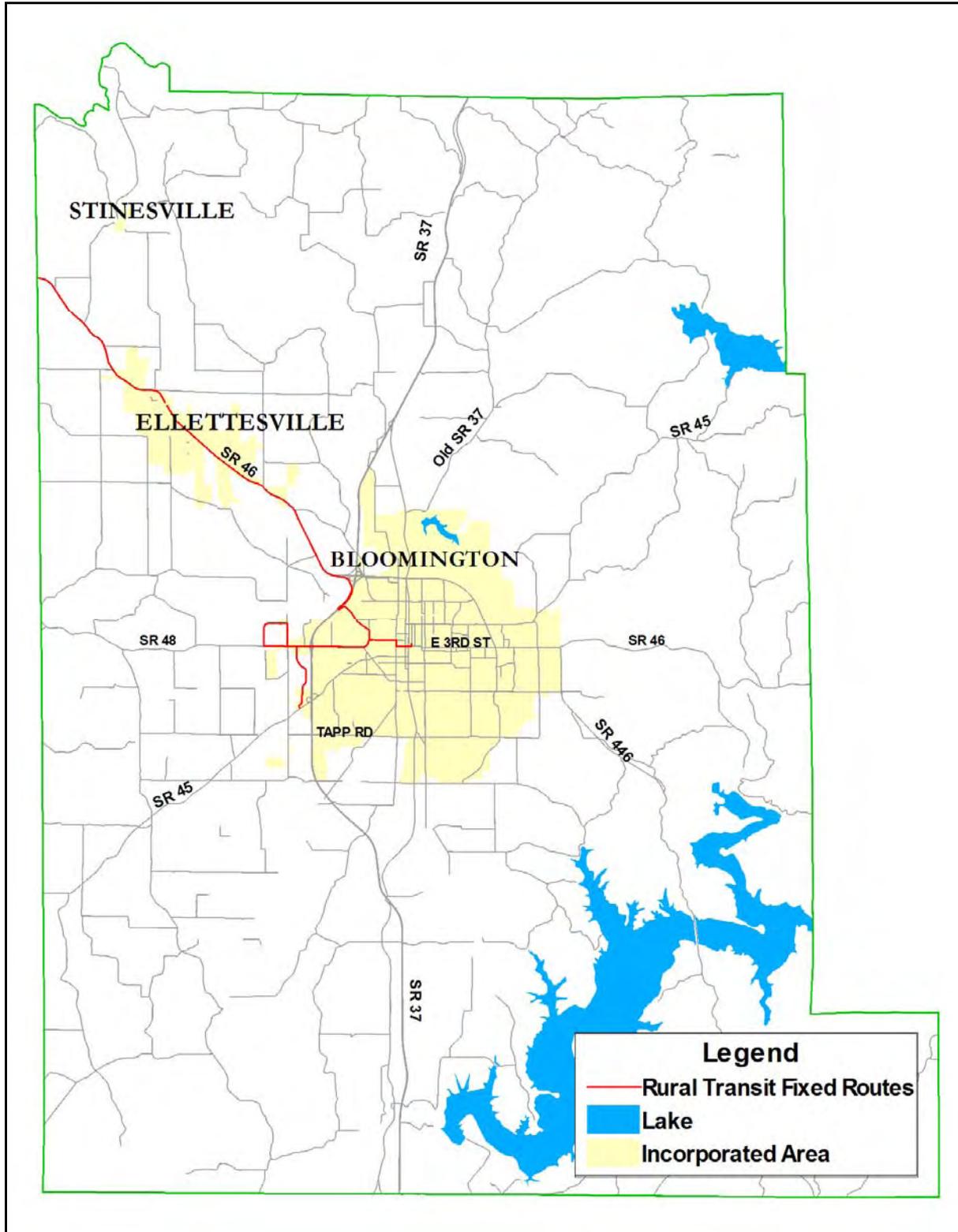
Appendix B

Indiana University Campus Bus Fixed Routes



Appendix C

Rural Transit Fixed Routes



Appendix D

Transportation Systems and Targeted Populations

Low Income Households by Census Tract

The median household income for Monroe County is \$38,137 as identified by the 2010 American Community Survey (5-Year Estimate). Table D-I shows the population and median household income of each Census Tract in Monroe County. The table also highlights low income Census Tracts.

