



POLICY COMMITTEE

June 14, 2013

1:30 – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order
- II. Approval of Minutes
 - a. April 12, 2013
 - b. May 10, 2013
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- V. Reports from the MPO Staff
 - a. MTP Task Force
 - b. 2012 Crash Report
- VI. Old Business
- VII. New Business
 - a. 2014 – 2017 Transportation Improvement Program*
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
 - a. Technical Advisory Committee – June 26, 2013 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – June 26, 2013 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – August 9, 2013 at 1:30 p.m. (Council Chambers)

Adjournment

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



Policy Committee Meeting Minutes
April 12, 2013 Council Chambers 115, City Hall

*Policy Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning Department. **Technical difficulties –an incomplete audio recording was produced for this meeting. See DVD for complete recording.***

Policy Committee: Jack Baker (Bloomington Plan Commission), Lynn Coyne (IU Real Estate), Susie Johnson (Public Works), Richard Martin (County Plan Commission, Kent McDaniel (BT), Iris Kiesling (County Commission), Andy Ruff City Council), David Sabbagh (MPO-CAC), Cheryl Munson (County Council), Mark Kruzan (Bloomington Mayor), Ryan Gallagher (INDOT- Seymour), Dan Swafford (Town of Ellettsville), Rick Marquis (FHWA), and Bill Williams (County Highway).

Others: Sandra Flum (INDOT), Michelle Allen (FHWA), David Baker (Michael Baker), Lisa Manning (Michael Baker), Vicky Sorenson (Indian Creek Township), Dan Moore (Home Bank, Martinsville), Jeff Milzer (Hoosier Voices for I-69), Liz Irwin (Bloomington Chamber), Jim Shelton (Bloomington Chamber), Larry Jacobs (Bloomington Chamber), Darby McCarty (Smithville Communications), David Pluckelbaum (Corradino), Bren George (FHWA), Matt Norris (Monroe Co. resident), David Norris (Monroe Co. resident), Scott Wells (Environmental Enterprises), Thea Linnemeier (Monroe Co. resident), Doc Ernst (Co. resident), Mitch Holland (Co. resident), Cary Chambers (IU Health Blgtn), Christy Gillenwater (SW IN Chamber), Peggy Mayfield (State Representative), Nikki Johnson (CFC), Andy Williams (Rogers Group), Ron Walker (BEDC), Karen Bobo (FHWA), Tom Orman (Cowden Enterprises), Vicky Sorenson (Indiana Creek Township Trustee), Clark Sorensen (Citizen Taxpayer), Thomas Tokarski (CARR), Jay DuMontelle, and Lucille Bertuccio.

MPO Staff: Josh Desmond, Anna Dragovich, Scott Robinson, and Jane Weiser

- I. **Call to Order** – Mr. McDaniel called the meeting to order. He noted that this is Mr. Coyne’s last meeting since he is retiring from Indiana University. He explained the rules for public comment. Pro and Con speakers will sign up to speak and alternate turns. Everyone who wants to speak will get a chance. The Committee members introduced themselves.
- II. **Approval of Minutes:**
 - A. **March 8, 2013**—Mr. McDaniel made a correction to the minutes. *****Mr. Sabbagh moved approval of the minutes. Mr. Martin seconded. The minutes were approved by unanimous voice vote.**
- III. **Communications from the Chair** – Mr. McDaniel noted that public transportation has been funded by the State at \$42.6 million per year for the past 5 years. The current budget bill recommends continuing that amount for the next 2 years. Recently there was an attempt in the Senate to strip the public transportation funds to use for Governor Pence’s income tax cuts. Luckily that did not happen but it still has to survive conference committee. He discussed House Bill 1011.
- IV. **Reports from Officers and/or Committees**
 - A. **Citizens Advisory Committee**—Mr. Sabbagh said that the CAC passed a resolution after much discussion.
 - B. **Technical Advisory Committee**—Mr. Reid said that the TAC recommendation was in favor of adoption of the INDOT project into the TIP. (There was one abstention.)

V. Reports from the MPO Staff

A. MTP Task Force—Mr. Desmond reported that work is continuing on the Demand Model via the responses from the travel survey which is still available for the public to participate in online. The initial public input phase is complete. We had 2 public meeting and 6 stakeholder interviews.

B. TIP Administrative Modification—Ms. Dragovich reported that INDOT had submitted a TIP administrative modification for the bridge deck overlay over Stephen’s Creek along SR 46. There were no objections so the MPO Director and the Policy Committee Chair signed the resolution moving the funds from the 2013 to the 2014 TIP. Mr. Martin noted that the request arrived without any explanation. It took about 3 days to get an explanation out of INDOT as to why they wanted to move it. It was simply a matter of timing. He suggested that INDOT include very clear information with their requests to make the process smoother.

C. Draft FY 2014-2017 TIP Projects—Mr. Desmond said that we are working on a new TIP for the FY 2014-2017 (Mr. Reid had reported that the TAC had some preliminary discussions of possible projects.) We have been able to work with all of our LPAs and balance requested funding. Staff plans to bring a full draft document in May. We will request final action on June 14. Ms. Kiesling asked for frequent updates as details change. Mr. Martin asked why national and state funding information are not included in the funding tables. Is that because they are not local? Mr. Desmond said they are not included in these tables because these tables are specifically local expenditures. These are expenditures that we are specifically on the hook for. Mr. Martin noted that the projects are, however, in our TIP. Mr. Martin requested the addition of another table so that when we are looking at this we will know that there are funds embedded in our TIP that are not reflected in these tables. Ms. Munson asked Mr. Desmond if projects could be identified as old or new in the next tables.

VI. Old Business

A. Transportation Improvement Program Amendment

i. Statewide Fracture Critical Bridge Inspections (INDOT)*

Mr. Gallagher said that the bridge division folks in Indianapolis had a meeting with FHWA and decided that this particular item is not needed for the Bloomington MPO TIP since there are no fracture critical bridges within the boundaries of the Bloomington MPO. Mr. Gallagher withdrew the amendment.

VII. New Business

A. Transportation Improvement Program Amendment

i. Section 5, Interstate 69 (INDOT)*

Ms. Dragovich introduced the TIP amendment submitted by INDOT to include Section 5 of I-69 into TIP. This includes only the section that falls within our Metropolitan Planning Area. This segment will run from Victor Pike to Kinser Pike. INDOT estimates that in FY 2013 – 2015 the cost will be approximately \$77.7 million. Beyond those years it will be \$82,900.00. We had a 30-day public comment period. TAC recommended approval of the amendment. CAC recommended withholding approval pending resolution of several issues detailed in their March 27 resolution.

Sandra Flum of INDOT presented the TIP amendment. The project is an upgrade of 21 miles of SR 37 to I-69. It begins north of Victor Pike on the south side of Bloomington and continues to just south of SR 39 in Martinsville. It converts a partial access controlled state road to a fully access controlled interstate. It follows the alignment of SR 37.

INDOT presented Preferred Alternative 8 from Tier 2 Draft Environmental Statement. It includes overpasses at Rockport Rd., interchanges at Fullerton, Tapp and 2nd St., interchange at 3rd St., overpass at Vernal Pike, interchange at SR 46 and an overpass at Arlington Rd. Currently you have interchanges at 2nd St., 3rd St., and SR 46. In the more rural area, you have an overpass at Kinser Pike, FHWA has approved an existing partial interchange at Walnut St. and a new interchange at Sample Rd. (with local access roads), an overpass at Chambers Pike and an interchange at Liberty Church Rd. She gave a synopsis of the work that has been done in the last 18 months to meet with as many people as possible in order to answer questions and provide information on Section 5. Due to feedback, Section 5 has been improved in many ways. Every overpass and interchange has planned bicycle and pedestrian facilities that meet local standards. INDOT has agreed to an aesthetic allowance and to continue to coordinate on other local projects other than I-69. INDOT has committed to \$13 million of improvements including the wider bridge decks. INDOT has provided what was requested by the CAC. Improvements for local INDOT projects other than I-69 are included. With the Policy Committee's vote on this TIP amendment, INDOT is ready to make requested safety improvements on SR 37. Safety improvements to SR 37 were requested by various members of the community to prepare for the opening of I-69 Section 4. INDOT is committed to providing safety improvements before Section 4 is open to traffic. Safety priorities include removing at-grade crossings such as the one at Vernal Pike through the urban area. The Policy Committee helps INDOT fulfill their promises to improve safety improvements to our roads by voting to include Section 5 in the TIP today. You have stated your concern that you will put something in the TIP but INDOT will disappear and never talk to you again. Ms. Flum said that she hopes that INDOT's history over the past 15-18 months of community dialogue and their fulfillment of promises will show the MPO that INDOT is not going away. INDOT requests that when the NEPA process and the EISs are over, the LPAs will kind of lose their status, INDOT wants to continue to work with the MPO's technical staff throughout the rest of the process. INDOT is exploring innovative ways to deliver needed safety improvements for the citizens of Bloomington while reducing uncertainty and inconvenience for motorists and businesses. We would like to deliver this quickly and it requires an aggressive schedule. INDOT will select a Technical Procurement Advisor in the next 10 days. That firm will help us write specifications for the contracts that we will let in Section 5. INDOT is prepared to begin right-of-way services once the MPO authorizes the use of federal funds. She presented a schedule for Schedule 5: RFI (Dec 2012), RFP for technical services (Apr 2013), TIP amendment (April 2013), RFQ for innovative delivery (May 2013), Draft RFP (May 2013 includes safety/project sequence), FEIS/ROD (June 2013), RFP – July 2013), Select preferred proposer (Nov 2013). Ms. Flum asked for the Policy Committee to include Section 5 in the BMCMPPO TIP. The reasons listed are that I-69 is a regionally significant project in the state and local plans. It delivers requested safety improvements. It reduces uncertainty for affected property owners since right-of-way funding cannot be expended in the MPO area without TIP approval. I-69 will improve traffic management and INDOT will continue to request Section 5 inclusion in the BMCMPPO TIP.

Mr. Ruff said that he had a letter from the Bloomington Chamber of Commerce that states in the second paragraph, "Interstate traffic will be brought to Bloomington by the end of 2014." But, he was recently given an INDOT press release dated April 12, 2013 saying that there is a 3-mile section in southeastern Greene County that it is a difficult area to build on and is projected to be open in 2015. He was wondering if the opening date is 2014 or 2015. Ms. Flum said that the contracts that were let in Monroe County are scheduled to be open in 2014. There is this one section that we provided alternate bids and the bid came in for 2015 however there are incentives to get the section open earlier. We will still be working toward a 2014 opening recognizing that at least part of the project will be open in 2014. Mr. Ruff said that his second question also comes from the letter from the Bloomington Chamber of Commerce stating that interstate traffic will be brought to Bloomington by the end of 2014. And yet we have recently learned that Tennessee simply shelved their I-69 segment plans. That is confirmed. Kentucky is doing nothing except doing some improvements to their existing toll road in that part of the

state. There is no plan or funding for an I-69 bridge over the Ohio River for this route. We are told that the needs are based on interstate traffic. Where is this traffic going to be coming from? There is no foreseeable plan in the works for this to be extended beyond this southwestern Indiana segment. Ms. Flum said it is extended to Evansville at this point. We have the interstate traffic on the 67 miles open, the Evansville traffic and traffic from the Kentucky parkway. The Kentucky parkway system is near interstate and FHWA and Kentucky are working together to upgrade their parkway system. The US 41 bridge connects to the parkway (she believes). There is a connection and the interstate is open in southern Indiana so that is interstate traffic coming up. Mr. Ruff said he would argue that more traffic comes across the new 231 bridge possibly. There's not going to be an I-69 bridge. That was part of the original plan. The original plan calls for an I-69 bridge crossing over the Ohio River. Did you say that they are going to use the US 41 bridge? Ms. Flum said she misspoke if that is what Mr. Ruff heard. Currently there is the US 41 bridge that brings Kentucky traffic into Indiana. The plans for an I-69 bridge over the Ohio were developed as part of a draft environmental statement and they have not been furthered but we plan to continue those when we finish the current projects that we are working on. Mr. Ruff said what he was getting at is that the US 41 bridge and the 231 bridge exist—the traffic using it exists. The traffic coming this direction exists. (Mr. Ruff had staff display a report from the Ft. Wayne Sentinel.) This report was from early in the project. Tennessee and Kentucky don't have the money to build their part. The bridge is not going to be built. Indiana would be in the same situation except that our former governor sold the toll road for several billion dollars—but that money is all gone now. INDOT says it is for interstate traffic but that is existing interstate traffic. It's using the US 41 bridge and it is connected now. Where is the dramatic influx of traffic coming from? You talked about interstate traffic—not intrastate traffic. Ms. Flum said this project was developed for traffic from other states but INDOT can't speak for what other states do. Mr. Ruff said that this project was supposedly developed with input from all these interests along the entire route. He quoted Mr. Daniels just before his election saying that they didn't have a final route because they didn't have the funding. Daniels said that Indiana had several major transportation projects on the book that all need funds. If we take the most expensive version of I-69 we may not have money for anything else, Daniels said. O'Bannon may have had the best idea but he said he wasn't persuaded yet. Mr. Ruff said that was Daniels recognizing that there was no funding them. Gas tax revenues had been declining. The funding situation in the future would be worse than they were then. Now the Major Moves funding is all gone. What is the plan to pay for I-69 other than some private investors chomping at the bit to fund I-69 from Indianapolis to Bloomington? Ms. Flum said they plan to use private industry getting together with their engineers, their contractors, financiers and, perhaps, maintenance people to put together a team including the financing. They bid to do the work and to deliver the project. INDOT in return makes milestone payments out of our existing gas tax collections (federal and state) when the work is being completed. Mr. Ruff said he assumed the payments would be larger since interest would be included. It would be a speculative financing venture by private interests, right? Ms. Flum said they have demonstrated in the TIP (which is fiscally constrained) it would be \$20 million per year for 3 years of the TIP. Mr. Ruff asked if that is what INDOT considers fiscally constrained. INDOT expects to be able to pay this back with declining gas tax revenues in the future.

Mr. McDaniel asked Mr. Ruff if Mr. Stark could make comments. Mr. Stark said that Tennessee has recanted and they are back planning to build I-69. They just made that decision. Mr. Ruff asked Mr. Stark to forward the decision to him to review. Mr. Stark said they worked with Kentucky to procure 2 new Ohio River bridges this year. They are currently studying a bridge at Henderson. They are currently in the middle of 3 different types of procurements over the Ohio—with other states. It is more of a case of prioritizing when that will come and when it will happen. It's not been shelved. It is still in the planning stages. He wanted to make sure that the PC understood that. A P3 procurement—a public/private procurement—is just another tool for INDOT to use. It is a tool that allows us to not have to wait until we do have an accumulation of a lot of different funds in the future. We can procure it all at

one time work with the private sector and the payments are made from our appropriations in the future but we just went through one of our most successful bids in the history of the P3 realm with the procurement for the Ohio River bridge just last year. It is a very successful way to get a project built. That project cost almost a billion dollars. This is a much smaller amount of money. We have had such interest from the private sector. We had 17 answers to our RFI. We have had companies that are very interested in partnering with our local contractors to be prepared to bid on this project. We have done our due diligence. It is the right thing to do for the state. It is the best way to manage our funds and our money. Every part of our finance division has reviewed this. They are ready to go. It is just another way to procure. It is non-traditional. It is new to the US. It has been done in Europe and Canada successfully for years. It is borrowed money and there are payments to be made. It allows us to get everything done today.

Mr. Ruff said he would like a list of actual completed, recent projects that have been done this way. It just seemed to him that there has got to be some form of assurance in order (given the projected economy and gas tax revenues) for the private company to be sure to get their money. It has got to be something like tolls. Will tolls be used as assurance of payment? Mr. Stark said the bridges are tolled but Section 5 will not be tolled. Mr. Ruff said the state needs the tolls to pay for the construction. Mr. Stark said that if INDOT did not have the funds the Indiana Finance Authority (the procuring agent for these funds) has the authority to get appropriations from our government to make payments if necessary. This is written in our contracts. This gives assurance that the money is there. Mr. Ruff said that he did not believe that INDOT has the funds. Projects have been cancelled and delayed all across the state. The Cline Ave. bridge in Lake County has been closed and INDOT refused to build a new bridge. Instead they hired a private company to build a new toll-funded bridge. Many county roads have been returned to gravel due to a lack of funds for paving. He asked Mr. Stark if gas tax revenues are declining. Mr. Stark said yes. That is why Congress is looking for additional methods of funding. Mr. Ruff thanked Mr. Stark for responding to his questions.

Mr. Baker asked Mr. Stark about the April 11 document. He asked for clarification about the projects mentioned on the bottom of page 3. "Requested projects are considered to be separate projects from the I-69 Section 5 project." I believe you are talking about all the projects discussed in the above document. He said he was asking since it is so close to the "Aesthetics." You are talking about all of the projects in the document, are you not? Ms. Flum said Mr. Baker was right. That is referencing the priority projects that your resolution from the CAC talked about. Mr. Baker said it appears to be a partial step forward from the last round of negotiations. We are talking about assigning a project manager to begin work and so on, there are some time periods defined and so on—he asked INDOT to define what "partner" means. Does partnering include bringing new money in? Are you talking about reallocating monies that are already in our TIP? Or is INDOT talking about bringing money in from the outside of this TIP and adding to these projects? They are at the point where some of us need to see dollar signs. Mr. Baker said that first he would like to know the definition of the word "partner." Mr. Stark said it would be monies over and above your normally allocated funds that are set aside for the MPO. INDOT would find ways to fund with FHWA, etc. in order to get these projects built. Mr. Baker said he was going to have to hear either dollar or percentage values to really get further along. He was wondering whether it would even be possible to talk about actual dollar values. We have some estimates. For example, we have a \$10,000,000 estimate for 17th St. Is there any way that we can come to numbers on that project so that we would really know what portion INDOT would put in? What the portion would be from the City/County? Is that something that INDOT can work on and get back to us on? Mr. Stark said that was why they put down that we felt that with all 3 of these projects that within a 5-month period we would have all of that information worked out as to what percentage the City or County would have available to put into these projects and what percentage INDOT would be partnering with everyone to get these projects funded. That is what the commitment says. Mr. Martin said that the number is between \$30 and

\$35 million in extra funding for these projects that are sitting here. He asked Mr. Stark if he was saying that over the course of the next 2-3 years INDOT is going to contribute another \$30-\$35 million to projects that are devoted to remediating the traffic situations that are going to be created in this community as a result of I-69. Mr. Stark said he was not sure what the numbers are. He thought that there were 3 projects that were on the letter that was listed. He was not sure exactly when those projects need to be improved. They may not need to be improved until later –perhaps in 10 years. The commitment is there that INDOT will work with the City and the County and establish a way to get these projects funded. That is their commitment. Mr. Martin asked who makes the determination about when it's needed. Mr. Stark said they would need to work with City/County engineers and planning people and work with traffic studies and impacts that will be decided. We feel that within that 5-month period we should be able to come to a conclusion. Mr. Martin said that Mr. Stark was saying that at that point in time would be the point in which I should be thinking about a policy decision concerning INDOT activities. Is that correct? Mr. Stark asked Mr. Martin if he was talking about a policy decision about I-69 Section 5 activities. Mr. Martin said yes. He didn't see these as separate activities. He understood that Mr. Stark does but Mr. Martin doesn't. From a policy perspective in this community these are all bound together. They cannot be separated. It has always been the case that the impact of I-69 is not limited to the concrete corridor for which INDOT is responsible. There are impacts for which we have to make policy decisions. Mr. Stark said that he totally agreed. Mr. Martin said when we make a policy decision we have to consider all of the impacts not just the part that is of concern to you. I want to be able to resolve those policy issues that affect our community as part of his policy decision about INDOT's request. Those issues are bound together so tightly and the impacts so pervasive that he sees no way to separate them.

Mr. Kruzan said that Governor Daniels floated the idea of toll roads and later rescinded that and stated there would not be tolling. Morgan County had the foresight to have their legislative team in law ban tolling in Morgan County. In theory, tolling would have to begin at the Monroe County line. Mr. Stark has said that there will not be toll roads. Has Governor Pence said there will not be any toll roads? Mr. Stark did not know. Ms. Flum said in order to toll a facility the Environmental Study has to include aspects of tolling as part of the study. They have not been included in this Environmental Study. Mr. Kruzan said he would like to hear if the governor is for tolling or not. The Chamber driven meetings have come up with a list of 3 projects. There are others who have priorities outside of the 3 that were talked about at the Chamber meetings. The list outside of what we have been talking about includes—we've already talked about 17th St. which is about \$8 million—Liberty Drive extension has not been talked about is about \$5 million, Weimer Rd. reconstruction is about \$7 million—those are projects that weren't included in the list of 3. Without being disrespectful, why would a policy board give up its opportunity to be leveraging dollars for all the spinoff impact of this project up front? If you were in our position, why wouldn't you be waiting until you had dollar commitments made to give approval? Mr. Kruzan said he had plenty of reasons to vote for it. He said he told Richard and Jack this morning that he believes that INDOT has come much further along in commitments than he had believed would happen. He really appreciates it. They've come along on aesthetics, on 2nd and 3rd St. They have committed many millions of dollars that were not there the last time that we met in this forum. That is the good news. On the other hand there are all these other projects that we are concerned about the local community having to pick up that are unfunded at this point. Some PC members believe that if we vote to approve Section 5, what is the incentive for INDOT to listen? Mr. Kruzan said he understood about being good stewards of public monies. But, why wouldn't you move on to the next section and seek approval there. How do we have leverage at that point to talk about these issues? Why wouldn't we wait to vote until we know what the dollar commitment is?

Mr. Stark said we feel that to fall in line with our schedule of when Section 4 will be completed and when it will be open that we need to start our procurement process now. We need to be buying right-of-

way now. Because without having the right-of-way we can't do a lot of what needs to be done. We can't use federal funds. We can't even buy right-of-way with our own funds without it in the TIP. We need the approval of this TIP amendment now. That is a key to getting the procurement started and get things under construction. He understood where the PC is coming from. Someone made a statement at the last Chamber meeting that INDOT said what they were going to do and have actually done everything that they said they were going to do. He knows that there is a lot of history between INDOT and Bloomington that is not good. He gave the example that they said what they were going to do on the Bypass project and did everything we said we were going to do. He said he has the authority to make these statements to the PC but he is also knows (from the private sector and business) that unless he knows exactly what that scope is and when it needs to be built---There are roads that we study and plan on doing things and we get to the point of doing things---things may change. Projects may need to be accelerated or maybe not done for 20 years. If we wait another 5 or 6 months, it will push out the procurement process, it will delay the safety improvements. We won't delay what's going on in Section 4 because that's on a track. That's why we're asking now.