For purposes of this study, low income is defined as those Census Tracts in which 50 percent or more of the households in the Census Tract earned less than 50 percent of the median household income of Monroe County, or \$19,069. Four of the twenty-nine total Census Tracts in Monroe County are identified as low income Census Tracts by this definition and are highlighted in Table D-1. These Census Tracts are:

- Census Tract 2.02 – Median household income is \$5,000
- Census Tract 16.00 – Median household income is \$8,848
- Census Tract 1.00 – Median household income is \$9,047
- Census Tract 2.01 – Median household income is \$15,451

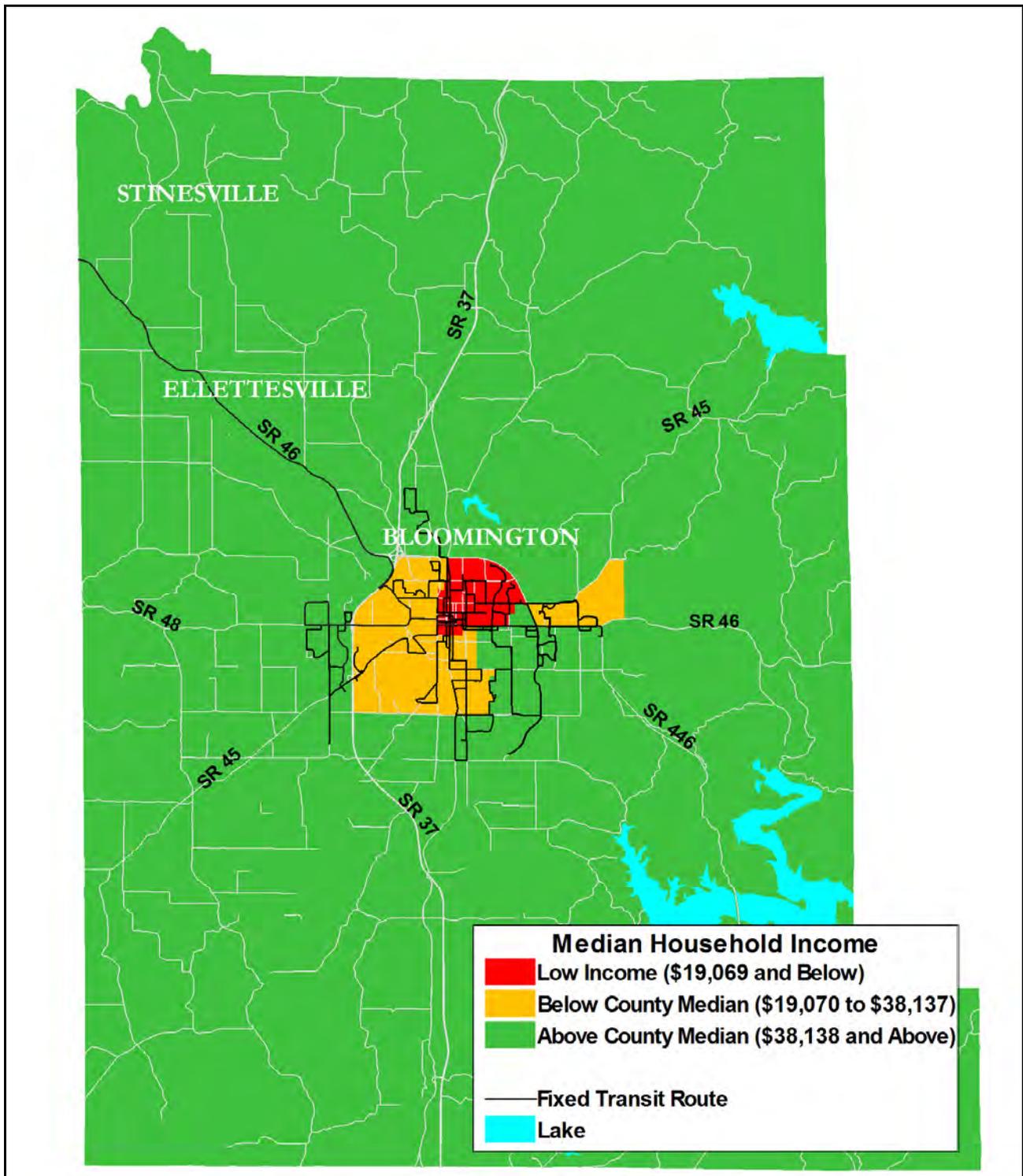
Map D-1 illustrates the location of Census Tracts with high concentrations of low income households within Monroe County.

Table D-1: Household Income per Census Tract for Monroe County

Census Tract	Population	Median Household Income
1.00	4,159	\$9,047
2.01	6,903	\$15,451
2.02	7,530	\$5,000
3.01	4,266	\$29,250
3.02	3,043	\$47,833
4.01	3,322	\$27,911
4.02	4,186	\$33,597
5.01	4,651	\$45,820
5.02	3,458	\$41,201
6.01	2,733	\$22,159
6.02	3,183	\$20,649
7.00	3,029	\$57,267
8.00	5,279	\$44,309
9.01	2,911	\$43,611
9.03	4,323	\$28,902
9.04	5,561	\$40,270
10.01	4,989	\$79,868
10.02	5,958	\$57,104
11.01	5,112	\$25,719
11.02	3,838	\$40,910
11.03	3,214	\$49,736
12.00	5,310	\$44,016
13.01	5,253	\$54,143
13.03	5,316	\$61,667
13.04	3,667	\$46,121
13.05	2,643	\$46,181
14.01	2,113	\$56,813
14.02	5,174	\$58,422
15.01	5,047	\$56,229
15.02	2,296	\$73,261
16.00	5,975	\$8,848

Source: US Census Bureau / 2010 American Community Survey 5-Year Estimate

Map D-1: Low Income Census Tracts and All Existing Fixed Route Transit Services



Elderly Populations by Census Tract

According to the 2010 American Community Survey (5-Year Estimate), 14.2% of the population in Monroe County is 60 years of age or older. Table D-2 shows the distribution of people 60+ years old across census tracts in Monroe County.

For purposes of this study, Census Tracts in which at least 20% of the population is 60 years or older are identified as having significant concentrations of elderly persons. By this definition, six of the twenty-nine total Census Tracts in Monroe County (20%) were identified as having populations with significant concentrations of elderly persons and are highlighted in Table D-2. These Census Tracts were:

- Census Tract 14.01 – 25.2% of the population is 60 years or older
- Census Tract 10.1 – 23.1% of the population is 60 years or older
- Census Tract 7.00 – 21.9% of the population is 60 years or older
- Census Tract 8.00 – 21.8% of the population is 60 years or older
- Census Tract 13.03 – 21.1% of the population is 60 years or older
- Census Tract 9.01 – 20.3% of the population is 60 years or older