Mr. Kruzan noted that both Ms. Flum and Mr. Stark keep referring to the 3 projects that you are working on. He wanted to make clear that they aren't limiting the projects to 3. Mr. Stark said they answered the resolution. Mr. Kruzan said we very carefully made sure we didn't paint ourselves into a corner. From the Chamber meetings and from the resolution you have the 3 projects but there are other priorities that are not part of those 3. He asked Mr. Stark if INDOT is limiting your consideration to those 3. Mr. Stark said that they were not. Mr. Kruzan said that he appreciated it.

Ms. Munson asked how long it would take INDOT and local government officials to figure out what the costs are and what the commitment may need to be. Mr. Stark said they thought they could have the information together on the 3 projects within 5 months. There are certain projects listed that may not have even had environmental work done yet. Until the environmental studies are done it is very difficult to figure the costs because you don't know what the impacts are. Environmental studies take much longer than 5 months. They would need the City and County engineers to work with INDOT to make those determinations. Ms. Munson said the County has a list of estimated project costs on County projects. They range from a small project (a turnaround at Acuff Rd.) that would be needed immediately. A more involved project is Gates Dr. and Industrial Dr. That estimated cost is about \$8 million. The connectivity that is very much needed for Ellettsville for people to travel north to Martinsville and Indianapolis involves improvements of Bales and Sample Roads to allow people to reach the interchange at Sample Road and I-69. The cost of those two is \$11.5 million. Mr. Williams has already done some preliminary work. Do you really think that 5 months is required to work out agreements on specific projects where there has already been preliminary work? Ms. Flum said that she has talked to Bill about the list of projects that he has. Gates Drive is a perfect example. Right now on Gates Drive there was one place where it was planned to have a railroad crossing maybe 10 years ago. She thought that the estimates came from that location. If we sit down in a cooperative way, we can look at the scope of that project to assess if that is the right place for it or is there some place that is better suited to serve the populations that you are trying to serve. Ellettsville is interested in the Gates Drive area. So scoping it as well as putting a schedule together and then putting a financial cost to it. Especially doing multiple projects at once will take 5 months to accomplish. Ms. Munson said she would question the need to rush into a decision prior to having the agreements that 5 months might bring down the road. INDOT announced that they were going to have a delay in Section 4 construction. Ms. Flum said the delay is contract that will be done in 2015 unless they have favorable weather and are able to accelerate that. That does not stop INDOT from opening Section 4 from the county line to Bloomington. There will be some of Section 4 open. Ms. Munson asked about opening the road from the county line to Bloomington. Ms. Flum said there are 2 interchanges that are not part of the part

scheduled for 2015. Ms. Munson said we won't have very much traffic without completion of that problem area in Greene County.

Ms. Kiesling thanked the chairman, Mr. Stark and staff for coming forth with the information that we have in the time we have requested. She thought that they have made a lot of headway on it. The scary part for most of us is that here comes this road and suddenly we have major potential costs that we have no way of providing and our citizens are going to be stuck somewhere. They won't be able to get from one place to the other or get the public safety that we need. She just got a letter from Perry Clear Creek and they are concerned about how they are going to provide services. Those are the things I want to put on the record here. She appreciates all that has been done and we need to continue to talk about things. She wanted to know what INDOT means by partnering. Bill wants to know that, too. She didn't know whether it makes sense to approve this today. She wanted to know what they will do tomorrow if you get that and what if they don't, what's the next step.

Mr. Stark said if the TIP is approved today they continue with the plans of getting the procurement started and start right-of-way acquisition. Ms. Kiesling asked why they couldn't do any of that without the TIP approval. Mr. Stark said to start the procurement they need the ROD to be signed. Mr. Stark said the ROD would come in June. When we do open certain parts of Section 4 to Bloomington there will be an increased ability for the traffic to get here. People are driving through Bloomington to take the Crane interchange to go to Evansville now. We know that is taking place. Mr. Stark said that Ms. Kiesling brings up a very good point. We are concerned about getting the improvements done to the Urbanized Area of Bloomington soon so that there is not a safety concern in the community. To do so our timing to get this procurement started and getting going now is important to INDOT. Ms. Flum said the some of the procurement activities (internal activities) that they need to do can be done prior to the ROD. It allows us to move ahead with procurement as soon as the ROD is signed. If the TIP amendment isn't gotten today, we don't have your commitment that you want those safety improvements. Ms. Kiesling said both sides need predictability.

Mr. Sabbagh said if we don't approve Section 5 today then these commitments that the community is asking for are not going happen. I presume those commitments are not going to happen until there is a commitment on Section 5. Is it a chicken and egg thing? Mr. Stark said that an MPO is supposed to work with the FHWA's Three Cs. If there is no commitment of the TIP that we are asking to be amended, there is no need for an improvement on a road. INDOT's goal is to build this regionally significant road which has been in the planning stages for years but it happening now. They were committed to work with the MPO. Mr. Sabbagh asked what would happen to the bike and ped crossings even over SR 37. He presumed they wouldn't happen if this project doesn't go forward. Ms. Flum said they need a ROD to do those projects. It is part of Section 5.

Mr. Ruff said that the issues in Bloomington and Monroe County to him result from the whole project. The impacts here are impacts from the whole project. He said he was discussing the whole project. It is our duty as an MPO to look out for the interests of our community here. Borrowing against future shrinking revenue streams is not a good idea or policy. INDOT has no other choice now to be able to claim that this is fiscally constrained and continue to rush forward on this project. It will become more and more apparent as time goes on that this wasn't a wise investment. He certainly appreciates the commitments of INDOT and he has no reason at all to believe that you are not totally sincere in the idea of making the commitments, working together and collaborating with the communities. He believes that they are 100% sincere. What do commitments that cost money really mean when money is clearly not there? He read a couple of quotes from the Indianapolis Business Journal. Representative Jeff Espich who was chairman of the House Finance Committee said, "No money has been allocated to complete

the most expensive and politically most sensitive busy stretch of I-69 from Indianapolis to Bloomington and existing revenue sources are tapped out. The \$3.8 billion of Major Moves funds from the toll road lease is all spent or allocated, gas tax collections are falling, a tax hike is politically difficult, federal earmarks have dried up and there is little money to shift from other projects.” Espich also said, “There is no money to finish anything of consequence much beyond routine maintenance and a few minor projects.” Former Governor Daniels acknowledged in an exclusive interview with the Indianapolis Star that times are tough and he’d be okay if the incoming governor decides to put the I-69 on hold. This idea that Bloomington will be getting anything in the way of aesthetic amenities or even significant alternative transportation amenities seems so speculative. He asked Mr. Stark to comment on Espich’s comments and what will happen if there are no takers on this 3P funding. Mr. Stark said when Rep. Espich made those comments he was probably making correct statements. The toll road funds were all committed and none were left for I-69. However, as we speak both the Senate and the House in Indiana are looking for appropriating other funds—not part of the gas tax funds—for Major Moves type projects. There has been talk of \$200 million a year for this biennium. But, those decisions haven’t been made yet. That was Espich’s comment last fall and now our legislature is looking at that. Mr. Ruff wanted to clarify that there is serious discussion right now about the diversion of other types of funds into transportation projects in the state because that is the only way that we are going to be able to do them. Mr. Stark said these would be coming out of the General Fund. That has been in the Indianapolis Star.

Mr. Baker said he appreciated the work that Mr. Stark and his team have done and feels like we’ve come some distance from where we were some months ago. His dilemma was that promising things and figuring out what they will cost later is counterintuitive. We can’t get a handle on how much money this is going to be. That would not work with our personal home dealings and here we are trying to apply it to the whole community. That gives him pause. There has to be an awful lot of trust to allow somebody to do that. What would INDOT think if we postpone the vote? Would you stay and discuss or pull out and say all agreements are null and void? Mr. Stark said they have been building an interstate for the last 4 year and they are bringing it to SR 37 on the south side of Bloomington. It is their intention to get this section built. It is your decision of when you want to get those safety improvements done.

Mr. Williams asked if INDOT could expedite the scope and study a little bit sooner than 5 months. The community has concern about these projects and information sooner might help. Mr. Stark said some may happen faster. They don’t plan to take 5 months absolutely. They wanted to set an end date. Mr. Williams said that 2 of the 3 projects (and possibly more) have been in the plan for over a decade. As Mr. Baker mentioned that by the next meeting we could have some of this hammered out.

*****Ms. Kiesling moved that public speaking time should be reduced to 3 minutes. A lot of these folks have spoken before so we know where they are coming from. She also hoped that some of them could consolidate what they are saying. Mr. Williams seconded the motion.**

Mr. McDaniel asked if there was any opposition to that or shall we vote on it. Mr. Ruff called for the vote.

*****Roll call vote was taken. The motion passed by a vote of 8:4.**

Public Comment:

Clark Sorensen said that he lives in the I-69 War Zone formally known as Indian Creek Township. There was an article in the newspaper about the helicopter flight over the route from Crane to Bloomington. In the article, someone was quoted as saying that they could not see any pollution from

the helicopter. That was interesting especially since it hadn't rained for several days. After it rains Indian Creek is brown with the sediment from the construction project. Also, Mayor Kruzan must not realize that Indiana is famous for growing trees. He made the comment, "Game over," due to the swath that has been cut through their trees in Indian Creek Township. In 15 or 30 years, the trees would grow back and you'd hardly know other than the rip rap around the karst features that they have not-so-carefully marked. He asked the PC to vote No. There isn't any hurry especially with the delay that has been announced in Section 4 in Greene County. Ms. Flum said that there would still be some utility in Monroe County in Section 4. That is not true. You would be able to get on to Section 4 at SR 37 and get off in Little Cincinnati. There is no access to Section 4 in Monroe County. He would like to table the motion until you have more information about the cost of these projects.

Dan Moore of Home Bank in Martinsville spoke in favor of the motion. They formed a Blue Ribbon Committee several years ago as a result of the devastating floods in 2008. They lost their largest employer and now have suffered the worst recession since 1930. Martinsville has not recovered as a community. They look at I-69 as an asset. How we can leverage that asset is up to them. They have been having congenial dialogues with INDOT all along. They have a poverty problem. Half of their children are on subsidized lunch programs. Martinsville is waiting for the opportunity to get it right. They believe that they can couple the expanded Indianapolis airport with I-69 to provide job opportunities. They have learned a lot from the PC's dialogue. They would like to work with Bloomington and I-69 may be a step in the right direction. He asked for the PC to move forward quickly.

Tom Tokarski with Citizen's for Appropriate Rural Roads said that his comments may sound harsh but he promised the PC that they are truthful. They are based on nearly 25 years of experience with INDOT and I-69. They are based on actual experiences not just promises at meetings. I-69 is the worst environmental disaster in Indiana in the last 50 years. If a tornado came through this area and did the damage that this highway has already done, it would be considered a national tragedy and yet we call it progress. If that is what it takes to have progress then there is no hope for this state. Some mitigation sites are located next to the highway. One site is an abandoned, seriously contaminated hog farm and a junk yard. Indiana to its detriment cares little about environmental quality. If INDOT and FHWA had to follow established laws and normal rules and regulations, I-69 would never have gotten beyond the first feasibility study. I-69 is a highway built on deceit and politics and not transportation need. I-69 is beyond normal regulatory oversight. CARR is prepared to make an in-depth, detailed presentation to the MPO on massive cover-ups involving the Clear Air Act, cover-up of an alternate route within Section 4 that would have saved the State tens of millions of dollars and avoided numerous karst features. INDOT paid over \$60,000 for the study and then buried it because (according to one INDOT official) it might have delayed the project. They would like to give the MPO an on-the-ground tour of the devastated route of I-69. There are on-going violations of Rule 5 dealing with erosion control that we have exposed. The State's response was to ask a Monroe County court to bar his wife and him from their property which they retain title to and have not been paid for to prevent them from further documenting the environmental devastation and continuing violations. Shoddy construction has led to repairs within a few months of opening. The road is sinking in places and bridge structures have had to be replaced. Tax-payer funded sweetheart land deals are rampant reaching to the high levels within INDOT. This has been documented and may be part of the reason that shifting the route to save money and the environment was not considered. He objected to being cut to 3 minutes of speaking time.

Jeff Mulzer, the chairman of Hoosier Voices for I-69, said it was his fourth time travelling north on I-69. Usually his trips are to Indianapolis. He was fortunate to be able to drive on it the weekend after it opened. He can already see an increase in traffic as more people use the road. It doesn't matter where the people are from—the road is being used. You will see an increase of traffic coming through town

due to I-69. Road funding is a serious issue both locally and statewide. He read an excerpt from the Courier and Press. The article supported beefing up funding for transportation now that the Major Moves toll road lease money has been spent or allocated. The House injected \$250 million more each year by increasing the state's share of gas tax that goes to infrastructure spending and setting aside 20% of the sales tax on gas purchases. The Senate increased funding by \$200 million per year through similar mechanisms but also set aside another \$200 million per year to create a Major Moves 2020 account. This would eventually be used to add lanes to I-65 and I-70 as well as complete the I-69 extension from Indianapolis to Evansville. Both of those are in line with what Governor Pence was asking for. With that we can be pretty sure that there will be adequate funding for state and local transportation budgets. What is smart is to plan wisely by saying that we are going to build this and we will decide how to do it right. It is time to insert this into your TIP to help build the best road for the best value. The improvements in Martinsville will take at-grade crossings with stoplights and turning them into overpasses. That will provide some benefit for Bloomington. He urged the PC to add Section 5 into the TIP.

Lucille Bertuccio spoke against the amendment. She was concerned that by building I-69 all of the other roads and bridges will be neglected in Indiana. Where are we going to get the appropriations from? It sounds like the money will be taken from other things that it was set aside for. Those monies could be spent on schools or mass transportation. We should look at where those monies are coming from. This road is foolish to be built at a time of climate change. It will encourage use of petroleum fuels. We could put our money into mass transportation and move people around much better and more appropriately. The idea of I-69 and the bypass are foolish ideas. Vote no.

Liz Irwin represented Hoosier Voices for I-69 and the Bloomington Chamber of Commerce. She presented videos of people working on I-69 road construction who were not able to attend a meeting in the middle of the day. They were all in favor of voting yes. There were 5 workers presented. They were all in favor of building the road and felt it would bring more job opportunities to the area during and after construction. Similar comments were made by Mark Eads (Speads Trucking) and another speaker (Crider & Crider). They feel a yes vote would speed up the economic recovery.

Sarah Clevenger said you should plan for the future not for the past. The future in transportation is mass transportation. We need to re-establish the railroad system and taking the trucks off of the roads. She experienced the Depression. They paid for things with money. Credit cards were unheard of. The MPO is being offered a credit card with uncertain financial capabilities. Vote no until you know where the money is coming from. Re-appropriation of monies by the legislature would take money from schools and existing roads and bridges that need repair. I-69 would make it difficult for pedestrians.

Larry Jacobs presented more video interviews. Speakers included Chad Moore (Crider & Crider) spoke in favor I-69 construction for providing construction jobs in the area. He felt the road would bring manufacturing jobs and warehousing facilities to Bloomington. Vote yes. The next speaker was Shawn Berry (Crider & Crider) who was in charge of Section 4 interchange at SR 37. His construction job supports his family. There is not a lot of Interstate work going on and he was proud to be part of I-69. Vote yes. The next video speaker was Douglas Dalton of Prairie Materials. They furnish the concrete for I-69. It has been important to give work to his family and business. I-69 will hopefully bring manufacturing jobs and better paying jobs to Bloomington. It could provide jobs to bring more people to Bloomington and keep families here. Vote yes.

Larry Jacobs of the Chamber of Commerce spoke in favor of I-69. He said it is approaching fast and will bring more traffic to the Bloomington area when Section 4 opens in 2014. Our community needs to prepare for that influx. He asked the PC to vote yes. A delayed vote will mean a delay in beginning those improvements.

Donna Lentz Ferree said she thinks there is a difference of opinion between city and country. That is the biggest problem of all. She would like to see a compromise. While the Chamber of Commerce was able to give some of you a bird's eye view of the destruction caused by I-69, she would like to give the PC a hayride. She can show you at least 4 roads that have been raped of their scenery. She would like for the PC to meet some of her neighbors who have been very hurt by this. This has caused a lot of serious emotional distress among her community. It isn't fair to always put them on the back burner. It looks like a tornado has come through and devastated the area. She thinks the traffic will be dangerous when you mix little cars and two-trailer trucks. Vote no. Stop selling off Monroe County land to the State of Indiana.

Darby McCarty spoke for the Ellettsville. The Ellettsville Richland Township Community Council has no opposition to I-69. They believe that I-69 will improve Ellettsville. With an I-69 interchange going to Ellettsville there is great opportunity for the empty acreage to be developed west of Ellettsville. Indiana is still losing population. She hopes that I-69 will encourage businesses to locate in Indiana in the area that is rich with fiber communications. Vote yes.

Scott Wells said that everything is based on trust. However INDOT's record does not reflect that. There has been 20 years of red flags from INDOT, former Governor Mitch Daniels and the cash boondoggle shortfall for I-69 is obviously here now. INDOT's most recent breach of trust—On April 2, the Tokarskis were called into court. They had some very revealing pictures documenting that INDOT has not put up any erosion control protections. The judge has not made a ruling on a Writ of Assistance yet. INDOT sued the Tokarskis saying that their land was overpriced. But, they didn't sue INDOT chief Troy Woodruff and his family who are now being investigated by the federal government or Barry Elkins who made \$1.8 million for his 140-acre tract in the corridor. They should just be fair especially if it's all about trust. He said that many of the PC approved Section 4 believing that Section 5 would be built as soon as possible to minimize the traffic impacts. This TIP decision should be denied until a funding source is identified. The worst scenario is to start Section 5 construction without adequate funding to complete the project. Vote no.

Nicki Johnson with CFC said they spoke in favor of including Section 4 in the TIP. For the same reasons they asked the PC to vote yes. They believe that I-69 will result in increased economic development and jobs. INDOT has committed to work with local officials, committed money for aesthetics and safety.

Sandra Tokarski, a member of CARR, responded to person calling agricultural land unused. It is already being used. It is producing a product that is good all of us. We all like to eat. She wanted the PC to know that the quotes in the newspaper from INDOT saying that the Tokarskis were blocking construction equipment and interfering with the work are blatant lies. It is a sad commentary that for some reason the State's attorney felt she had to send those statements to the court. We were on the property. We own the property. We did not block the construction (devastation) in any way. Sweetheart land deals are rampant costing taxpayers exorbitant amounts of money. This may be one of the reasons that shifting the route to save money and the environment was not considered. Sections 1-3 were rushed perhaps so that the governor could drive on it. Section 4 opening may be delayed until 2015. Funding sources are reduced. The MPO was extorted to put part of I-69 in its TIP. Extortion has no place in a democracy. The PC must understand that they are working with agencies that are not acting in good faith. The CARR phone number is 812-825-9555. They would love to give the MPO a tour of Indian Creek Township.

Kirk White, a former member of the Bloomington City Council, said that his view is that I-69 is already part of the state plan and will connect lots of state universities and Crane. Until recently our community has not embraced I-69 and formulated methods to best take advantage of these new opportunities. The result could be that Bloomington might be bypassed by the positive externalities of the highway. In Nov. 1999, then IU-President Miles Brand said in a letter that the construction of I-69 would significantly improve the transportation infrastructure in this area, make our region more competitive in seeking and retaining jobs in manufacturing and hi-tech jobs. He has voted to include I-69 in the County Highway Plan because it is important to include it with local planning. A community always gains the most when joint planning occurs and people work together. Vote yes.

Sarah Ryterband thanked Mr. Baker for bringing a resolution to the CAC to delay any decision on this TIP amendment until we have all of the answers that we want. A 5-month delay to get real commitments from the State doesn't seem like much to her. She was grateful to INDOT for their commitments and cooperation. We have come a long way. The next big step then is to delay a bit longer to get real commitments. To vote on this TIP amendment before you have real answers or genuine commitments as we have learned from INDOT does not pay in the end. Vote no.

Christy Gillenwater from the Southwest Indiana Chamber of Commerce encouraged the PC to vote for the TIP amendment. Bloomington as well as the communities in southwestern Indiana will all benefit from I-69. The highway and further improvements will result in improved safety. I-69 has provided opportunities for increased interaction between communities and businesses along the corridor. She invited Bloomington to come to Evansville after the road is constructed.

Jim Shelton of the Bloomington Chamber of Commerce noted that they have hosted local collaboration meetings for the past year and a half. That brought together local officials and professionals to put together a list of common needs to be presented to INDOT. That list was presented to INDOT in a series of meetings. We got very positive responses out of INDOT including commitments to work together. Now it is time to start improving SR 37. The Chamber is more than willing to keep holding these meetings as we work with INDOT on projects. Vote yes.

Mr. Ruff said he wanted to recognize INDOT staff and the work that they have done with the community members. He also wanted to recognize the local Chamber and their efforts to do the best thing for the community. He did object to the Chamber saying that it was time to put politics aside. This doesn't have anything to do with politics. Republican and Democrat governors have all supported I-69. Voice for I-69 has to have some accountability. They make a lot of public statements and issue a lot of press releases and brochures. He believes that they also act with community interest in mind. Over the years, they have put out some amazing statements. He has been collecting things from Voices and presented a few. The small one came out in a brochure—It says that “extending I-69 will increase sales output in Indiana by more than \$12 billion.” INDOT's own EIS points to Bloomington economic impact with or without I-69 and the impact is almost negligible. They also say that southwest Indiana has long been cut off from the rest of the state. He pointed out that South Bend isn't connected to the rest of the state either. South Bend to Monument Circle is 140 miles and 3 hours, 7 minutes driving time. Evansville is 183 and 3 hours and 12 minutes driving time without I-69. Warsaw, Indiana is famous for manufacturing medical devices, prosthetics and implants and has no interstates. If you look at economic statistics for the state, it is a myth that southwest Indiana lags behind any other comparable part of the state. It also a myth that there are more traffic accidents, safety problems in that area. It has been blindly embraced by well meaning people. Also, it's not true that the I-69 route is the shortest distance between two points. It does not justify an interstate dividing our community and Monroe County further. Section 6 does not even have a plan for connecting onto 465. I-69 will make Bloomington and Monroe County even more of a bedroom community. Saying that it will increase business is purely speculative. We need

a high-speed rail not I-69. For funding, Mr. Stark says that money for I-69 will be diverted from other important state funds.