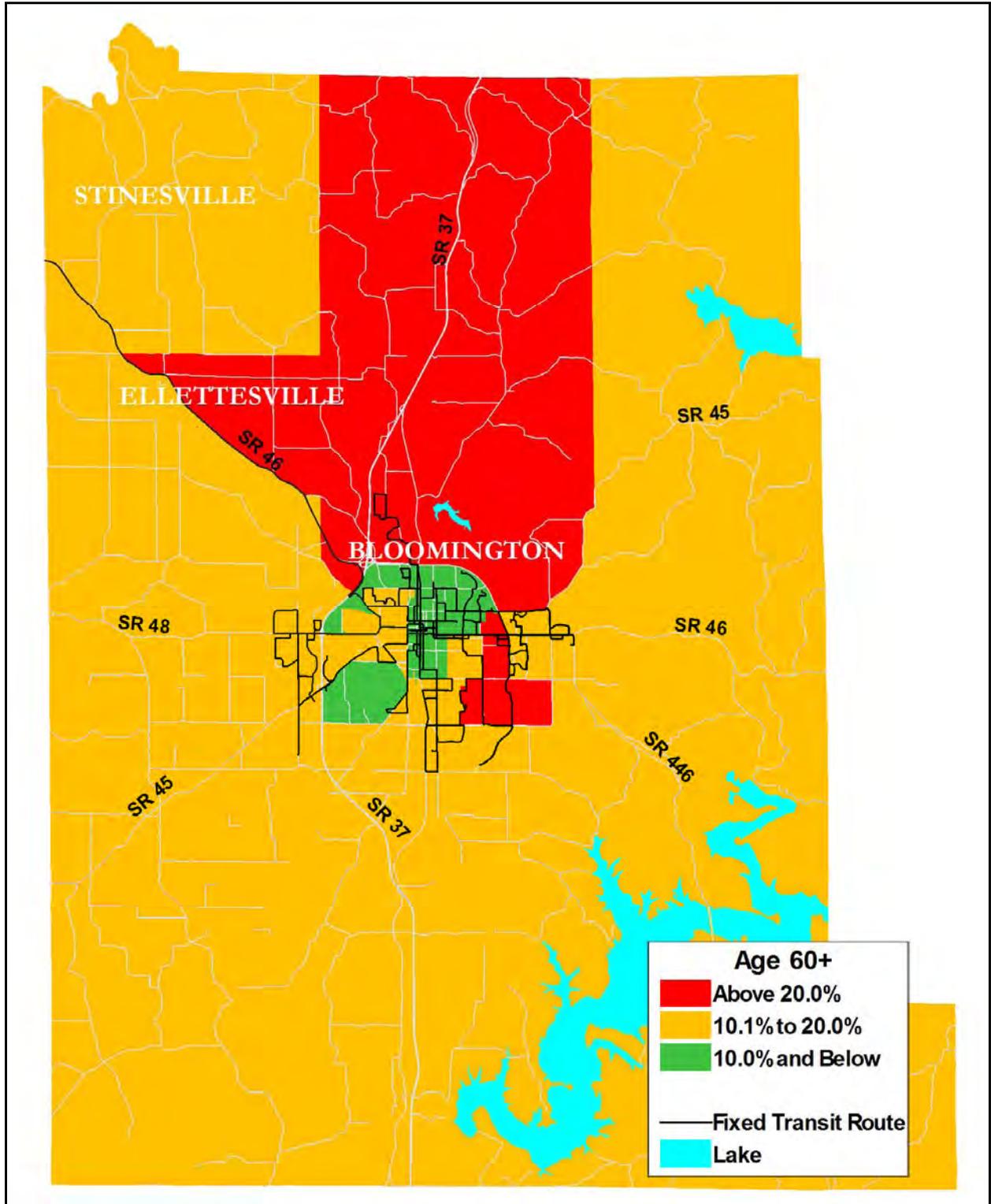
Map D-2 illustrates the location of Census Tracts with high concentrations of elderly populations within Monroe County.

Table D-2: Elderly Population Distribution per Census Tract for Monroe County

Census Tract	Population	60+ Population	60+ % Total
1.00	4,159	96	2.3%
2.01	6,903	41	0.6%
2.02	7,530	38	0.5%
3.01	4,266	363	8.5%
3.02	3,043	466	15.3%
4.01	3,322	442	13.3%
4.02	4,186	301	7.2%
5.01	4,651	921	19.8%
5.02	3,458	515	14.9%
6.01	2,733	361	13.2%
6.02	3,183	178	5.6%
7.00	3,029	663	21.9%
8.00	5,279	1151	21.8%
9.01	2,911	591	20.3%
9.03	4,323	791	18.3%
9.04	5,561	673	12.1%
10.01	4,989	1152	23.1%
10.02	5,958	1156	19.4%
11.01	5,112	665	13.0%
11.02	3,838	453	11.8%
11.03	3,214	472	14.7%
12.00	5,310	998	18.8%
13.01	5,253	972	18.5%
13.03	5,316	1122	21.1%
13.04	3,667	653	17.8%
13.05	2,643	455	17.2%
14.01	2,113	532	25.2%
14.02	5,174	973	18.8%
15.01	5,047	833	16.5%
15.02	2,296	452	19.7%
16.00	5,975	90	1.5%

Source: US Census Bureau / 2010 American Community Survey 5-Year Estimate

Map D-2: Census Tracts with Largest Concentrations of Elderly Persons and All Existing Fixed Route Transit Services



Populations with a Disability by Census Tract

According to the 2000 Census (our most recent available data), 17.4% of the population in Monroe County is identified as having a disability. The Census Bureau defines disability “as a long-lasting physical, mental, or emotional condition” that “can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, remembering, or going outside home alone to work at a job or business.”

Table D-3 shows the distribution of people with disabilities across census tracts.

For purposes of this study, the top seven (or 20%) of census tracts with the highest proportion of persons with disability are identified as having significant concentrations of disabled persons. Seven of the twenty-nine total Census Tracts in Monroe County are identified as having significant concentrations of persons with disabilities and are highlighted in Table D-3. These Census Tracts are:

- Census Tract 4.01 – 37% of the population is disabled
- Census Tract 15.00 – 35% of the population is disabled
- Census Tract 11.01 – 34% of the population is disabled
- Census Tract 6.00 – 33% of the population is disabled
- Census Tract 14.01 – 32% of the population is disabled
- Census Tract 5.01 – 30% of the population is disabled
- Census Tract 11.02 – 30% of the population is disabled

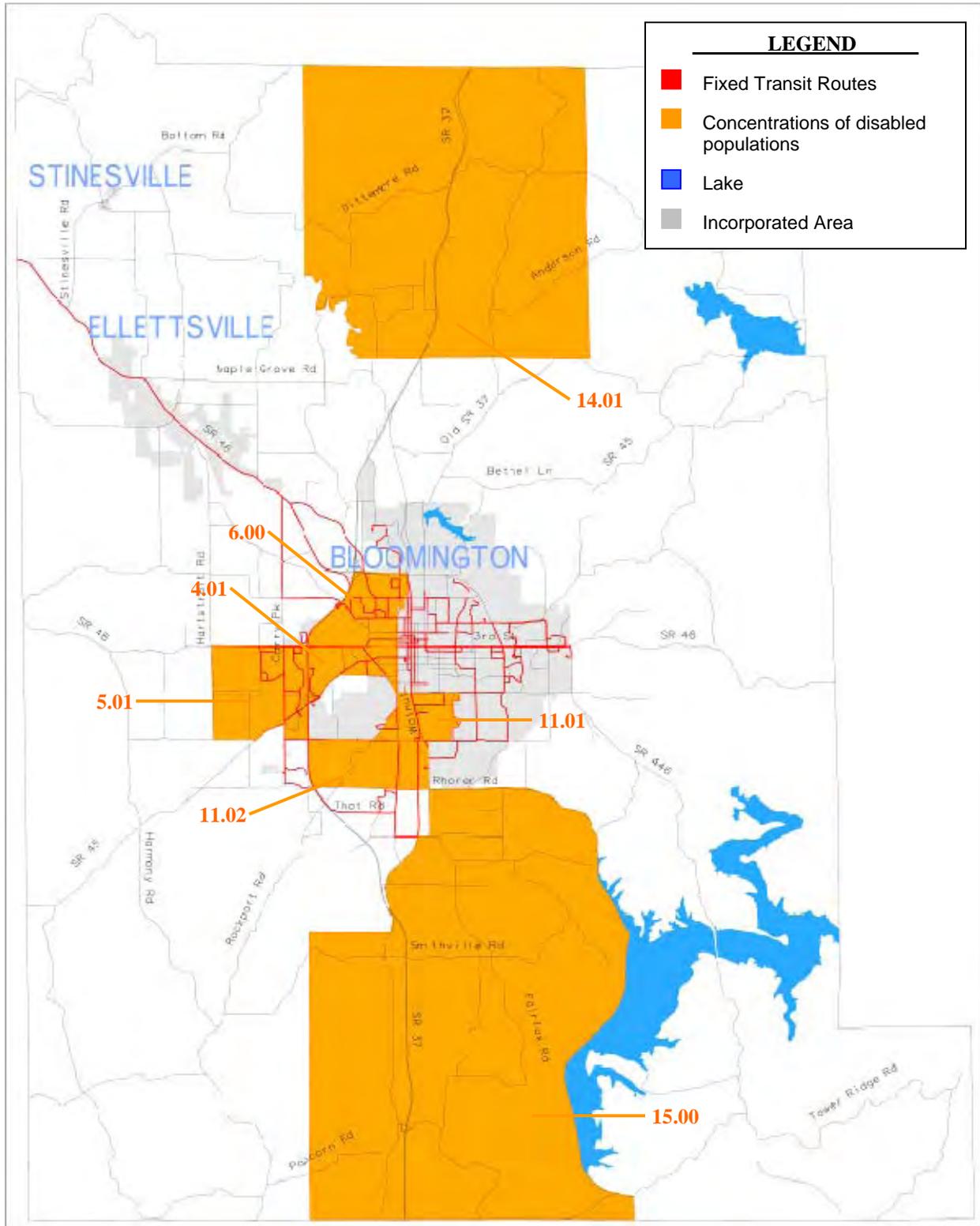
Map D-3 illustrates the location of Census Tracts with high concentrations of disabled populations within Monroe County.