Mr. Coyne said that Section 4 is already coming. It's in the TIP. A great deal of work went into determining safety improvements that would be needed in Section 5. INDOT committed to make those safety improvements. If we delay this, there is no end to what the commitments will be required of INDOT. They don't have control over that. What we are asking for are things outside of INDOT's control. If we delay that until something can be worked out with the City and the County on the City and County's portion of these projects there is a chance that nothing will ever happen. It is not the question of whether INDOT will live up to their commitments the question is now do we live up to ours. And for that reason, he made the following motion:

*****Mr. Coyne moved inclusion of Section 5 into the TIP. Mr. Gallagher seconded.**

Mr. Kruzan thanked Mr. Coyne for his service on the MPO. He said he would support the motion. He had a helicopter ride over the route. He felt that he was with a microcosm of Bloomington. Some people saw progress. He believed that Andy Ruff saw devastation. One of the more emotional moments of his political career was sitting across from Andy Ruff who has been working on this for 22 years. Andy can be a real Chatty Cathy. The only person who can be Chatty Cathier is me. They were talking about flying on other helicopters up until they hit the construction site. For the entirety of that 40 minute trip, Andy Ruff said not a word except once answering Mr. Kruzan asked him where the Tokarski property. He told Mr. Kruzan that it was right underneath them. That is the only thing he said for the entire trip. He said that he was amazed at Mr. Ruff's positive attitude of looking at that and even thinking that it could be undone. Mr. Kruzan said to him the damage has been done and the war being waged now is how it's going to happen. We must do the best we can. He discussed different points of view that will result in the vote that a person casts. We need to leverage what is best for the community. He said he was counting on the Chamber and the proponents of this project to do. Too many proponents have supported I-69 without understanding at all the cost to the local community is. He finds that to be an amazing thing especially when it comes from the business community—to support a project and not know what the bottom line is. He didn't think that we would have gotten as much cooperation from INDOT had it not been for the business community's involvement. And he believes that we won't get much further along the route without the business community working with INDOT. He said that he had been holding out hoping that John Gregg would be elected governor. He knows who the new governor is and who we will be negotiating with for at least 4 years. The Chamber and the business community are going to have more clout with the governor than the liberal mayor of Bloomington is. That is why he is voting for the motion today.

Mr. Baker said that he is going to vote no today. Mr. Coyne and Mr. Kruzan's comments are very good. He is almost in agreement. What holds him back is the idea of trust and uncertainty. He feels like they have to go further and he believes in being collaborative. It's the matter of saying that you will work with someone to get a job done but we'll talk later about how much each side is going to put in. He didn't think he could get anything from a banker with that approach. It would be a rare occurrence for him to trust someone that much. We need further negotiations before voting. He thanked INDOT for coming along. Mr. Stark in this latest letter to us made another step toward us. We have to do our very best for our community and that's what he felt like he was doing.

Mr. Martin said that he is unaware of any issue that they have been discussing for the last year that was not also an issue identified in the comments to the Draft EIS statement. None of this is new. We have been discussing these issues for years now—some well over 5 years. The fact that we haven't got some particular plan solidified simply means that we have failed to do what we were supposed to have been

doing all along. That is true on both sides of the issue here. All of us have failed this community in one way or another. He wanted to comment on some statements that were made earlier. Mr. Moore from Martinsville said that they are waiting for the opportunity to get it right. Mr. Martin had been hoping that he would have the opportunity to get it right. We asked for that opportunity when we voted on Section 4. He fully expected an opportunity to get it right when the vote for Section 5 came up. He found that even those aspects of the plan as it existed at that time got even further pared back to save money. For the last 5 years all this has been about is reducing the cost of the highway through Monroe County. That hurts Monroe County. We had a better plan for this highway 5 years ago than we have today. That is simply because we have taken money out of the project because the State doesn't have the funds to support it at the level they anticipated. Jeff Mulzer of the Voices of I-69 said that we needed to plan wisely and we need to get the best value we can get out of the highway. We seem not to have done that. We seem to be losing value all the time. We are not planning wisely because we haven't got a plan in place. We are operating on a hope and a prayer here that this is all going to work out. Everyone is going to do their best. He understood that. The question is—is the best that they are going to do sufficient for this community? He hasn't seen that yet. The issue that came before us when we did Section 4 as had been pointed out was the issue of safety. We brought this up early in the discussions on Section 4. Ms. Flum set us up a timetable of the process that would go through for Section 5 so that we could get a timely decision. He noted that the activity that we are engaged in today was originally supposed to have occurred last November. They haven't met their time schedule on this that's for sure. There are a lot of reasons why. The work that has to be done is difficult and there is a lot of it to do. By failing to deal with the impacts of this induced traffic that we have to prepare for---this influx of traffic—is that we are going to be shifting our crash reports from the 37 corridor where they now show the highest number to other corridors that are going north/south/east/west in the community. We are going to have more traffic yet we have no plan in place to manage that traffic on those other roadways. The micro-simulation that was done for the Third St. corridor indicates that that traffic corridor is going to fail us. If you have to drive it very often now you might say that it fails you already. But, we are going to see in these annual crash reports the numbers along that corridor continue to escalate until we spend the money to deal with the issues that have been created by this highway. We could avoid that but it means that commitments have to be made on the part of the Federal Government and the State Highway to solve those problems that are being created. They are not going to go away magically. They are going to be there and we have to deal with them. To him, “planning wisely” is understanding that and putting those plans in place so that we don't end up watching those numbers escalate until the crash report reaches that magic 5% and then the State has to put money into it. We don't want to get there. That's not the kind of community that we are. We can be better than that. But, by moving too fast here we are not going to get there. We are doing a disservice to the people of this community if we approve this plan without some kind of very positive and focused plan to deal with the consequences of the induced traffic that this is going to create. This is really a prime example of the case of being penny wise and pound foolish. It's just very discouraging to him. We haven't even seen what Alternative 8 looks like and yet they are supposed to vote on its policy. How do I vote on a policy for something that I've never even looked at? He said he didn't know how to do that. How does he separate out the issues of this little corridor which is their responsibility from the issues of the broader community which is his responsibility? Those things are bound together too tightly to separate them out. If we are planning wisely we are doing it all not just a piece of it.

Mr. Sabbagh said that as the Chairman of the CAC he felt that he had to comment on the resolution that was passed by the CAC. The vote was 12 to 10 in favor of the resolution. The resolution said essentially don't commit to Section 5 until several items are satisfied. He was one of the 10 “no” votes because he felt that the issues brought up in the resolution mostly had already been resolved in the collaborative meetings that the Mayor has talked about. It seemed to him that there was no need to put in another effort on issues that had already been dealt with. One issue in the resolution was the

bicycle/pedestrian bridge which has no connection on either side so it seems strange that we would ask for a commitment for a “bridge to nowhere.” That caused him an issue. I-69 is here. It is going to connect in 2014. We really have to do the upgrades and the planning now. It is really ironic that this afternoon at 2:30 at Ivy Tech at the O’Bannon Institute there was a community conversation with Judy O’Bannon. He told her this morning that the I-69 vote was coming up. She said that Frank was very much in favor and in fact it was Frank O’Bannon that chose the route. It wasn’t Mitch or Mike Pence that chose the route. He agreed that this should not be partisan political—Republican or Democrat. It is a community and a statewide effort. He referred to Mr. White’s mention of an education and high tech corridor. He said he believes in high tech corridors. He would like to have a commitment from INDOT to put in conduit when they dig up the intersection to build the road. Not only would we get the concrete highway but we get the information super highway which would also help the community. He appreciated Mr. Coyne’s comments and the Mayor’s comments. He will be voting yes. While the CAC said that he should vote “no” there is ample precedent on the CAC of the voting members of the CAC to vote yes when the CAC said no.

Ms. Munson said that she has spoken to the MPO over the years from the other side of the table as a strong opponent of I-69 especially Section 4 because of the new terrain cutting across karst landscapes. Today, she has listened to the public comment, listened to our representatives from INDOT whose work she appreciates, listened to the Voices of I-69 and the Chamber of Commerce whose work she also appreciates and she picked up on a few key words. She also heard the words “plan wisely,” “work together,” and “trust.” Those resonate with her. She said she has a hard time trusting INDOT because of how karst features were misrepresented when the route was chosen for I-69. The Environmental document simply buried studies that showed exactly what kind of impact Section 4 would have. This has been demonstrated. INDOT knows it. Some of the public may not know it though. At the same time, I know that Section 4 is being built. They haven’t started pouring concrete or probably asphalt because it’s cheaper, she believed. Trees would grow back but INDOT has already let the contracts and she was sure that Section 4 would be built. Therefore she believes that the safety improvements of Section 5 are very important. But she is the representative of the Monroe County Council on the MPO. That is the fiscal body of county government. The County Council knows well that we have a limited pot of money for highway construction—for both local projects and projects that require a local match for State assisted projects. People have to know that the County has a very long wish list of projects that have been in long range planning for a long time. She would vote yes for Section 5 in the TIP only when she can see commitments from INDOT for funding those projects that will address I-69’s impact to local transportation and when INDOT can demonstrate that they actually have finances in hand to construct I-69. Her vote will be no today. She was also at the CAC meeting and heard the discussions. She was a bit surprised. The County Council has taken no position on putting I-69 in the TIP. This is her decision based on what she thinks is best for Monroe County. She hopes that INDOT and local government can continue to work together to find the best resolution for the safety improvements and the local transportation connectivity that we need because of what I-69 is bringing here.

Mr. Swafford noted that several years ago Ellettsville had a similar situation. Ellettsville had an old state road that went through town and it was a nightmare. It was planned 20 years ago or longer. INDOT came in and made changes and proposals that they were afraid of that they would ruin their small fragile little town. But they proceeded on the new SR 46. After it was completed it improved their town tremendously. It used to take 35 minutes to get to Bloomington because of traffic and all the wrecks. It now takes 7 ½ to 9 minutes to get from downtown Ellettsville to Bloomington. He also said that when they built it there were things that they asked for that they didn’t get. But, INDOT did not leave them. They are still making improvements to the highway. He believed that if 20 years from now after I-69 goes through there are major problems INDOT will not go away. They will hear the people and stand up and help fix the solution.

*****Roll call vote was taken. The motion passed by a vote of 8:4.**

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

A. Topic Suggestions for Future Agendas

IX. Upcoming Meetings

A. Technical Advisory Committee – April 24, 2013 at 10:00 a.m. (McCloskey Room)

B. Citizens Advisory Committee – April 24, 2013 at 6:30 p.m. (McCloskey Room)

C. Policy Committee – May 10, 2013 at 1:30 p.m. (Council Chambers)

The meeting was adjourned.

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

DRAFT



Policy Committee Meeting Minutes
May 10, 2013 Council Chambers 115, City Hall

*Policy Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning Department. **Technical difficulties –an incomplete audio recording was produced for this meeting. See DVD for complete recording.***

Policy Committee: Jason Banach (IU Real Estate) Andrea Roberts (Public Works), Richard Martin (County Plan Commission, Kent McDaniel (BT), Iris Kiesling (County Commission), Andy Ruff City Council), David Sabbagh (MPO-CAC), Cheryl Munson (County Council), Tony McClellan (INDOT- Seymour), and Bill Williams (County Highway).

Others: Adrian Reid (City Engineering), Mary Jo Hamman (Michael Baker), and David Butts (INDOT).

MPO Staff: Josh Desmond, Anna Dragovich, Scott Robinson, and Jane Weiser

- I. **Call to Order** – Mr. McDaniel called the meeting to order and introductions were made.
- II. **Approval of Minutes** – There were no minutes to approve.
- III. **Communications from the Chair** -- None
- IV. **Reports from Officers and/or Committees**
 - A. **Citizens Advisory Committee** -- None
 - B. **Technical Advisory Committee** – Mr. Reid said the last LPA meeting had been held. Next there will be a coordination meeting between INDOT and LPAs.
- V. **Reports from the MPO Staff**
 - A. **MTP Task Force** – Mr. Desmond said that staff met with the consultant yesterday. We have over 500 total respondents. A good portion of those have filled out the entire survey. Those results are being roughed into the model. Staff was more concerned with reaching all demographic areas than just how many total surveys were done. Mr. Martin noted that the County is beginning an Area Plan for the area around Bloomington. He suggested the City and County share information (and/or consultants) to avoid duplication of effort and other possible complications. Mr. Desmond said yes.
 - B. **TIP Administrative Modification** – Ms. Dragovich said that Monroe County requested to move construction funding from 2013 to 2014 in order to maintain a July letting date. The Administrative Modification process was followed. There were no objections. The modification was approved.
 - C. **Draft FY 2014-2017 TIP** – Mr. Desmond said the last TIP that we did was 2012-2015. The new TIP will keep us on the same schedule as INDOT. Most of the projects are carryovers from the previous TIP. There are not a lot of new projects. There are changes in funding types, amounts or project schedules. The proposed TIP is fiscally constrained as required. He explained the changes from the previous TIP versus the new TIP. (See report for details) MAP 21 has resulted in a 6% total loss of funding. Since the last census our urbanized area population has gone up compared to other urbanized areas in the state, so we get a bigger piece of the formula but there is less money to divide so we still have a net loss. Any new awards from Transportation Alternatives or HSIP funds in this document are only illustrative. Those are subject to change. We are updating our HSIP process and creating the TA process based on new legislation. A couple of changes will be made to the document before you based on a few transcription errors that were pointed out by Mr. Williams. Those will be corrected.

Mr. Martin asked how we will prioritize where money is spent since some new things will come to light and new projects are added. Will we re-evaluate that window when we have more information or will

we make any kind of binding commitment to these projects at this point? Mr. Desmond said that in the plan we try to put together blocks of projects over certain blocks of time. The TIP is supposed to be consistent with what is recommended in that plan. There won't be a 1:1 correspondence between the plan and TIP. Priorities may change. Mr. Martin said that we would take our priorities as an MPO from the LPAs. Mr. Desmond said yes, essentially. Mr. Martin said that we discussed some projects that were going to be necessary when Section 5 of I-69 is constructed. Mr. Stark mentioned that there would likely be some supplemental money to help with those things. Will we treat that activity like we treat any other planning agency when they make a request and feed it into the TIP as a request? Mr. Desmond said he assumed we would. Mr. McDaniel noted that Indiana University was not listed as an eligible agency. Mr. Desmond said he would add that.

VI. Old Business – Mr. McDaniel asked the people in the room to introduce themselves.

VII. New Business

A. Fiscal Year 2014 UPWP Amendment* -- Mr. Desmond presented the amendment to recapture some of the unspent funds from the 2011 -2012 Work Program. There are also Planning Emphasis Areas (PEAs) that INDOT and FHWA agree that the MPOs should be addressing during the Work Program that year. Staff did run this draft by the CAC and the TAC. Both voted unanimously to endorse the program. The PEAs for the 2014 UPWP are Red Flag Investigations as part of Planning & Environmental Linkages*, Quarterly Project Tracking*, Americans with Disabilities Act Transition Plans (Phase II)*, Functional Classification Review, and MPO Change Order Process**. The PEAs with asterisks are projects already underway or part of our processes. The only new item is the Functional Classification Review. This will entail reviewing our current classifications of streets and roads to see that they are classified correctly and in line with the federal classification system. He requested adoption at this meeting. Ms. Roberts noted that some names on the committees were incorrect. Ms. Munson said she liked the use of highlighting. *****Mr. Martin moved approval the Unified Planning Work Program as presented in the packet with the provision that the identification of committee members be updated to reflect current status. Mr. Ruff seconded. The motion was approved by unanimous voice vote.**

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

A. Topic Suggestions for Future Agendas – Mr. Martin suggested updating MPO members about what is going on in a little more elaborate way than we are doing now. Mr. Desmond agreed. Mr. Martin suggested that the MTP subcommittee could make a presentation themselves.

IX. Upcoming Meetings

- A. Technical Advisory Committee – May 22, 2013 at 10:00 a.m. (McCloskey Room)**
- B. Citizens Advisory Committee – May 22, 2013 at 6:30 p.m. (McCloskey Room)**
- C. Policy Committee – June 14, 2013 at 1:30 p.m. (Council Chambers)**

Adjournment

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

*Bloomington/Monroe County
Metropolitan Planning Organization*

Crash Report

Calendar Years 2010 through 2012

June, 2013

BLOOMINGTON • MONROE COUNTY



(this page intentionally left blank)

Table of Contents

| | |
|--|-----------|
| Executive Summary | 3 |
| Introduction | 5 |
| Methodology and Data Considerations | 6 |
| Analysis | 7 |
| Crash Characteristics | 7 |
| Table 1. Crashes by Type and Severity, 2010-2012 | 7 |
| Figure 1. Crash Type by Severity, 2010-2012..... | 8 |
| Figure 2. Crash Type by Severity, 2010-2012..... | 8 |
| Time of Crashes | 9 |
| Figure 3. Crashes per Hour by Time of Day, 2010-2012 | 9 |
| Figure 4. Crashes by Day of Week, 2010-2012..... | 10 |
| Crash Locations | 11 |
| Table 2. Top 50 Crash Locations by Crash Total, 2010-2012..... | 12 |
| Table 3. Top 50 Crash Locations by Crash Rate, 2010-2012..... | 13 |
| Table 4. Top 50 Crash Locations by Crash Severity, 2010-2012..... | 14 |
| Crash Factors | 16 |
| Table 5. Top 10 Primary Crash Factors by Severity, 2010-2012 | 16 |
| Fatalities | 17 |
| Table 6. Fatalities by Crash Type, 2010-2012..... | 17 |
| Table 7. Top Primary Crash Factors for Fatal Crashes, 2010-2012 | 17 |
| Fatal Crash Locations | 18 |
| Table 8. Fatal Crash Locations by Type, 2010-2012..... | 18 |
| Bicycle and Pedestrian Crashes | 19 |
| Table 9. Top 15 Bicycle and Pedestrian Crash Locations, 2010-2012..... | 19 |
| Figure 5. Bicycle and Pedestrian Crashes by Month, 2010-2012..... | 20 |
| Conclusion | 21 |
| Appendix | 22 |
| Figure A1. Top Crash Locations, 2010-2012 | 22 |
| Figure A2. Fatal Crashes, 2010-2012 | 23 |
| Figure A3. Fatalities by Gender and Crash Type, 2010-2012 | 24 |
| Figure A4. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age, 2010-2012..... | 24 |
| HSIP Eligibility List | 25 |
| Table A1. Eligible HSIP Locations, 2010 – 2012 | 26 |

(this page intentionally left blank)

Executive Summary

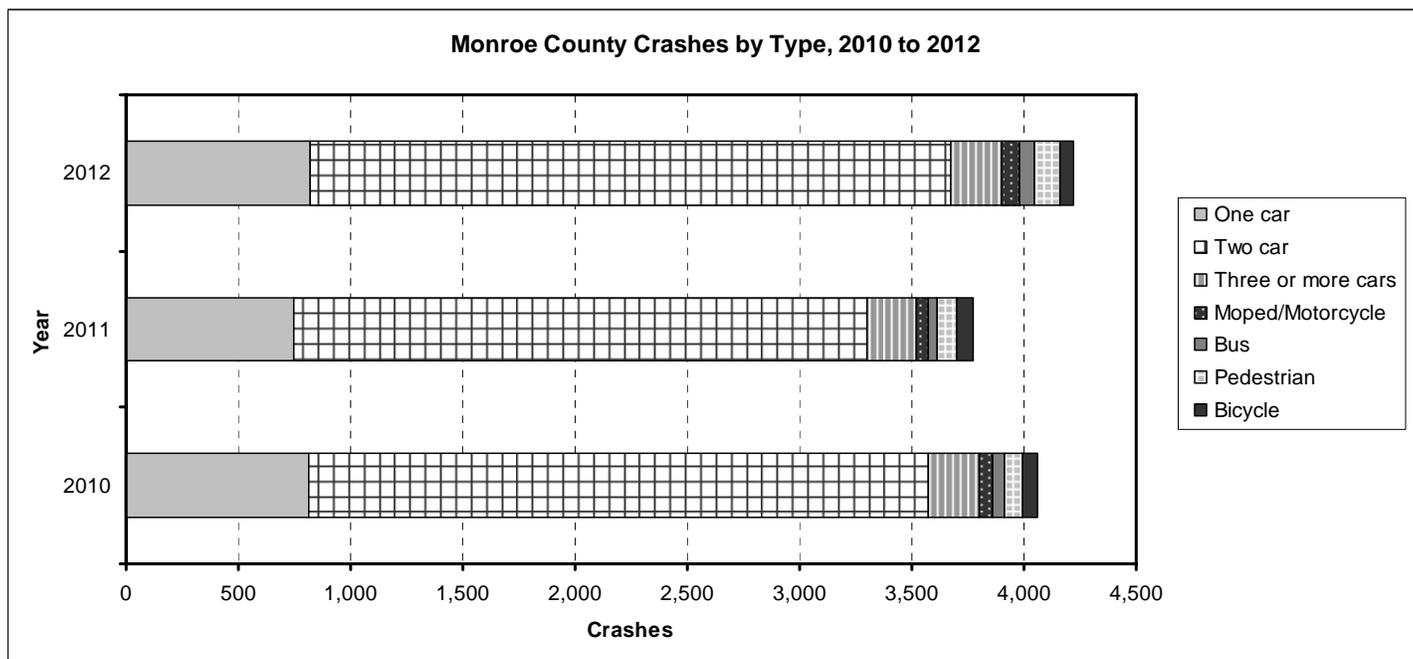
The current version of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Crash Report continues the MPO's effort to provide a thorough analysis of the causes and trends of crashes in Monroe County. This year's report includes crash data from 2010 to 2012.

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

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

Summary of Crash Trends from 2010 to 2012

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



A further breakdown of the total 12,056 crashes provides useful insights into trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, and crashes that resulted in fatalities. Over the course of the three years analyzed, there were 31 fatalities (Table 4), somewhat more than the 29 fatalities reported from 2007 to 2009. Of the 31 fatalities, almost half (13) were from single car crashes, nine were from two-car crashes, six involved mopeds/motorcycles, and two involved a pedestrian. There were no fatalities involving a bicycle or a bus.

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

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

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

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

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

Introduction

Mobility continues to be a defining aspect of life in the United States and around the world. Investment in transportation infrastructure has led to new opportunities for trade, travel, recreation, relocation, and economic growth. The 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 2009 shows that unintentional accidents were the 5th leading cause of death overall, and of the 118,021 total unintentional accidents reported, 39,031 (33%) are attributed to transportation.¹ While it may not be possible to completely eliminate motor vehicle crashes, gaining a better understanding of their causes can help transportation planners and engineers reduce their frequency and severity. This report attempts to characterize the motor vehicle crashes in Monroe County, Indiana, providing the basis for informed transportation policies and infrastructure investments.

The annual Crash Reports demonstrate that motor vehicle crashes contribute to a significant loss of life, property, and productivity in Monroe County. Through continued efforts in crash reporting and analysis, a better understanding of crash trends will be attained. From this information, targeted infrastructure investments should further improve safety on roads within the county. Therefore, the purpose of this report is twofold. First, the report provides a consistent and straightforward means to disseminate annual crash data which can be utilized by any interested individual or organization. Second, the report provides another tool for civil engineers, transportation planners, and local policy makers to use when considering mitigation strategies aimed to reduce the frequency and severity of transportation related crashes. Specifically, the Indiana Department of Transportation and the 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 2010 to 2012. By focusing on a longer time horizon, random variations in annual crashes do not unduly influence the trends reported. For instance, annual variations in bicycle and pedestrian crashes, fatalities and incapacitating injuries, and location-specific crashes can be significant, even though there may not be an actual change in the likelihood of those crashes. By using a three-year window, identified trends are more likely to be meaningful. However, results from 2012 alone are often highlighted to provide a snapshot of the most recent year.

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

Methodology and Data Considerations

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

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

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

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

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

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

Analysis

Crash Characteristics

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

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

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

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

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

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

Figure 1. Crash Type by Severity, 2010-2012

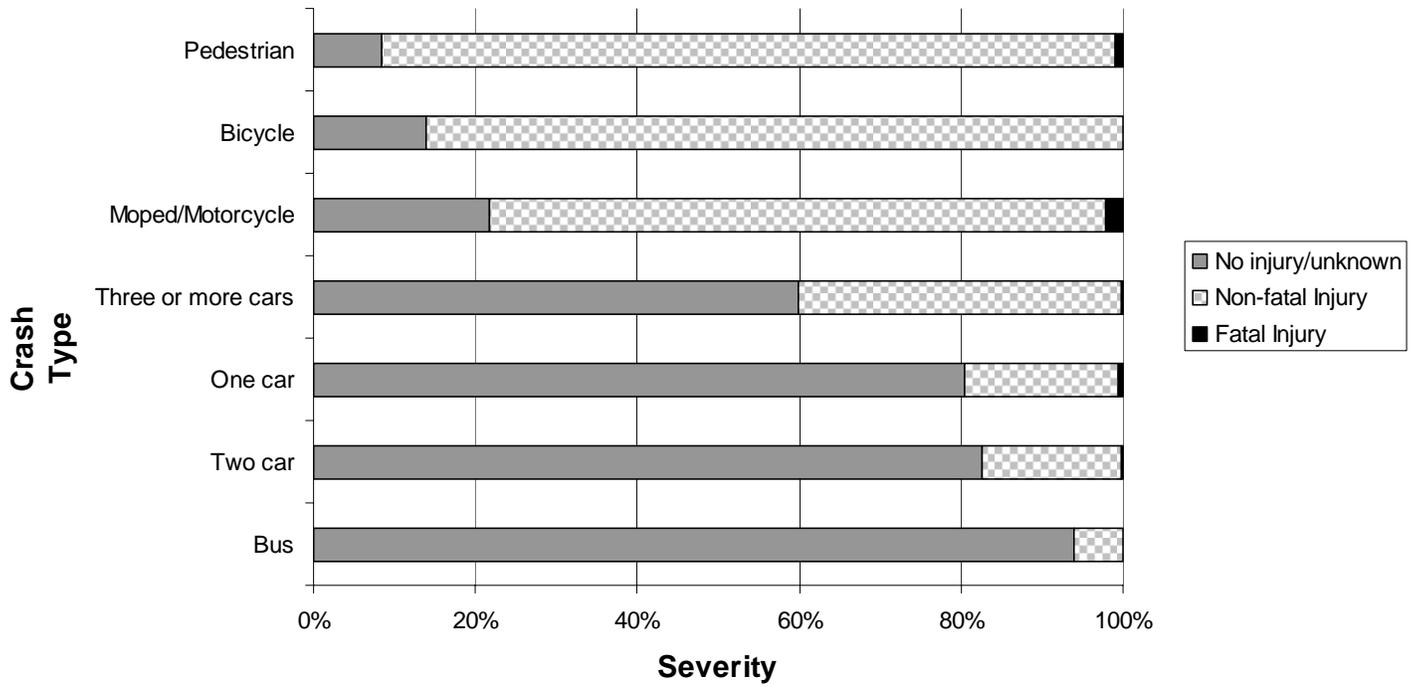
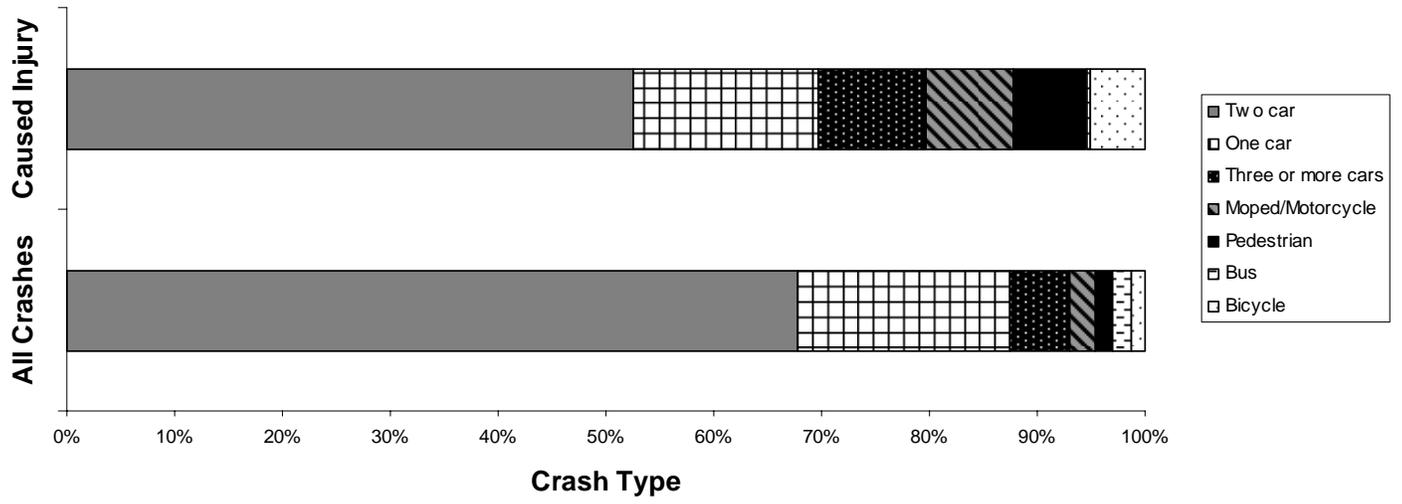


Figure 2. Crash Type by Severity, 2010-2012



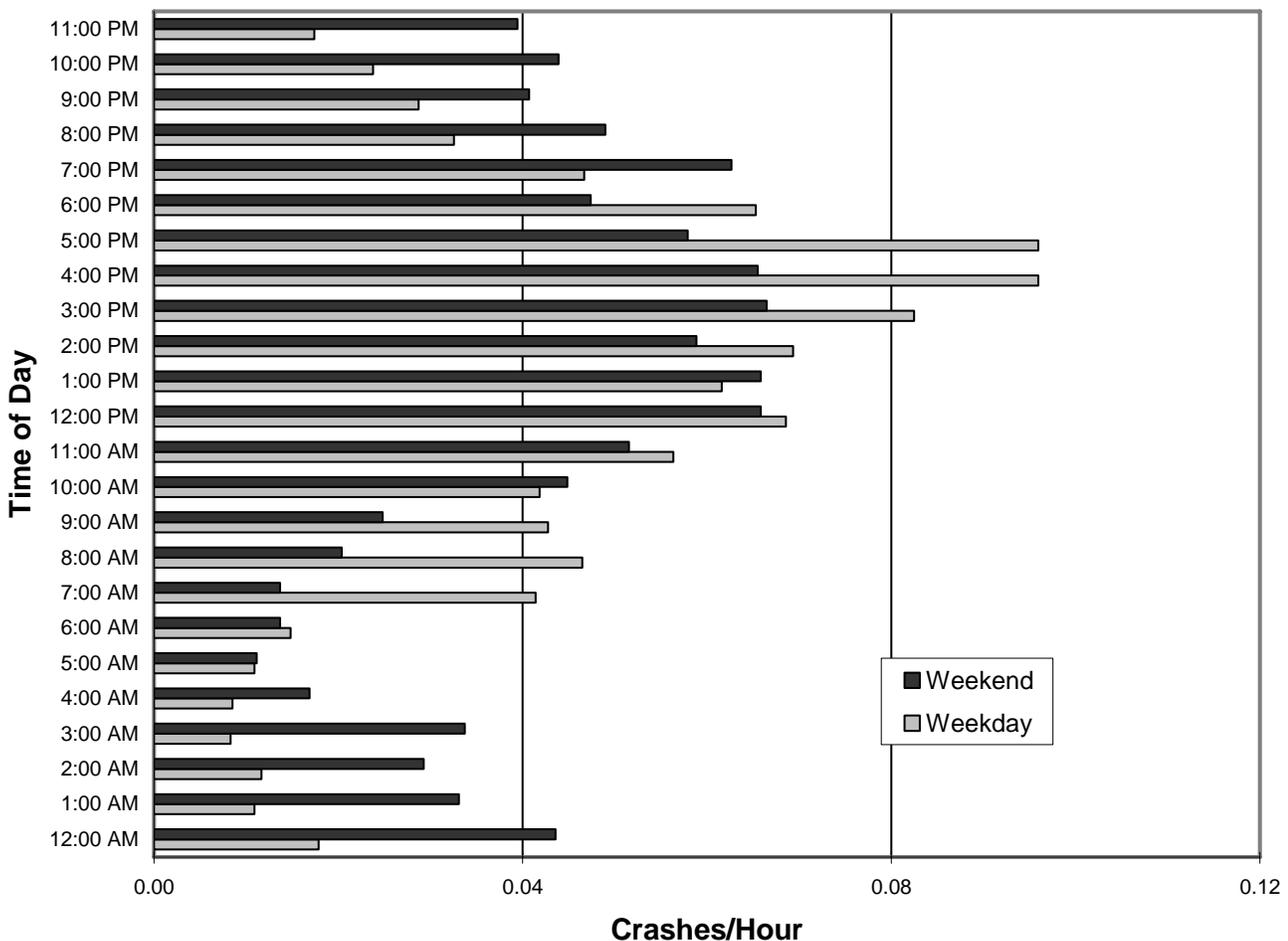
Time of Crashes

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

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

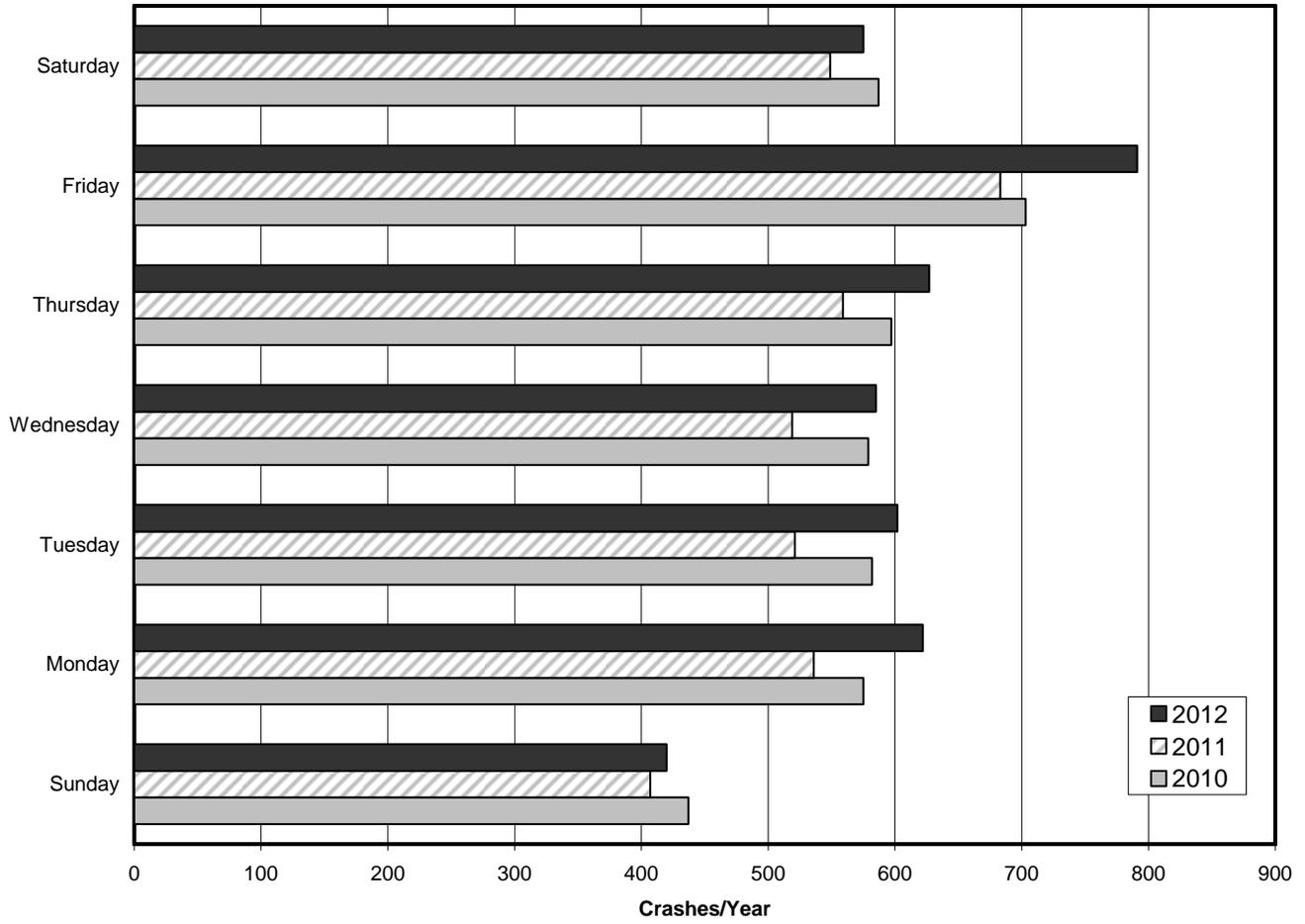
The hourly distribution of crashes for the weekend was less varied than for the work week. Crashes in the late evening and early morning were much more common during the weekend, and rush hour peaks were not as prevalent as on weekdays. During the study period, a greater number of crashes occurred on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

Figure 3. Crashes by Time of Day, 2010-2012²



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

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



Crash Locations

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

In 2012, the intersection with greatest crash number of crashes was State Road 37 & W 3rd St, where 44 crashes were reported (Table 2). The intersection of State Road 37 & W Bloomfield Rd had the greatest number crashes during the period from 2010 to 2012, with 107 reported crashes. The highest frequency crash locations have remained consistent over time, with 86% of the locations in Table 2 having appeared in the previous year's analysis, covering the period 2009 to 2011.

However, locations with a high crash total are not necessarily more hazardous than locations with a lower crash total. To account for the effect of traffic volume on the total number of crashes at a particular location, a normalized crash rate was calculated for each of the intersections in Table 2 (Table 3)³. The latest available traffic counts from INDOT, the City of Bloomington, and Monroe County were used to estimate the number of vehicles entering the intersection over the time period⁴. During the period from 2010 to 2012, the intersection with the greatest crash rate according to this analysis was State Road 45 & E Ooley Ave.

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

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

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

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

⁵ Severity Number = (Fatal Crashes * 12) + (Incapacitating Injury Crashes * 6) + (Non-Incapacitating Injury Crashes * 3) + (Property Damage Only Crashes)

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

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

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

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

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

| Crash Severity Rank | Intersection | Jurisdiction | Fatality | Incapacitating | Minor Injury | Property Damage Only | Severity Number |
|----------------------------|---|---------------------|-----------------|-----------------------|---------------------|-----------------------------|------------------------|
| 1 | State Road 37 & W Bloomfield Rd | IN | 0 | 3 | 35 | 72 | 195 |
| 2 | State Road 37 & W 3rd St | IN | 0 | | 28 | 75 | 159 |
| 3 | State Road 46 & E 3rd St | IN | 0 | 1 | 23 | 78 | 153 |
| 4 | State Road 46 & Pete Ellis Dr | IN | 0 | 0 | 17 | 84 | 135 |
| 5 | State Road 46 & S Kingston Dr | IN | 0 | 0 | 20 | 59 | 119 |
| 6 | State Road 45 & S Liberty Dr | IN | 0 | 1 | 19 | 56 | 119 |
| 7 | State Road 45 & S Curry Pike/ S Leonard Springs Rd | IN | 0 | 1 | 18 | 56 | 116 |
| 8 | State Road 45/46 Bypass & N College Ave/N Walnut St | IN | 0 | 1 | 17 | 58 | 115 |
| 9 | State Road 48 & S Liberty Dr | IN | 0 | 2 | 20 | 42 | 114 |
| 10 | State Road 37 & W Vernal Pike | IN | 0 | 2 | 19 | 41 | 110 |
| 11 | E 3rd St & S Jordan Ave | COB | 0 | 5 | 13 | 39 | 108 |
| 12 | W 3rd St & S Cory Ln | COB | 0 | 1 | 22 | 35 | 107 |
| 13 | W 3rd St & S College Ave | COB | 0 | 0 | 17 | 44 | 95 |
| 14 | W 10th St & N College Ave | COB | 0 | 2 | 11 | 49 | 94 |
| 15 | State Road 45/46 Bypass & E 10th St | IN | 0 | 0 | 15 | 46 | 91 |
| 16 | State Road 45/46 Bypass & N Kinser Pike | IN | 0 | 1 | 14 | 42 | 90 |
| 17 | State Road 48 & S Gates Dr | IN | 0 | 2 | 9 | 45 | 84 |
| 18 | State Road 46 & S Smith Rd | IN | 0 | 0 | 16 | 35 | 83 |
| 19 | E 10th St & N Fee Ln | COB | 0 | 2 | 9 | 37 | 76 |
| 20 | State Road 37 & W Fullerton Pike | IN | 0 | 0 | 20 | 15 | 75 |
| 21 | W 17th St & N Kinser Pike/ N Madison St | COB | 0 | 1 | 14 | 25 | 73 |
| 21 | S Walnut St & W Country Club Dr/E Winslow Rd | COB | 0 | 1 | 17 | 16 | 73 |
| 23 | E 3rd St & S Washington St | COB | 0 | 1 | 10 | 31 | 67 |
| 24 | W Kirkwood Ave & N Walnut St | COB | 0 | 0 | 12 | 30 | 66 |
| 25 | State Road 45 & N Pete Ellis Dr/N Range Rd | IN | 0 | 0 | 12 | 29 | 65 |
| 25 | E 17th St & N Jordan Ave | COB | 0 | 1 | 8 | 35 | 65 |
| 27 | E 7th St & N Jordan Ave | COB | 0 | 0 | 15 | 18 | 63 |
| 28 | State Road 45 & S Gillham Dr | IN | 0 | 0 | 1 | 59 | 62 |
| 29 | E 10th St & N Union St | COB | 0 | 0 | 6 | 43 | 61 |
| 29 | State Road 37 & W Tapp Rd | IN | 0 | 0 | 7 | 40 | 61 |
| 31 | E 10th St & N Jordan Ave | COB | 0 | 0 | 8 | 34 | 58 |
| 31 | W 7th St & N Walnut St | COB | 0 | 0 | 8 | 34 | 58 |
| 31 | E 3rd St & S Fess Ave | COB | 0 | 1 | 7 | 31 | 58 |
| 34 | W 2nd St & S College Ave | COB | 0 | 0 | 8 | 33 | 57 |
| 35 | E 17th St & N Jordan Ave | COB | 0 | 0 | 5 | 41 | 56 |

| Crash Severity Rank | Intersection | Jurisdiction | Fatal | Incapacitating | Personal Injury | Property Damage Only | Severity Number |
|----------------------------|-------------------------------------|---------------------|--------------|-----------------------|------------------------|-----------------------------|------------------------|
| 35 | E 3rd St & S Highland Ave | COB | 0 | 0 | 9 | 29 | 56 |
| 35 | State Road 45 & E Ooley Ave | IN | 0 | 1 | 8 | 26 | 56 |
| 38 | W 7th St & N College Ave | COB | 0 | 1 | 7 | 28 | 55 |
| 39 | E 13th St & N Indiana Ave | COB | 0 | 1 | 8 | 24 | 54 |
| 40 | S Walnut Street Pike & E Winslow Rd | COB | 0 | 0 | 9 | 26 | 53 |
| 40 | W Kirkwood Ave & N Rogers St | COB | 0 | 0 | 9 | 26 | 53 |
| 42 | E 3rd St & S Woodlawn Ave | COB | 0 | 0 | 6 | 34 | 52 |
| 43 | E Rhorer Rd & S Walnut Street Pike | MC | 0 | 0 | 6 | 33 | 51 |
| 44 | W 4th St & S Walnut St | COB | 0 | 0 | 5 | 34 | 49 |
| 44 | E 10th St & N Jefferson St | COB | 0 | 0 | 6 | 31 | 49 |
| 46 | State Road 46 & E Eastgate Ln | IN | 0 | 0 | 7 | 26 | 47 |
| 46 | State Road 46 & N Centennial Dr | IN | 0 | 0 | 7 | 26 | 47 |
| 48 | E 10th St & N Sunrise Dr | COB | 0 | 0 | 5 | 31 | 46 |
| 49 | E 10th St & N Woodlawn Ave | COB | 0 | 0 | 6 | 27 | 45 |
| 50 | E 17th St & N Dunn St | COB | 0 | 0 | 3 | 31 | 40 |
| 50 | W 9th St & N College Ave | COB | 0 | 0 | 4 | 28 | 40 |

Crash Factors

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

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

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

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

Fatalities

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

In 2012 there were nine fatalities in Monroe County (Table 5). Of these, four resulted from single-car crashes, one from two-car crashes, and two from crashes involving a moped or motorcycle. Over the period from 2010 to 2012, the average annual number of fatalities per 100,000 residents was 7.8 for Monroe County. This figure is well below the U.S. average of 10.63 fatalities per 100,000 people for 2010⁶.