Table D-3: Disabled Population Distribution per Census Tract for Monroe County

Census Tract	Population	Total Disability	Total Disability %
1.00	3,160	393	12.4%
2.01	7,078	405	5.7%
2.02	4,542	428	9.4%
3.01	4,346	898	20.7%
3.02	3,082	328	10.6%
4.01	2,980	1,093	36.7%
4.02	2,580	563	21.8%
5.01	3,911	1,170	29.9%
5.02	3,307	776	23.5%
6.00	6,838	2,228	32.6%
7.00	2,872	556	19.4%
8.00	5,162	1,068	20.7%
9.01	2,414	530	22.0%
9.03	4,448	1,279	28.8%
9.04	2,994	317	10.6%
10.01	4,423	675	15.3%
10.02	4,843	752	15.5%
11.01	5,051	1,735	34.3%
11.02	2,601	768	29.5%
11.03	2,745	711	25.9%
12.00	5,755	1,603	27.9%
13.01	5,659	1,431	25.3%
13.03	4,445	1,263	28.4%
13.04	3,184	787	24.7%
13.05	1,871	483	25.8%
14.01	1,855	595	32.1%
14.02	4,966	1,009	20.3%
15.00	6,726	2,333	34.7%
16.00	6,725	455	6.8%

Source: US Census Bureau / 2000 Census

Map D-3: Census Tracts with Largest Concentrations of Disabled Persons and All Existing Fixed Route Transit Services



Appendix E

Grant Funding Overview

Section 5310 Program *

Section 5310 funds are a form of financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of older adults and persons with disabilities in all areas. In Indiana, the current designated recipient for the Section 5310 Program is the INDOT. INDOT evaluates and grants Section 5310 to subrecipients Statewide.

Congress establishes the allocation levels for the Section 5310 Program through a formula based on the population of elderly and disabled individuals in a state. Table E-1 contains the current levels (as of June 2006) of Section 5310 funding for the State of Indiana through Federal Fiscal Year (FFY) 2009. These figures are subject to change from potential future congressional rescission of funds.

Table E-1: Allocations of Program Funds for Indiana

Program	FFY06	FFY07	FFY08	FFY09
Section 5310	2,281,514	2,408,422	2,615,787	2,750,575
JARC	1,682,656*	2,428,364	2,630,728	2,774,069
New Freedom	1,159,776*	1,634,380	1,765,534	1,866,422

* see Table E-2 Apportionment of Program Funds by Population for Indiana

Section 5310 Program funds are available to public bodies the State approves to coordinate services for older adults and persons with disabilities; or public bodies which certify to the Governor that no non-profit corporations or associations are readily available in an area to provide the service. Local public bodies eligible to apply for Section 5310 funds as coordinators of services for elderly persons and persons with disabilities are those that the State designates to coordinate human service activities in a particular area.

Section 5310 Program Federal funds can fund no more than 80% of the total eligible capital and program administrative costs for approved projects. There is an exception to this ratio for vehicle-related equipment required by the Clean Air Act Amendments of 1990 (CAAA) or the Americans with Disabilities Act of 1990 (ADA). The Federal share is 90% for vehicle-related equipment required by the CAAA or ADA. Only the incremental cost of the equipment required by the ADA or CAAA may be funded at 90%, not the entire cost of the vehicle, even if the vehicle is purchased for use in service required by the ADA or CAAA.