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

Table 6. Fatalities by Crash Type, 2010-2012

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

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

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

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

Fatal Crash Locations

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

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

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

Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2010 to 2012. Such crashes are an important consideration in Bloomington and Monroe County due to a relatively high number of non-motorized trips in the area. For instance, data from the 2011 American Community Survey indicates that 5.2% of commuters in Bloomington use a bicycle as their primary mode of transportation, while 16.6% walk⁷. The combined walking and biking commute rate ranks 2nd among U.S. cities with a population of greater than 65,000 people⁸. However, as described in this report, individuals using these modes of transportation are particularly vulnerable to injury.

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

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

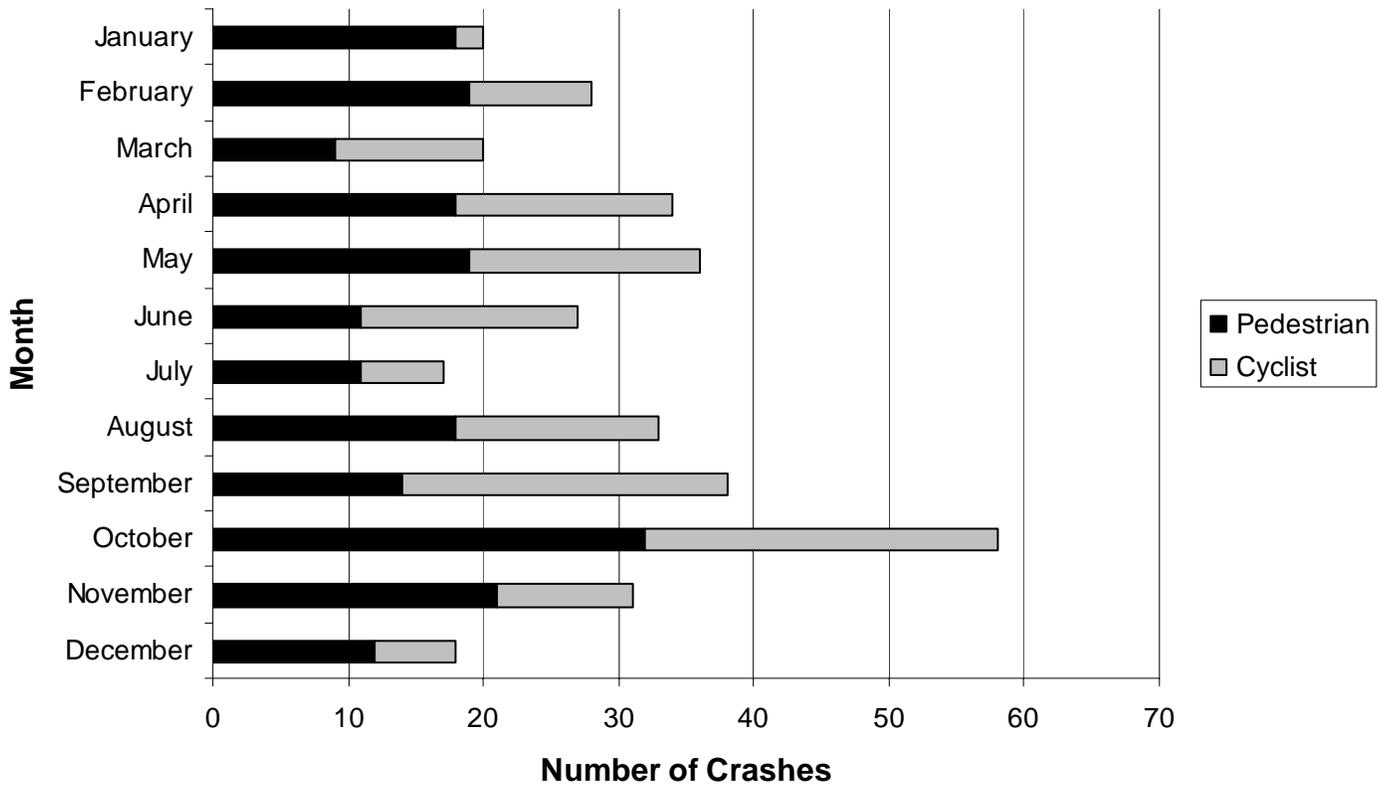
Table 9. Top Bicycle and Pedestrian Crash Locations, 2010-2012

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

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

⁸ Ibid.

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



Conclusion

This report has demonstrated a number of meaningful trends relating to motor vehicle crashes in Monroe County. The information should be used to 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, improvements to the intersection of E 17th Street and N Fee Ln that were completed in 2009 showed a 37% reduction in the crash frequency at that intersection. In future years, we will be able to analyze the impact of improvements at the E Atwater Ave and S Henderson St intersection which were completed in 2011, and the curve realignment of N Dunn & Old State Route 37 which is currently in progress. 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.

This report has identified many locations that would 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. Information regarding spring and fall spikes in bicycle and pedestrian crashes should be used to inform education and enforcement strategies. Future versions of this report may consider a more detailed analysis of age- and alcohol-related factors. An improved understanding of these factors would help the community to better focus its efforts on reducing serious traffic injuries and their impact on our community, which is one of the primary purposes of this report.

In order to help identify locations which have a higher than expected crash total, crash rate, or severity index, future reports should consider comparing intersections with similar operating characteristics. Additionally, a method to calculate a crash rate for every intersection in the network should be explored. These additional analyses will further aid transportation planners, engineers, and officials in effectively identifying hazardous locations, and securing funding to fix them.

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

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

Appendix

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

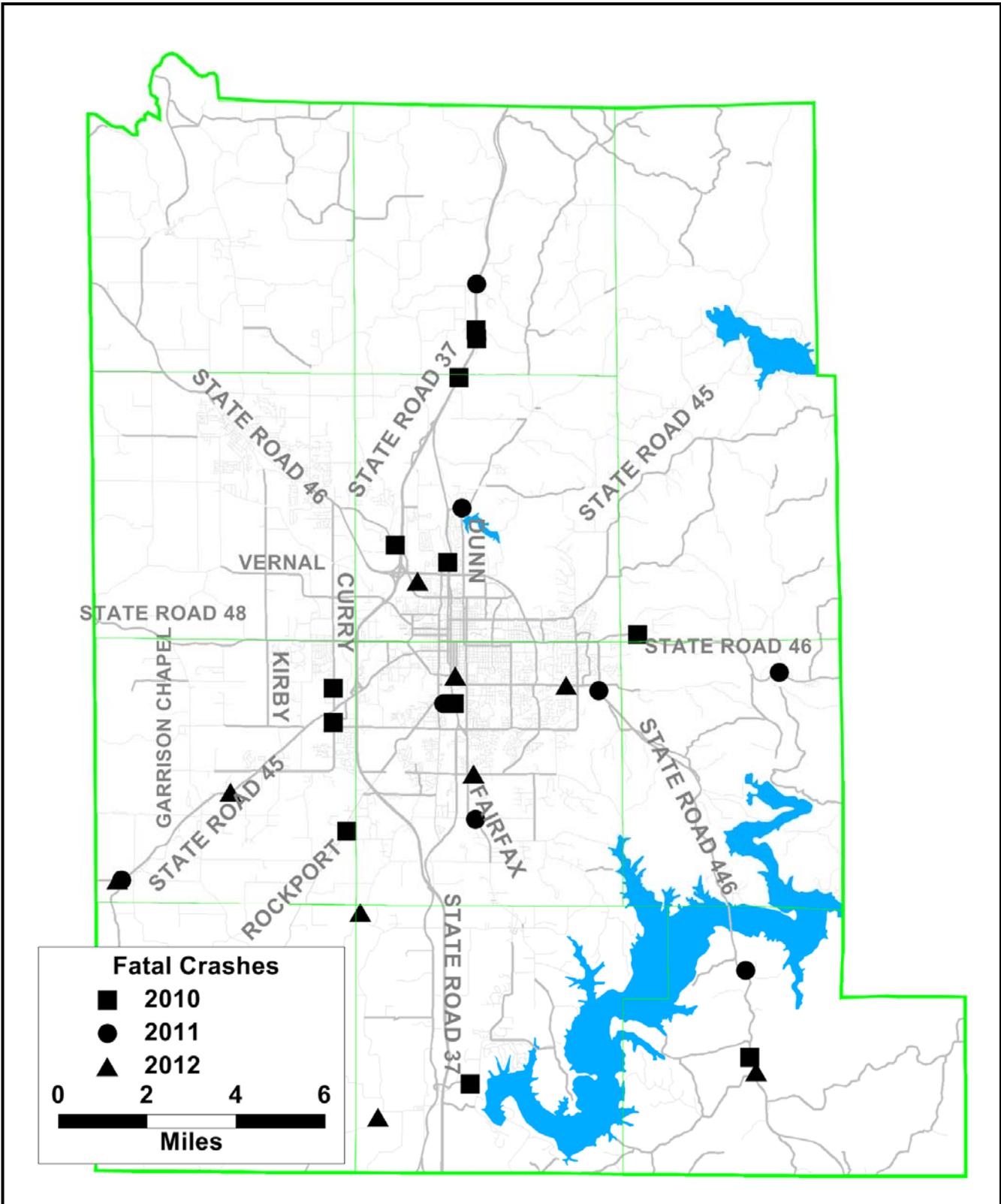


Figure A3. Fatalities by Gender and Crash Type, 2010-2012

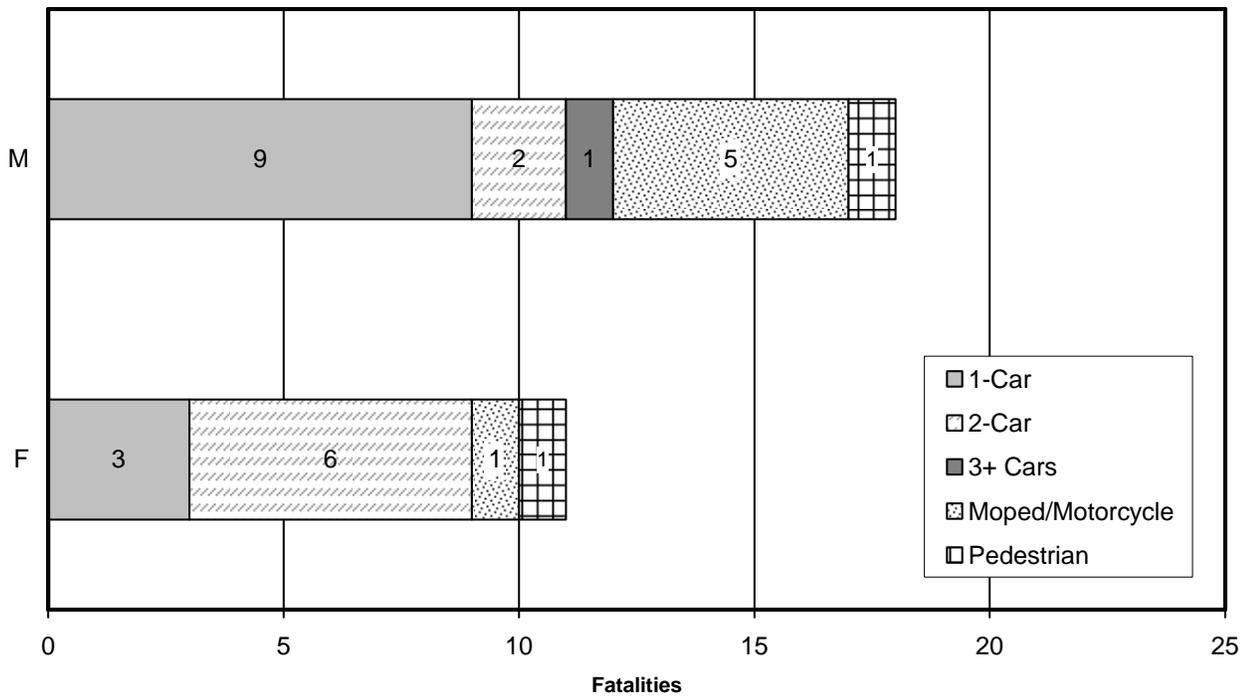
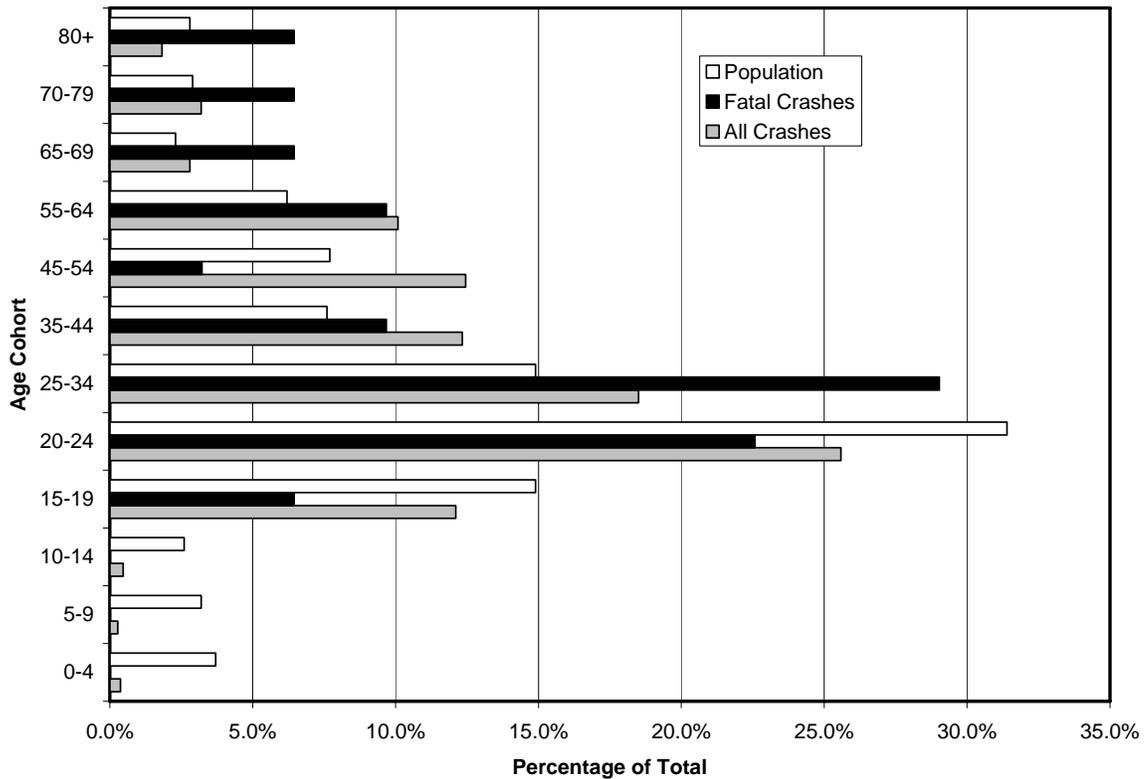


Figure A4. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age, 2010-2012^{10,11}



¹⁰ For the purposes here, individuals whose age was not reported were excluded from the total number of individuals.

¹¹ American Community Survey, 5-Year Estimate, 2007-2011

HSIP Eligibility List

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

Table A1 is the list of intersection locations that are automatically eligible for HSIP funding. According to BMCMPPO guidelines, there are three criteria that determine eligibility for HSIP funding. In order to be eligible, a location must be: 1) within the Urban Area of the BMCMPPO, 2) exclusive of INDOT facilities, and 3) rank in the top 50 locations when locations are ordered first by the frequency of crashes resulting in fatal or incapacitating injury, and then by the frequency of crashes of any type.

Table A1. Eligible HSIP Locations, 2010-2012

| Current Rank | Prior Rank | Location | Jurisdiction | Fatal or Incapacitating Injury Crashes | Total Crashes | Fatal | Any Injury |
|--------------|------------|--|--------------|--|---------------|-------|------------|
| 1 | - | W 3rd St & S College Ave | COB | 2 | 61 | 0 | 28% |
| 2 | - | W 3rd St & S Cory Ln | COB | 2 | 57 | 0 | 39% |
| 3 | 1 | E 3rd St & S Jordan Ave | COB | 2 | 52 | 0 | 25% |
| 4 | 9 | W 17th St & N Kinser Pike/N Madison St | COB | 2 | 39 | 0 | 36% |
| 5 | - | E 7th St & N Jordan Ave | COB | 2 | 33 | 0 | 45% |
| 6 | 3 | W 3rd St & S Patterson Dr/S Adams St | COB | 2 | 28 | 0 | 39% |
| 7 | 2 | N Dunn St & N Old State Road 37 | COB | 2 | 25 | 1 | 40% |
| 8 | 25 | S Curry Pike & W Roll Ave | MC | 2 | 17 | 0 | 35% |
| 9 | 4 | W 2nd St & S Walker St | COB | 2 | 14 | 0 | 50% |
| 10 | 29 | W 11th St & N Rogers St | COB | 2 | 9 | 0 | 33% |
| 11 | - | W 3rd St & S Walnut St | COB | 1 | 43 | 0 | 19% |
| 12 | - | W Kirkwood Ave & N Walnut St | COB | 1 | 42 | 0 | 29% |
| 12 | 8 | W 7th St & N Walnut St | COB | 1 | 42 | 0 | 19% |
| 14 | - | E Rhorer Rd & S Walnut Street Pike | MC | 1 | 39 | 0 | 15% |
| 15 | - | E 10th St & N Jefferson St | COB | 1 | 37 | 0 | 16% |
| 16 | - | S Walnut St & W Country Club Dr/E Winslow Rd | COB | 1 | 33 | 0 | 52% |
| 17 | 13 | E 3rd St & S Swain Ave | COB | 1 | 31 | 0 | 16% |
| 18 | 12 | S Walnut St & W Grimes | COB | 1 | 29 | 0 | 38% |
| 18 | - | E Atwater Ave & S Henderson St | COB | 1 | 29 | 0 | 38% |
| 20 | 11 | W 2nd St & S Rogers St | COB | 1 | 28 | 0 | 32% |
| 21 | 14 | N Smith Pike & W Woodyard Rd | MC | 1 | 27 | 0 | 33% |
| 22 | 14 | E Miller Dr & S Walnut St | COB | 1 | 26 | 0 | 23% |
| 23 | - | E 3rd St & S Grant St | COB | 1 | 25 | 0 | 28% |
| 24 | 19 | E Longview Ave & N Pete Ellis Dr | COB | 1 | 22 | 0 | 27% |
| 25 | 18 | W 3rd St & S Kimble Dr | COB | 1 | 21 | 0 | 43% |
| 25 | - | N College Ave & W Kirkwood Ave | COB | 1 | 21 | 0 | 19% |
| 25 | 21 | N Curry Pike & W Vernal Pike | MC | 1 | 21 | 0 | 24% |
| 28 | - | W Dillman Rd & S Old State Road 37 | MC | 1 | 19 | 0 | 26% |
| 29 | 19 | S Fairfax Rd & S Walnut Street Pike | MC | 1 | 18 | 0 | 56% |
| 29 | - | E Buick Cadillac Blvd & S College Mall Rd | COB | 1 | 18 | 0 | 22% |
| 31 | 21 | E 3rd St & S Ballantine Rd | COB | 1 | 16 | 0 | 6% |
| 31 | - | W 17th St & N Walnut St | COB | 1 | 16 | 0 | 38% |
| 31 | - | W 3rd St & S Landmark Ave | COB | 1 | 16 | 0 | 25% |
| 34 | 30 | E 4th St & S Grant St | COB | 1 | 15 | 0 | 7% |
| 34 | 24 | W 15th St & N Walnut St | COB | 1 | 15 | 0 | 33% |
| 36 | - | S Adams St & W Kirkwood Ave | COB | 1 | 14 | 0 | 21% |
| 36 | - | E 10th St & N Park Ave | COB | 1 | 14 | 0 | 29% |
| 36 | 27 | E 18th St & N Dunn St | COB | 1 | 14 | 0 | 14% |
| 36 | - | W Gourley Pike & N Kinser Pike | COB | 1 | 14 | 0 | 43% |
| 36 | - | E Blue Ridge Dr & N Walnut St | COB | 1 | 14 | 0 | 29% |
| 41 | - | E Atwater Ave & S Hawthorne Dr | COB | 1 | 13 | 0 | 31% |
| 41 | - | E 3rd St & S Roosevelt St | COB | 1 | 13 | 0 | 38% |
| 43 | - | W 3rd St & S Franklin Rd | COB | 1 | 12 | 0 | 25% |
| 43 | - | E Morningside Dr & N Smith Rd | COB | 1 | 12 | 0 | 17% |
| 43 | - | E Cottage Grove Ave & N Indiana Ave | COB | 1 | 12 | 0 | 25% |
| 46 | - | W Bloomfield Rd & S Cory Ln | COB | 1 | 11 | 0 | 45% |
| 47 | 41 | W Gordon Pike & S Rogers St | MC | 1 | 10 | 0 | 20% |
| 47 | - | W Constitution Ave & S Curry Pike | MC | 1 | 10 | 0 | 50% |
| 47 | 30 | S College Mall & Eastland Plaza | COB | 1 | 10 | 0 | 60% |
| 47 | 27 | N Grant St & E Kirkwood Ave | COB | 1 | 10 | 0 | 20% |
| 47 | 38 | W 11th St & N Morton St | COB | 1 | 10 | 0 | 10% |



MEMORANDUM

To: MPO Policy Committee Members
From: Anna Dragovich, Senior Transportation Planner
Date: June 14, 2013
Re: Draft Fiscal Years 2014-2017 Transportation Improvement Program

Background

The Transportation Improvement Program (TIP) is similar to a capital improvement plan and must show how federal transportation funds will be spent on State and local projects within the Metropolitan Planning Area over the next four fiscal years. MPO staff has worked with the LPAs to compile a list of projects which has been used to develop a fiscally constrained draft Fiscal Year 2014 – 2017 TIP. Fiscal constraint simply means that the revenues must be greater than or equal to the expenditures. A thirty day public comment period was held from May 3rd to June 3rd. Following this memo are the three public comments that were received during that time with the addition of one comment from the Monroe County Ambulance Advisory Board that was received outside the official public comment period.

To develop the draft TIP, MPO staff has initiated the following process.

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

The draft document in its entirety has been included in the meeting packet. A few things to note about the project tables included in the document.

- INDOT projects are included but project costs associated with State projects do not draw down the local Surface Transportation Program (STP) allocation.
- Projects in italics represent illustrative projects. Illustrative projects are those that rely on funding that cannot be guaranteed at this time. Specifically, projects using HSIP and TA funds will be shown in this fashion. These funding sources have specific project eligibility requirements that have yet to be finalized. MPO staff is awaiting INDOT and FHWA guidance to establish eligibility requirements for these funding sources. Once requirements are established, MPO staff will evaluate the proposed projects. Once projects are evaluated, the final funding amounts awarded under HSIP and TA may not match the amounts currently illustrated in the proposed TIP.

Complete Streets

None of the projects are new projects to the TIP and so trigger no need to evaluate for compliance of the MPO Complete Streets Policy.

Bloomington/Monroe County Metropolitan Planning Organization

Requested Action

The Policy Committee is asked to vote on the 2014-2017 Transportation Improvement Program. The majority of the TAC voted for approval with one vote against. The majority of the CAC voted against approval of the Transportation Improvement Program. Those who voted against the TIP in the TAC expressed concerns over the necessity of Monroe County's Fullerton Pike project as a whole. The no votes made by the CAC were also based on the necessity of the Fullerton Pike project along with the west 2nd Street Feasibility Study proposed by the City of Bloomington.

On May 13th Alan Meeker wrote:

I regularly participate in an informal convoy of vehicles going around the Fullerton Pike/Gordon Pike dead-ends. This means lost time and fuel for many of us. Aren't we ready to spend money on time and energy saving projects rather than sidewalks that people drive to, walk, and drive from? We need sidewalks that can get people somewhere, like Walmart and Highland village (past the Curry Pike in-extention).

On May 30th Chris Gaal wrote:

I am submitting these comments in the sincere hope that City and County leaders will carefully consider the following policy issues concerning the Fullerton Project. Thank you for your service to the community.

The City of Bloomington has a statement of principles that was intended to clearly define the future growth and character of the community – the Growth Policies Plan (GPP). Having served on the City Council and the Plan Commission for the development and passage of both the GPP and the subsequent zoning ordinance update based on it, I am intimately familiar with the vision expressed by that document and the countless hours spent debating and refining it. Unfortunately, despite the best intentions and clear expressions of the City's policy-makers, the vision for future growth does not always end up guiding what ultimately happens. In particular, along the periphery of City limits, County government may be pursuing a policy that directly undermines the City's vision.

Currently, the County Highway Department is the driving force behind a project that runs starkly counter to the City's vision, and has severe implications for the character of the southeastern part of Bloomington. The Fullerton Pike Project is not an isolated road improvement. The vision is to connect a southern exit from Interstate 69 onto Fullerton Pike, build a costly bridge to connect that traffic to Gordon Pike and Rhorer Road, take that traffic east on Rhorer Road, and ultimately connect to East Third Street. The plan will create a new southeastern by-pass around Bloomington that will lead on eastward to Nashville and Columbus.

Of course, we already have a by-pass that connects to State Road 46, both East and West, recently expanded and improved at great public expense. We don't need an additional bypass that will divert high volume interstate traffic around the southeast side of Bloomington. The southeast side is rural in character, zoned conservation residential, and constrained by steep slopes in the Lake Monroe watershed. Sare Road is two lanes with a median, Rhorer is rural residential with driveway cuts all along, and Snoddy runs past the Tibetan Cultural Center and rural land. This is not appropriate terrain for yet another high volume bypass.

[The Growth Policies Plan](#)

The Growth Policies Plan envisioned Rhorer Road to the south and the East Fork of Jackson Creek to the east as a boundary for containing urban development. The GPP's goals of Compact Urban Form, Nurture Environmental Integrity, and Preserve Community Character express a clear preference to limit the expansion of infrastructure beyond these limits. It is worth reminding ourselves of the relevant GPP policies to put the Fullerton Project into context.

Compact Urban Form

Bloomington has a series of barriers beyond which urban development becomes either difficult or inappropriate. To the southeast the Lake Monroe Watershed restricts development. P. 5.

Implementation Measures

Discourage urban development to the east of the east fork of Jackson Creek P. 6.

Nurture Environmental Integrity

Thus, the provision of adequate greenspace and the protection of sensitive environmental areas must be considered as necessary public facilities similar to utility services or roadway capacity. P. 8.

Mitigate Traffic

Policy 3

Substantial road widenings should only be considered as a last option after a thorough analysis of all alternatives. P. 16.

Maintain Community Character

The challenge is to ensure that as growth occurs, community character is not lost. P. 17.

Advance Communication and Coordination

Recent development trends, such as the continued spread of large scale commercial development and growing pressure to extend urban services beyond City boundaries, have illustrated the need for the City to have more input on the growth occurring at its jurisdictional edge. The City must work with the County to establish coordinated plans to effectively manage such growth. P. 22.

The Costs

The Fullerton Project will be tremendously expensive, and will undoubtedly take money away from other projects. In addition to the millions required for Phase One, there will be large amounts of public spending necessary to complete the project through Phase Two and Phase Three. The cost for Phase One Section A through Section D is currently projected at \$37,375,000. Add in Phase 2 and 3 and the total cost comes to over \$49 million. Phase One, Section D, which would connect Fullerton to Gordon with a large bridge over Clear Creek is currently estimated to cost over \$13 million. Phase One A (Wickens through Walnut Pike) is estimated at \$10 million. Phase One C (SR 37

to Rockport Rd.) is estimated at \$6.9 million. Phase One B (Walnut Pike to Sare) is estimated at \$7.3 million. These projected costs, in 2012 dollars, will likely turn out to be underestimates. Undoubtedly, the project will use up the lion's share of transportation improvement funding for years to come.

The issue of cost is necessarily about priorities for the future. We have limited funds. Where should we invest our scarce public dollars? If we go down this road, other priorities will simply not get funded. What are those opportunity costs? For example, keeping the hospital downtown will require significant and expensive infrastructure improvements along the Second Street entranceway corridor. Currently, we have southern entryways into the City on both Tapp Road and Second Street. Tapp Road is currently a regional medical center with commercial development. Tapp Road goes west as well as east. Which of these entryways will we prioritize with the limited transportation improvement funds available? We simply can't afford the necessary infrastructure improvements on all three entryways. What about the need for road improvements elsewhere in the City, and in Ellettsville?

It is a Policy Issue, Not a Technical Issue.

The Fullerton Project starts with an intersection improvement at Walnut Street Pike and Rhorer. But this is only a first step – limited in scope and appealing as an isolated project. It sounds good. It sounds necessary. But it is not in fact an isolated project, but part of a larger vision for additional spending to create a southeast by-pass that runs counter to the goals of the City's Growth Policies Plan. The larger policy issues should be discussed and clarified before this first step is used to justify the self-fulfilling prophecy of the larger project.

The Fullerton Project is currently being driven by technical considerations – traffic studies based on models inputting certain assumptions. In reality, the decision is not a mathematical formula to be deferred to technical experts and highway engineers, but rather it is a public policy decision about whether local government will follow the GPP's principles to guide the future growth and development in the southeast part of the community. Policy-makers should consider the input of the community as reflected in the goals and policy statements of the GPP. Technical formulas should not obscure these growth policy issues.

The project is moving forward at the top of the County Highway Department's list for action. Now is the time for City leaders to reassert their vision and for County leaders to carefully consider the policy implications. Let's not build another bypass that will undermine quality of life at great public expense.

Thank you for your careful consideration and service to the community.

Sincerely,

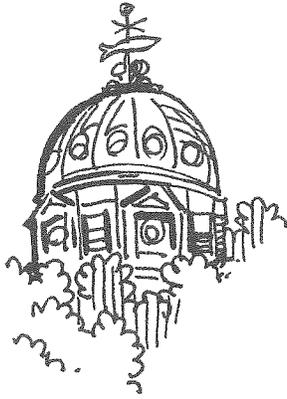
Chris Gaal

On June 3rd The Bloomington Chamber of Commerce wrote:

The Greater Bloomington Chamber of Commerce supports the concept of improving east/west connectivity across Monroe County and recognizes the Fullerton Pike expansion project as having the potential to address this need. In a 2007 Infrastructure Task Force Report, The Chamber recommended that community leaders give high priority to developing east-west thoroughfares and elevating these projects to the Transportation Improvement Program (TIP). The Task Force Report acknowledged Fullerton Pike as one of the potential east-west corridors that could improve travel across Monroe County, noting that this project was already included in the TIP.

The Fullerton Pike expansion project has been in the TIP for decades, and I-69 Section 5 identifies Fullerton Pike as the first Bloomington exit on the south side of Monroe County based on this. With the expectation of I-69 Section 4 opening in late 2014 and preliminary work on Section 5 beginning in late 2013, advancing plans for the Fullerton Pike project is timely. The Chamber supports the Bloomington Monroe County Metropolitan Planning Organization in its plans to move forward with Fullerton Pike as an east-west corridor.

For more information, contact Liz Irwin, Public Policy Coordinator, at 812.336.6381.



OFFICE OF
MONROE COUNTY COMMISSIONERS
100 West Kirkwood Avenue
The Courthouse Room 322
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550
Facsimile 812-349-7320

MONROE COUNTY AMBULANCE ADVISORY BOARD

MEMBERS

LARRY R. BAILEY
JIM DAVIS
MIKE DIEKOFF
PETER L. GROGG
IRIS KIESLING
GEOFFREY Mc KIM
KELLY D. MULLIS
MILAN PECE
CORINNA REPETTO M.D.
MARTY STEVENS
CHARLOTTE ZIETLOW

RESOLUTION

WHEREAS, It is the desire of Monroe County to promote the establishment and maintenance of an effective system of emergency medical service.

WHEREAS, Increased connectivity and improved engineering and construction of county roadways is integral to achieving this goal.

WHEREAS, The primary emergency medical and fire rescue response to the new Interstate 69- Fullerton Pike Interchange will be from Station 11 located at Kennedy Dr. and Rohrer Rd. ,directly east of the interchange.

WHEREAS, The shortest and safest emergency response to this interchange and adjoining neighborhoods of southwest Perry Township and southeast Van Buren Township would be the improvement and connection of Rohrer Rd., Gordon Pike, and Fullerton Pike into one improved, continuous roadway into this area.

NOW, THEREFORE, BE IT RESOLVED BY THE MONROE COUNTY AMBULANCE ADVISORY BOARD THAT:

Monroe County design and construct this important link in providing emergency service delivery to the Fullerton Pike corridor.

PASSED and ADOPTED by the MONROE COUNTY AMBULANCE ADVISORY BOARD upon this 29th day of May, 2013.

A handwritten signature in black ink, appearing to read "Milan Pece", is written over a horizontal dashed line.

Milan Pece

Chairman



Transportation Improvement Program Fiscal Years 2014 - 2017

Adopted

Pending

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

TABLE OF CONTENTS

| | |
|---|-----------|
| I. INTRODUCTION | 1 |
| A. Applicability | 1 |
| B. Air Quality | 1 |
| C. Fiscal Constraint | 1 |
| D. Year of Implementation Dollars | 1 |
| E. Complete Streets | 2 |
| F. Project Selection | 2 |
| G. Amendment Process | 2 |
| II. FISCAL YEAR 2014 - 2017 TIP DEVELOPMENT TIMELINE | 3 |
| IV. LOCAL REVENUE & EXPENDITURE SUMMARY | 5 |
| A. Projected Revenues for Local Projects | 5 |
| B. Programmed Expenditures for Local Projects | 6 |
| C. Programmed Projects for State Projects | 6 |
| D. Programmed Projects | 6 |
| Programmed Projects: State of Indiana | 7 |
| Programmed Projects: Monroe County | 13 |
| Programmed Projects: City of Bloomington | 19 |
| Programmed Projects: Town of Ellettsville | 27 |
| Programmed Projects: Bloomington Transit | 30 |
| Programmed Projects: Rural Transit | 33 |
| APPENDIX I: ABBREVIATIONS AND DEFINITIONS LIST | I |
| APPENDIX II: COMPLETE STREETS COMPLIANCE | II |
| APPENDIX III: TOTAL EXPENDITURE CHARTS | IV |
| APPENDIX IV: LISTING OF PROJECTS BY YEAR | V |
| APPENDIX V: URBANIZED AREA BOUNDARY | IX |
| APPENDIX VI: SELF CERTIFICATION | X |
| APPENDIX VII: AMENDMENT RESOLUTIONS | XI |

(This page intentionally left blank.)

I. Introduction

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

A. Applicability

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

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

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

B. Air Quality

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

C. Fiscal Constraint

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

D. Year of Implementation Dollars

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

E. Complete Streets

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

F. Project Selection

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

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

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

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

G. Amendment Process

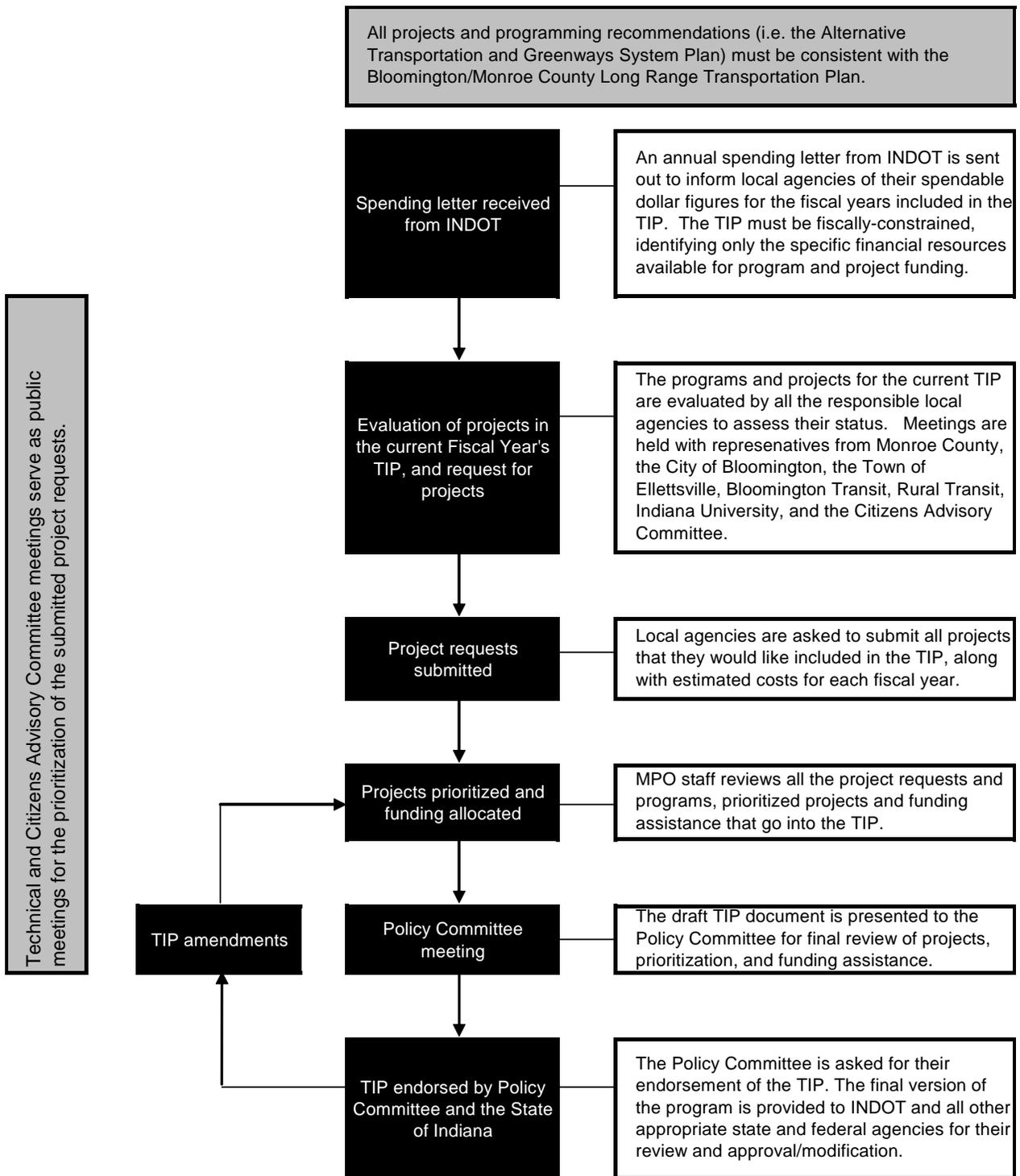
The TIP may be modified pursuant to the procedures outlined in the BMCMPPO's Public Participation Plan. The scope of a TIP amendment will dictate the level of public participation solicited (major amendment, minor amendment, administrative modification). The TIP must be approved by the BMCMPPO and the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

II. Fiscal Year 2014 - 2017 TIP Development Timeline

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

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

III. TIP Development Process



IV. Local Revenue & Expenditure Summary

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

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

A. Projected Revenues for Local Projects

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

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

B. Programmed Expenditures for Local Projects

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

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

C. Programmed Expenditures for State Projects

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

D. Programmed Projects

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

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

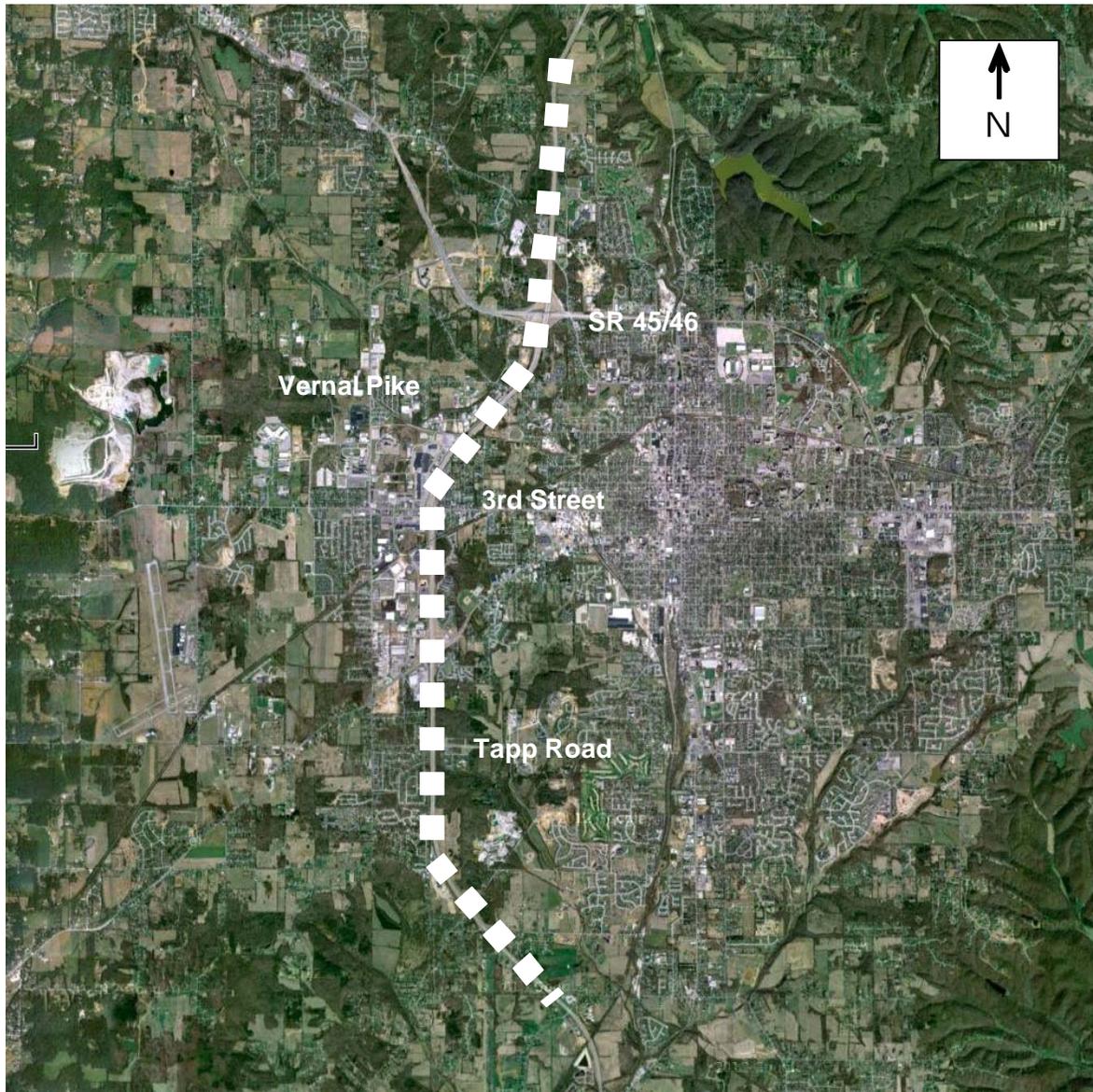
Programmed Projects: State of Indiana

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



Programmed Projects: State of Indiana

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



Fiscal Year 2014 – 2017 Transportation Improvement Program
Bloomington/Monroe County Metropolitan Planning Organization