According to FTA Guidance funds for the Section 5310 program are available for capital expenses to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities. Examples of capital expenses include, but are not limited to:

- “Vehicles;

- Radios and communication equipment;
- Vehicle shelters;
- Wheelchair lifts and restraints;
- Vehicle rehabilitation, manufacture, or overhaul;
- Preventive maintenance, defined as all maintenance costs;
- Extended warranties which do not exceed the industry standard;
- Microcomputer hardware and software;
- Initial component installation costs;
- Vehicle procurement, testing, inspection and acceptance costs;
- Lease of equipment when lease is more cost effective than purchase;
- Acquisition of transportation services under a contract, lease, or other arrangement. Eligible capital expenses may also include, at the option of the subrecipient, the acquisition of transportation services under a contract, lease or other arrangement. Both capital and operating costs associated with contracted service are eligible expenses. User-side subsidies are considered one form of eligible arrangement. The State, as recipient, has the option to decide whether to provide funding for such acquired services. Funds may be requested for contracted services covering a time period of more than one year;
- The introduction of new technology, through innovative and improved products, into mass transportation; and
- Transit-related intelligent transportation systems.”

The INDOT Public Transit Section manages the Section 5310 Program for the State. This office can provide further information on the Section 5310 Program and the eligible expenses for the State.

Section 5316 JARC Program *

The JARC Program is intended to support the development and maintenance of job-access and job-related transportation services for welfare recipients and eligible low-income individuals. The JARC Program has no specific limitation for services for people with disabilities. For communities or areas in the State with populations under 200,000, INDOT serves as the JARC Program manager and will select all subrecipients for projects in those areas.

Congress allocates JARC funds through a formula apportioned by the population of welfare recipients and eligible low-income individuals. On a national level, for the JARC program, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. JARC funds may be transferred between urbanized areas with less than 200,000 in population and non-urbanized areas when the Governor certifies that all of the JARC objectives have been met in the area from which funds are to be transferred. Table E-1 summarizes the allocation of JARC funds through FFY 2009. Table E-2 presents the appropriation divisions for the JARC program for the State by population. These figures are subject to change from potential future congressional rescission of funds. JARC funding also may change as it is subject to the congressional appropriations process.

Table E-2: FFY06 Apportionment of Program Funds by Population for Indiana

Area	JARC	New Freedom
Urbanized Area, Population 200,000 or greater (Indianapolis)	462,916	317,294
Urbanized Areas, Population 50,000 to 199,999	672,488	407,634
Non-urbanized Area, Population Less than 50,000	547,252	434,848
TOTAL	1,682,656	1,159,776

JARC Program Federal funds can fund 80% of capital expenses, 50% of operating expenses, and 100% of up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. Department of Transportation (U.S. DOT) Federal funds may be used as matching funds, if the funds permit their use for transportation.

JARC Program funding assistance may be provided for a variety of transportation services and strategies that are directed at addressing welfare recipients' and eligible low-income individuals' unmet transportation needs. Examples of the types of projects that may use JARC funds include, but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with non-traditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; and
- Facilitating public transportation services to suburban employment opportunities.

JARC capital funds may be used for "mobility management." In the interim guidance, FTA defines "mobility management" as "consisting of short range planning and management activities for projects for improving coordination among public transportation and other transportation services providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a government entity, under this section (other than sections 5309 and 5320); but excluding operating public transportation services."

"Mobility management activities may not be used for the direct provision and operation of coordinated transportation services, including the scheduling, dispatching and

monitoring of vehicles. FTA proposes the following as eligible mobility management activities:

- The development of coordinated plans;
- The support of State and local coordination policy bodies and councils;
- The maintenance and operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and maintenance of other transportation coordination bodies and their activities, including employer-oriented Transportation Management Organizations, human service organization customer-oriented travel navigator systems and neighborhood travel coordination activities;
- The development and support of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- The acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Global Information Systems (GIS) mapping, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer pay systems.”

JARC Program funds are available for transportation services provided by public, non-profit or private-for-profit operators. INDOT’s Public Transit Section can provide additional information on the JARC Program in other areas of the State.

Section 5317 New Freedom Program *

The focus of the New Freedom Program is to provide improved transportation services and public transportation alternatives for people with disabilities. These services extend beyond those required by the ADA. FTA defines services beyond the ADA requirements to mean services not specifically required in the ADA and U.S. DOT implementing regulations. Services funded through the New Freedom Program must be in compliance with the ADA. New Freedom includes, but is not limited to, job-related transportation services.

On a national level, for the New Freedom Program, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. INDOT is responsible for management of the New Freedom Program funds allocated to areas with populations under 200,000. See Tables E-1 and E-2 for a listing of the federal allocation of the New Freedom Program funds.

New Freedom Program Federal funds can fund 80% of capital expenses, 50% of operating expenses, and 100% of up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. DOT Federal funds may be used as matching funds, if they permit their use for transportation.

New Freedom Program funds may be used for public transportation services and alternatives, beyond those required by the ADA, that assist individuals with disabilities. Conference Report language gives examples of projects and activities that might be funded under the program. These include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs;
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally;
- Making accessibility improvements to transit and intermodal stations not designated as key stations;
- Supporting voucher programs for transportation services offered by human service providers;
- Supporting volunteer driver and aide programs; and
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.

New Freedom Program funds may only be used to provide new public transportation services and public transportation alternatives that assist persons with disabilities with transportation. New Freedom capital funds may be used for “mobility management” (see above discussion on mobility management under the JARC Program for additional information on these types of projects). New Freedom Program funds are available to a State or local governmental authority, non-profit organization or operator of public transportation services (including private-for-profit operators). INDOT’s Public Transit Section can provide additional information on the New Freedom Program in other areas of the State.

* Source: Draft Coordinated Public Transit Human Services Transportation Plan for the Indianapolis Metropolitan Planning Organization

MEMORANDUM



To: BMCMPO Technical & Citizens Advisory Committees

From: Raymond Hess, Sr. Transportation Planner

Date: October 19, 2011

Re: Transportation Improvement Program Amendments.

Amendments to Bloomington Transit Project List:

Bloomington Transit has requested to add five new projects to the Transportation Improvement Program (TIP): Bike lockers for the Downtown Transfer Facility; Voice enunciators for buses on the fixed routes; 35 Foot Hybrid Buses; Fuel Capitalization; Maintenance Facility Exhaust System Upgrade. These are considered minor amendments pursuant to the Public Participation Plan. Please note that amendments should be made to both the approved FY2010-2013 Transportation Improvement Program and the FY2012-2015 Transportation Improvement Program to maintain consistency between the two documents.

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Bike Lockers	FTA 5309				\$ 24,900
Description: Bicycle storage lockers will be purchased and installed in the downtown transfer station	Local				\$ 5,100
DES#: n/a					
Support:	TOTAL	\$ -	\$ -	\$ -	\$ 30,000

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Voice Enunciators	FTA 5317			\$ 240,000	
Description: Retrofit fixed route buses with GPS-enabled voice enunciator equipment to announce key bus stops, major intersections, and major destinations to assist persons with visual impairments while on the bus	Local			\$ 60,000	
DES#: To be assigned					
Support: TDP, Coordinated Plan	TOTAL	\$ -	\$ -	\$ 300,000	\$ -

Note: The figures in italics represent illustrative funding

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: 35 Foot Buses	FTA 5309			\$ 1,464,000	\$ 1,008,000
Description: Purchase of two new 35-foot hybrid electric buses in 2012 and two in 2013.	Local			\$ 366,000	\$ 252,000
DES#: 1172616					
Support: LRTP, TDP	TOTAL	\$ -	\$ -	\$ 1,830,000	\$ 1,260,000

Note: The figures in italics represent illustrative funding.

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Fuel Capitalization	FTA 5307			\$ 800,000	
Description: Capitalize the cost of fuel at 80 percent Federal for the BT FY2012	Local			\$ 200,000	
DES#: n/a					
Support: TDP, LRTP	TOTAL	\$ -	\$ -	\$ 1,000,000	\$ -

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Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Facility Exhaust System Upgrade	FTA 5307			\$ 48,000	
Description: Upgrade the maintenance garage exhaust system to withstand the high temperatures of modern bus exhaust	Local			\$ 12,000	
DES#: n/a					
Support: TDP, LRTP	TOTAL	\$ -	\$ -	\$ 60,000	\$ -

Recommendation

The Technical Advisory Committee and Citizens Advisory Committee recommended approval of the Bike Lockers and Voice Enunciators at meetings in November and January. A recommendation on the 35 Foot Buses, Fuel Capitalization, and Facility Exhaust System Upgrade is expected to be made at the February 22nd meetings.

Action Requested

The Policy Committee is requested to take action on Bloomington Transit’s proposed amendments to the FY2010-2013 and 2012-2015 Transportation Improvement Programs.