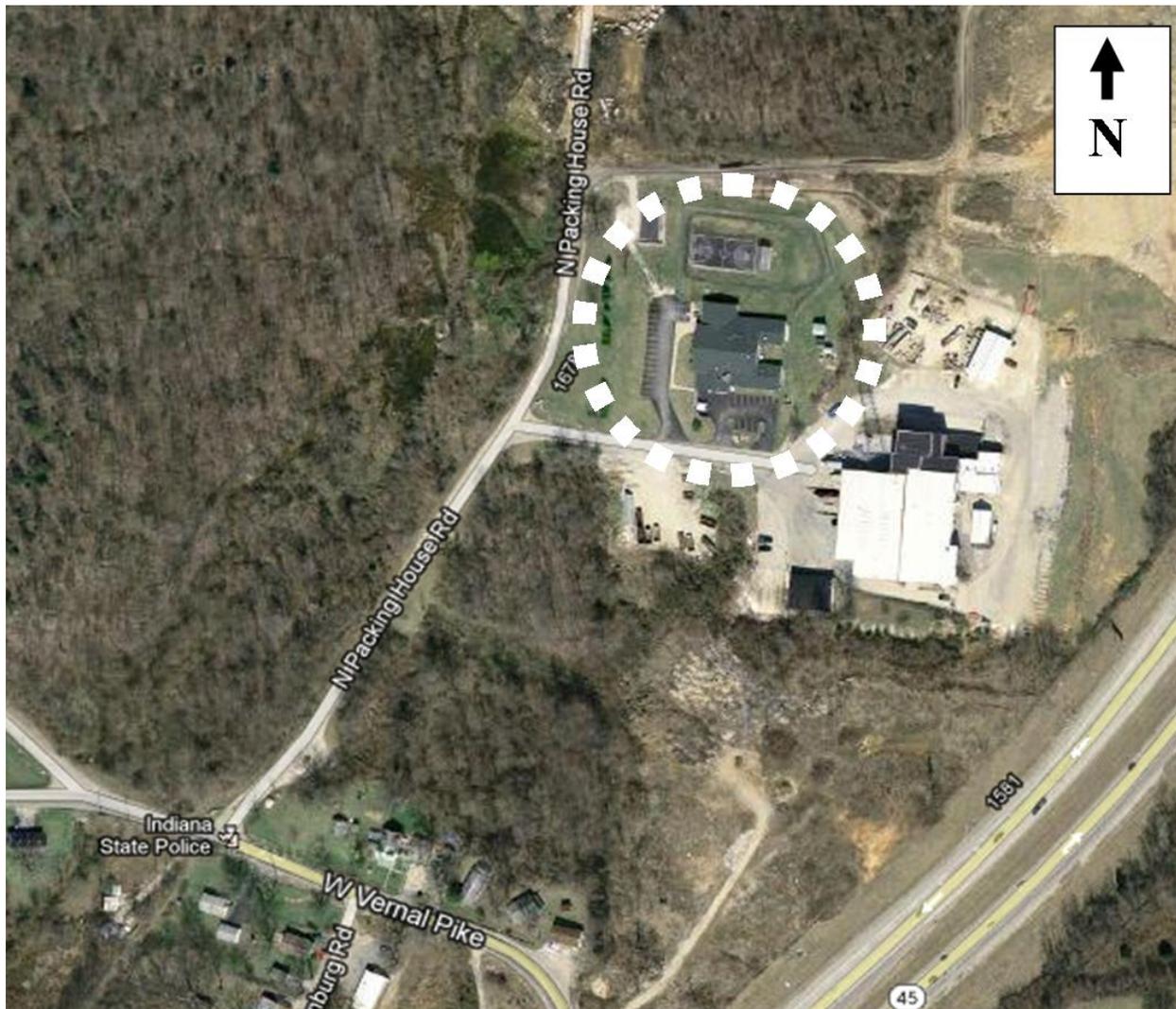
Programmed Projects: State of Indiana

| State of Indiana Projects | | Funding Source | Fiscal Year | | | |
|---------------------------|--|----------------|-------------|------|--------------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Pavement Project | | | | | |
| Location: | On State Route 45 from State Route 46 to ECL of Unionville | PE | | | | |
| Description: | HMA Overlay, Preventive Maintenance | RW | | | | |
| DES #: | 1296962 | CN | | | \$ 1,270,400 | |
| Support: | | State | | | \$ 317,600 | |
| Allied Projects | | TOTAL: | | | \$ 1,588,000 | |



Programmed Projects: State of Indiana

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



Fiscal Year 2014 – 2017 Transportation Improvement Program
Bloomington/Monroe County Metropolitan Planning Organization

Programmed Projects: State of Indiana

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



Programmed Projects: State of Indiana

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

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

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

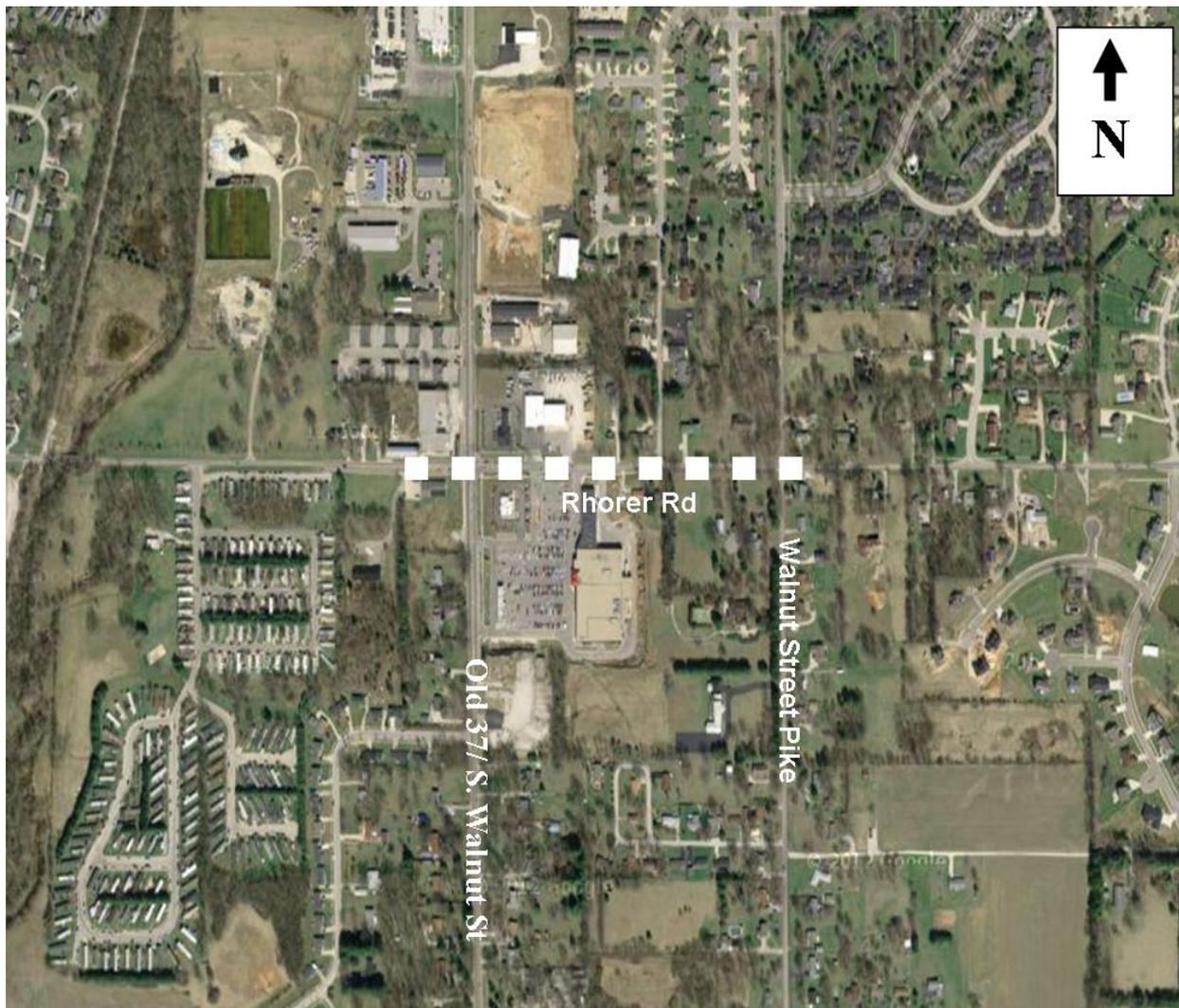
Summary of Programmed Expenditures for State of Indiana Projects

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

Programmed Projects: Monroe County

| Monroe County Projects | | Funding Source | Fiscal Year | | | |
|-------------------------|--|----------------|-------------|------------|--------------|--------------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Fullerton Pike/Gordon Pike/Rhorer Rd. | STP | | | | |
| Location: | 475 feet west of the intersection of Old SR 37 and proceed east to the end point, 200 feet east of Walnut Street Pike | Local | \$ 385,400 | | | |
| Description: | Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. This includes turn lanes and the installation of a new traffic sigal at the Walnut Street Pike intersection | STP | | \$ 811,800 | | |
| | | Local | | | | |
| DES#: | 0801059 | STP | | | \$ 1,399,132 | \$ 1,399,132 |
| Support: | GPP, LRTP | Local | | | \$ 349,783 | \$ 349,783 |
| Allied Projects: | SR 37/I-69, Sare Road | TOTAL | \$ 385,400 | \$ 811,800 | \$ 1,748,915 | \$ 1,748,915 |

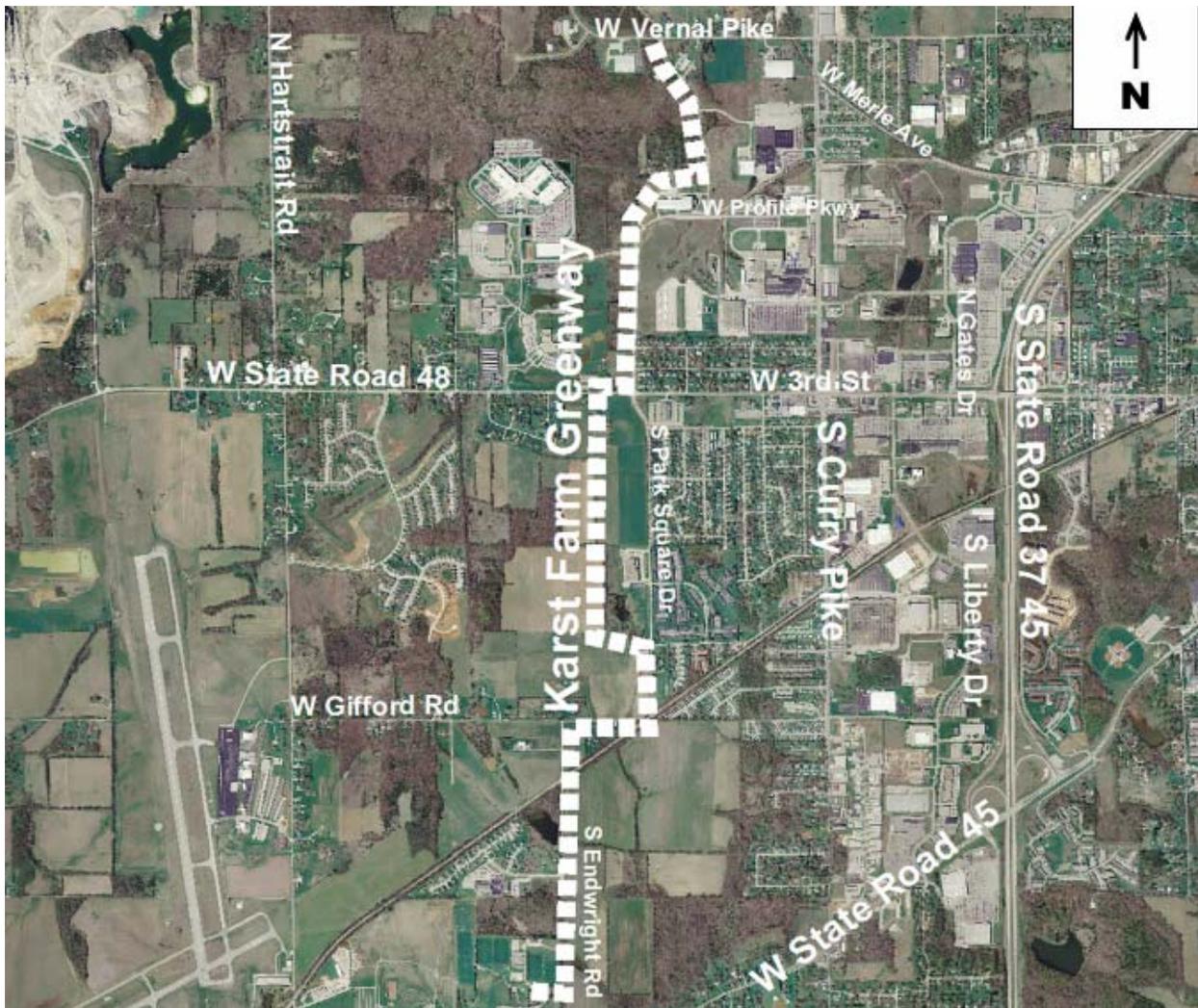
Note: This project is expected to incur \$22,415,800 in additional costs through Federal and local funding in outlying years beyond what is reflected in the project table.



Programmed Projects: Monroe County

| Monroe County Projects | | Funding Source | Fiscal Year | | | |
|-------------------------|--|----------------|--------------|------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Karst Farm Greenway (Phase I) | | | | | |
| Location: | South of Vernal Pike to Karst Farm Park | PE | | | | |
| Description: | Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long) | RW | | | | |
| DES#: | 0600370 | TE* | \$ 1,500,000 | | | |
| Support: | LRTP, MCATGSP, BATGSP, ERCP | Local | \$ 401,328 | | | |
| Allied Projects: | Ellettsville Heritage Trail, B-Line Trail | TOTAL | \$ 1,901,328 | \$ - | \$ - | \$ - |

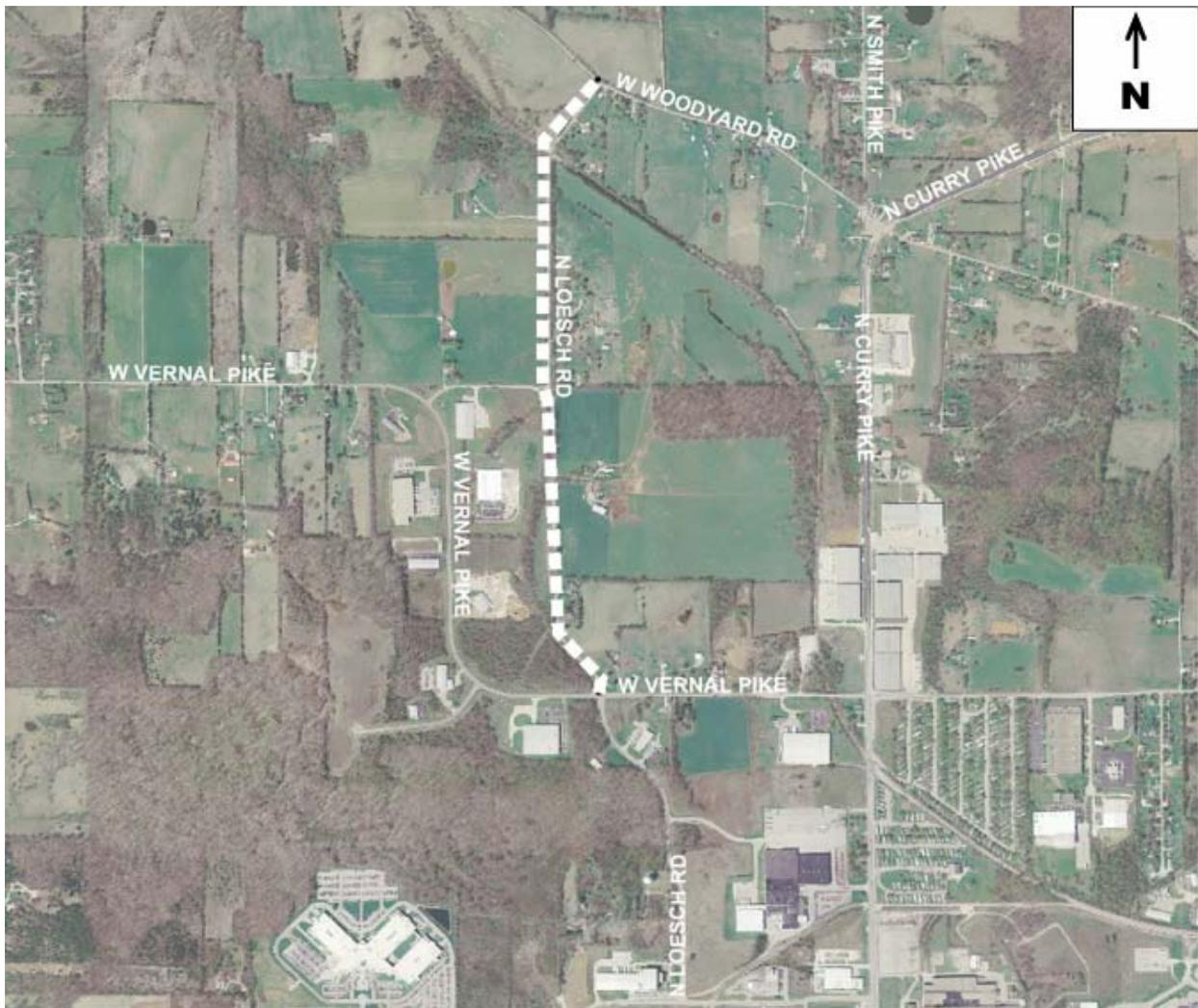
*TE funds were awarded through the statewide transportation enhancements program



Programmed Projects: Monroe County

| Monroe County Projects | | Funding Source | Fiscal Year | | | |
|-------------------------|---|----------------|-------------|--|------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Karst Farm Greenway (Phase IIa) | Local | \$ 8,000 | | | |
| Location: | Vernal Pike to Woodyard Rd. | PE | | | | |
| Description: | Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~1.1 miles long) | Local | \$ 91,200 | | | |
| DES#: | 0902263 | TE* | \$ 430,000 | Note: The figures in italics represent illustrative funding | | |
| Support: | LRTP, MCATGSP, BATGSP, ERCP | TA | \$ 120,400 | | | |
| | | Local | \$ 137,600 | | | |
| Allied Projects: | Ellettsville Heritage Trail, B-Line Trail | TOTAL | \$ 787,200 | \$ - | \$ - | \$ - |

*TE funds were awarded through the local transportation enhancements program



Programmed Projects: Monroe County

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



Programmed Projects: Monroe County

| Monroe County Projects | | Funding Source | Fiscal Year | | | |
|-------------------------|---|----------------|--------------|------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Mt. Tabor Road Bridge #33 | | | | | |
| Location: | Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road | LE Local | \$ 43,000 | | | |
| Description: | Bridge replacement | RW Local | \$ 15,500 | | | |
| DES#: | 0801060 | STP | \$ 1,781,000 | | | |
| Support: | Bridge Inventory & Safety Inspection, LRTP | CN Local | \$ 445,250 | | | |
| Allied Projects: | | TOTAL | \$ 2,284,750 | \$ - | \$ - | \$ - |



Programmed Projects: Monroe County

| Monroe County Projects | | Funding Source | Fiscal Year | | | |
|-------------------------|---|----------------|-------------|------|-----------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Bridge Safety Inspection & Inventory | BR | \$ 71,614 | | \$ 66,106 | |
| Location: | various locations in Monroe County | Local | \$ 17,904 | | \$ 16,526 | |
| Description: | Bridge safety inspection and rating | | | | | |
| DES#: | 1382121 | | | | | |
| Support: | LRTP, NBIS | | | | | |
| Allied Projects: | | TOTAL | \$ 89,518 | \$ - | \$ 82,632 | \$ - |

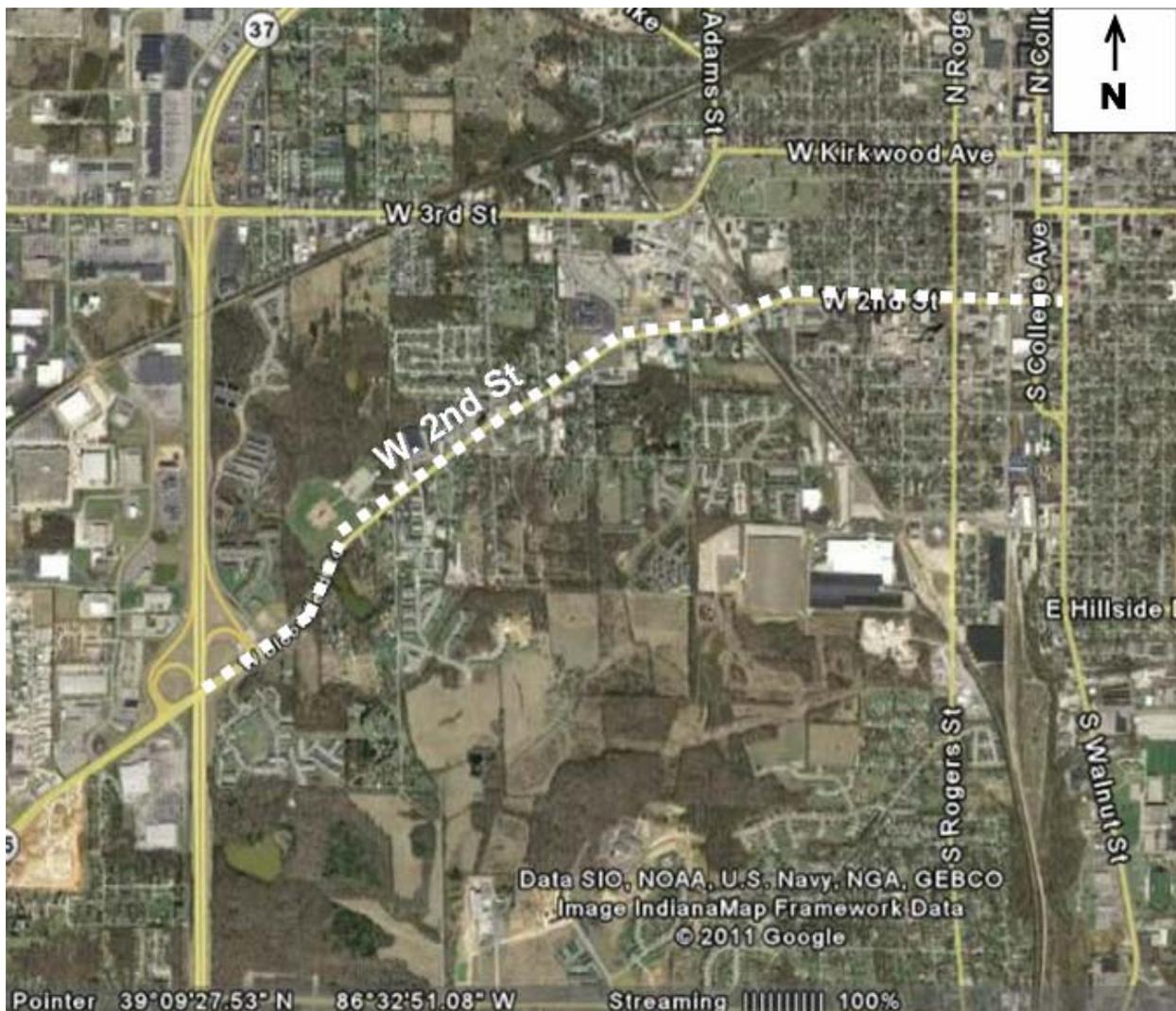
| Monroe County Projects | | Funding Source | Fiscal Year | | | |
|-------------------------|--|----------------|-------------|------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Upgrade Signs | | | | | |
| Location: | Various locations | | | | | |
| Description: | Replace outdated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

Summary of Programmed Expenditures for Monroe County

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

Programmed Projects: City of Bloomington

| City of Bloomington Projects | | Funding Source | Fiscal Year | | | |
|------------------------------|---|----------------|-------------|------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | W. 2nd Street Feasibility Study | STP | \$ 100,000 | | | |
| Location: | W. 2nd St. from Walnut Street to Basswood Drive | Local | \$ 25,000 | | | |
| Description: | Environmental/scoping feasibility study to examine a one-way pair option using 1st and 2nd Streets from Patterson Drive to Walnut Street. | | | | | |
| DES#: | 1382427 | | | | | |
| Support: | LRTP | | | | | |
| Allied Projects: | S. Rogers Streetscape, B-Line Trail, W. 2nd Street Sidewalk Project, I69 | TOTAL | \$ 125,000 | \$ - | \$ - | \$ - |



Programmed Projects: City of Bloomington

| City of Bloomington Projects | | Funding Source | Fiscal Year | | | |
|------------------------------|---|----------------|--------------|--------------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | 17th St. & Arlington Rd. Roundabout | | | | | |
| Location: | Intersection of Arlington Road, W. 17th Street and N. Monroe Street | STP | | | | |
| Description: | Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow | Local | | | | |
| DES#: | 0900216 | | \$ 2,600,000 | \$ 830,000 | | |
| Support: | L RTP | | \$ 650,000 | \$ 207,500 | | |
| Allied Projects: | Crestline Development, Vernal Pike & Crescent Rd. | TOTAL | \$ 3,250,000 | \$ 1,037,500 | \$ - | \$ - |



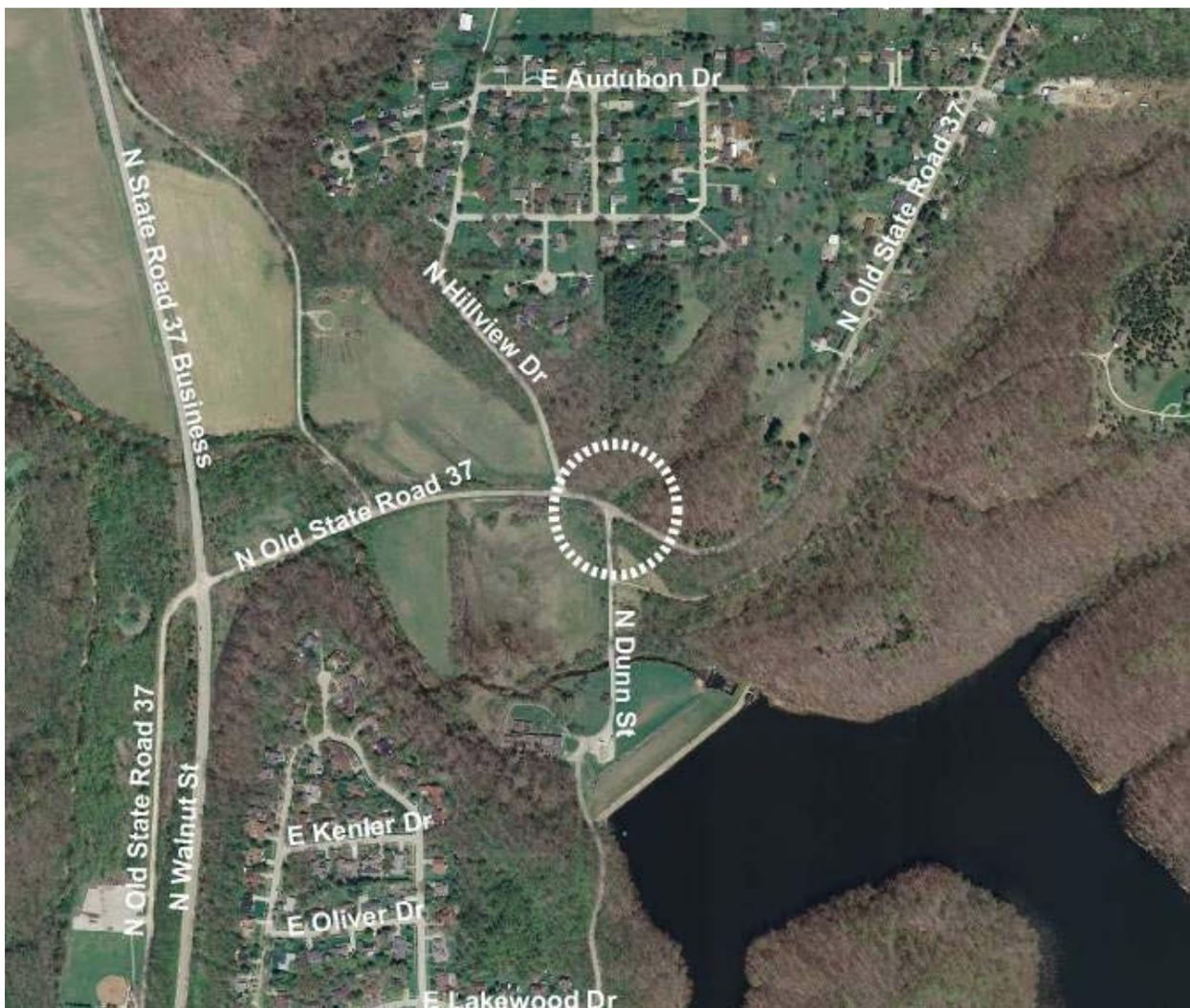
Programmed Projects: City of Bloomington

| City of Bloomington Projects | | Funding Source | Fiscal Year | | | |
|------------------------------|--|----------------|--------------|------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | 17th St. & Jordan Ave. | | | | | |
| Location: | Intersection of E 17th Street and N. Jordan Avenue | PE | | | | |
| Description: | Improve vertical geometry and sight distance at the intersection and on approaches | RW | | | | |
| DES#: | 0901710 | STP | \$ 960,000 | | | |
| Support: | L RTP | Local | \$ 240,000 | | | |
| Allied Projects: | 17th and Fee Intersection Realignment, SR45/46 Bypass | TOTAL | \$ 1,200,000 | \$ - | \$ - | \$ - |



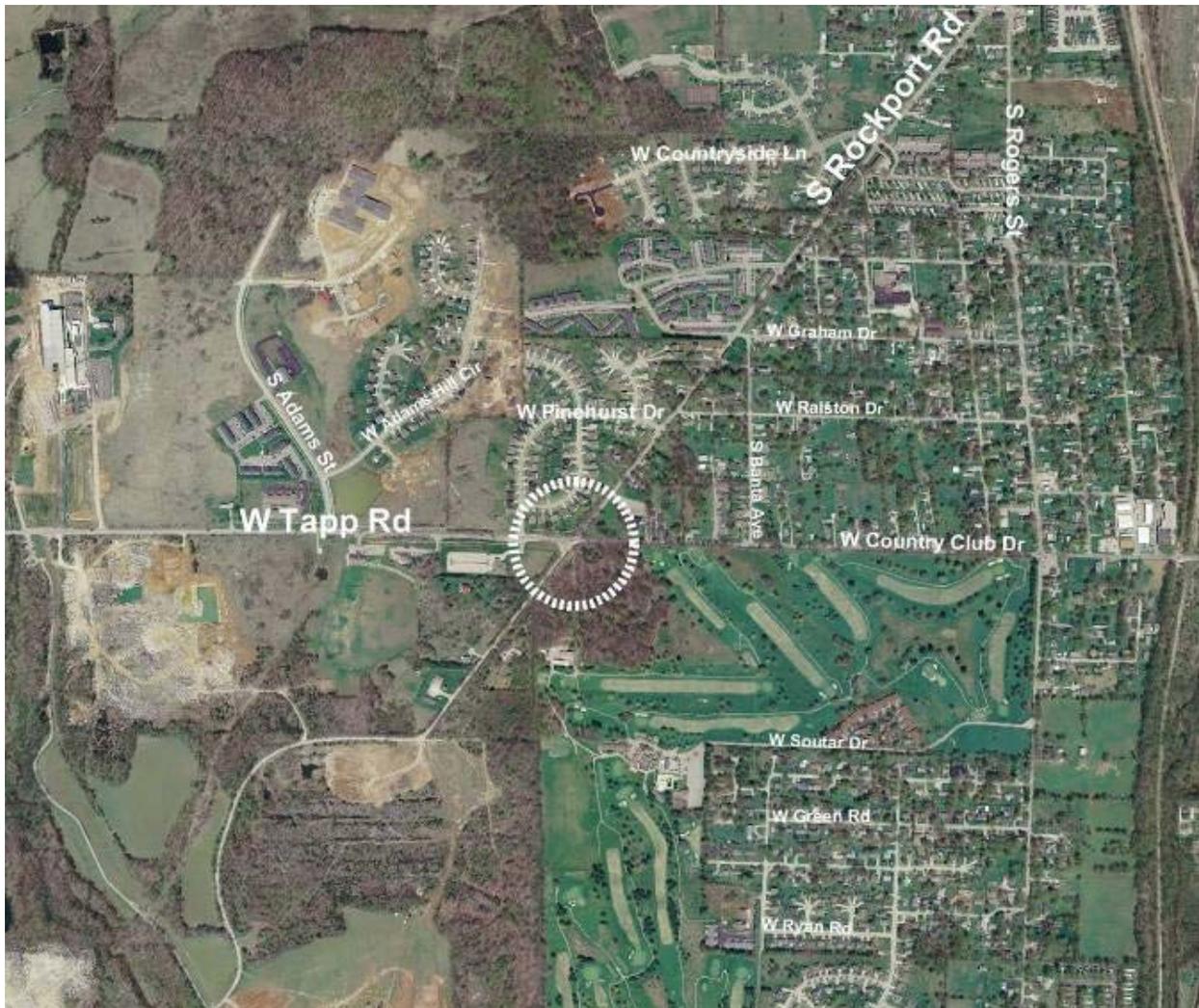
Programmed Projects: City of Bloomington

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



Programmed Projects: City of Bloomington

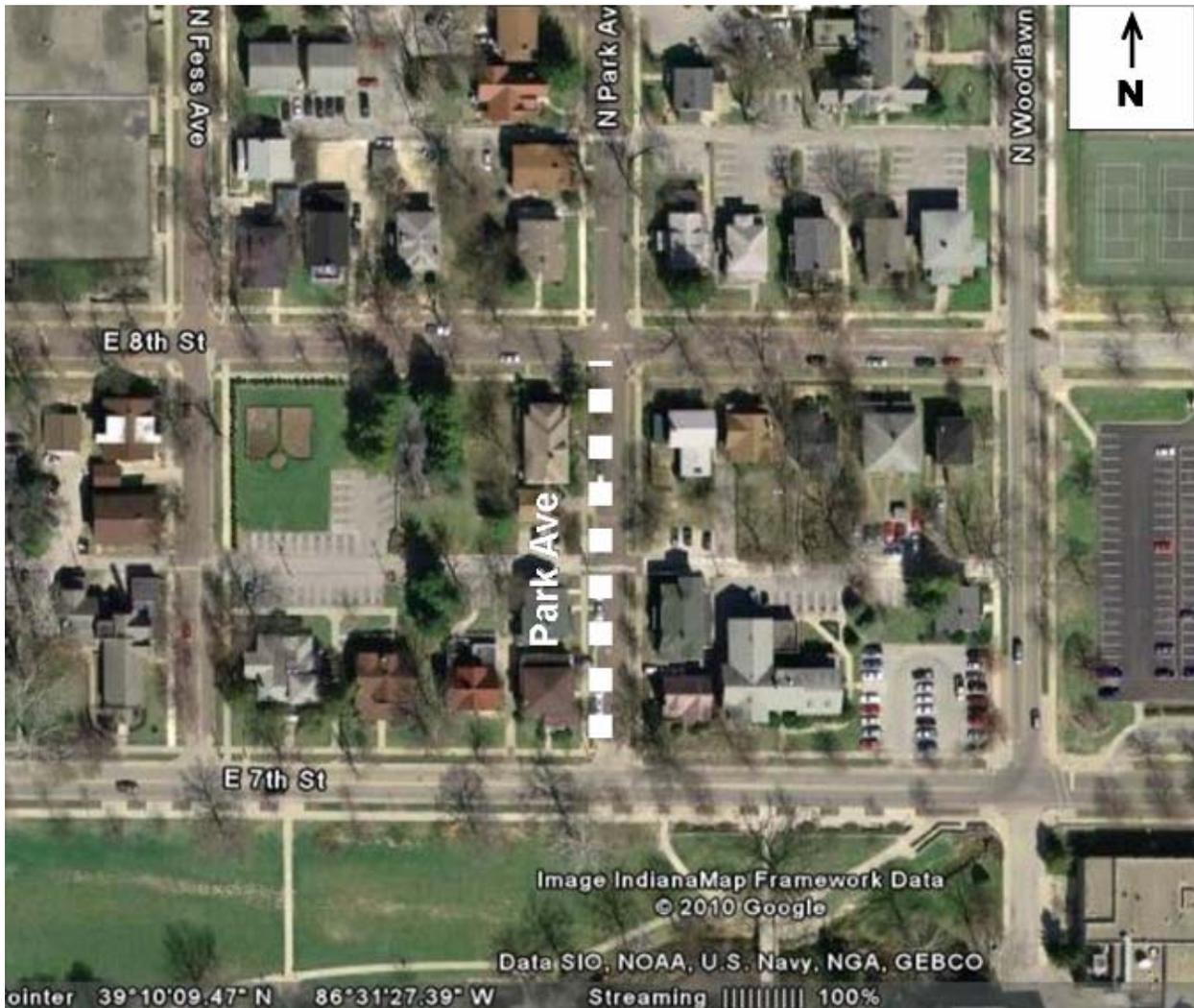
| City of Bloomington Projects | | Funding Source | Fiscal Year | | | |
|------------------------------|--|----------------|-------------|--------------|------|--------------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Tapp Rd & Rockport Rd Intersection Improvements | STP | | \$ 259,072 | | |
| Location: | At the intersection of Tapp Rd/Country Club Dr. and Rockport Rd. | Local | | \$ 64,768 | | |
| Description: | Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities | STP | | \$ 600,000 | | |
| | | Local | | \$ 150,000 | | |
| DES#: | 0901730 | STP | | | | \$ 2,640,000 |
| Support: | LRTP, BBPTGSP | Local | | | | \$ 660,000 |
| Allied Projects: | Tapp/Adams Roundabout, Rogers/Country Club Intersection Improvements | TOTAL | \$ - | \$ 1,073,840 | \$ - | \$ 3,300,000 |



Programmed Projects: City of Bloomington

| City of Bloomington Projects | | Funding Source | Fiscal Year | | | |
|------------------------------|--|----------------|-------------|------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | University Courts Brick St. Restoration | | | | | |
| Location: | Park Avenue from 7th St to 8th St. (~.1mi) | PE | | | | |
| Description: | Phased restoration of brick streets in the University Courts Historic District including 8th St. intersection and replacement of sidewalks and curbing | RW | | | | |
| DES#: | 0902258 | TE* | \$ 130,000 | | | |
| Support: | Historic Survey | Local | \$ 134,354 | | | |
| Allied Projects: | | TOTAL | \$ 264,354 | \$ - | \$ - | \$ - |

*TE funds were awarded through the local transportation enhancements program



Programmed Projects: City of Bloomington

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



Programmed Projects: City of Bloomington

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

Note: The figures in italics represent illustrative funding

Summary of Programmed Expenditures for City of Bloomington

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

Programmed Projects: Town of Ellettsville

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

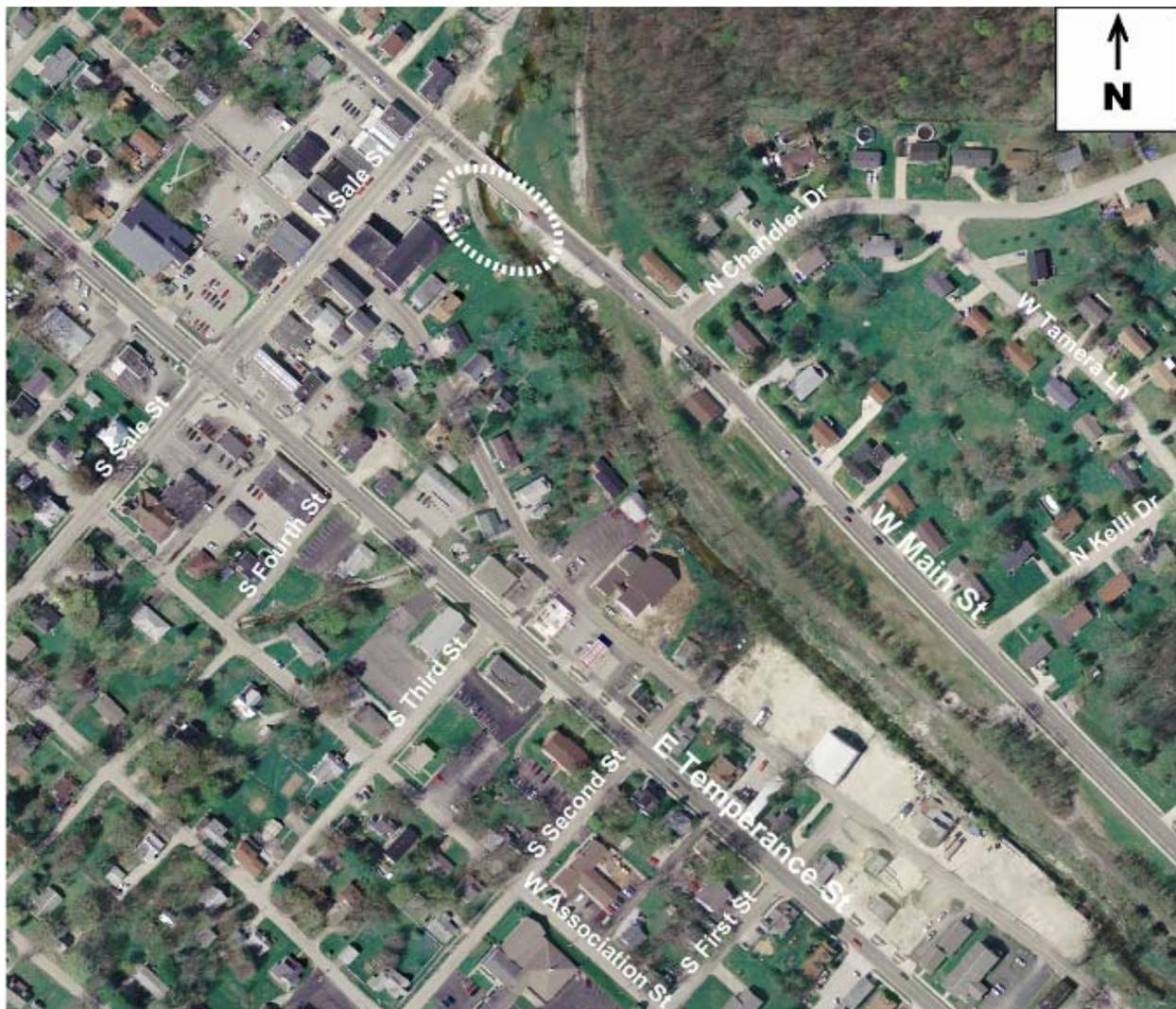
*TE funds were awarded through the statewide transportation enhancements program



Programmed Projects: Town of Ellettsville

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

*TE funds were awarded through the local transportation enhancements program



Summary of Programmed Expenditures for Town of Ellettsville

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

Programmed Projects: Bloomington Transit

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

| Bloomington Transit Projects | | | Fiscal Year | | | |
|------------------------------|--|--------------|-------------|--------------|--------------|--------------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | 40 Foot Buses | FTA5307 | | \$ 1,040,000 | \$ 1,081,600 | |
| Description: | Purchase of three 40-foot buses in 2015, three in 2016 and four in 2017. | FTA 5309 | | | | \$ 1,499,819 |
| | | Local | | \$ 260,000 | \$ 270,400 | \$ 374,955 |
| DES#: | 1382501, 1382499, 1382500 | | | | | |
| Support: | LRTP, TDP | TOTAL | \$ - | \$ 1,300,000 | \$ 1,352,000 | \$ 1,874,774 |

| Bloomington Transit Projects | | | Fiscal Year | | | |
|------------------------------|---|--------------|-------------|------------|------------|------------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | BT Access Vehicles | FTA 5307 | \$82,115 | \$ 85,400 | \$ 88,816 | \$ 92,369 |
| Description: | Replacement of 1 2001 and 1 2002 BT Access vans in 2013; 2 2008 BT Access vans in 2014; 2 2008 BT Acces vans in 2015; 2 expansion BT Access vans in 2016; and 2 2012 BT Access vans in 2017 | Local | \$20,529 | \$ 21,350 | \$ 22,204 | \$ 23,092 |
| DES#: | 1172619, 1172620, 1382502, 1382503 | | | | | |
| Support: | LRTP, TDP | TOTAL | \$ 102,644 | \$ 106,750 | \$ 111,020 | \$ 115,461 |

| Bloomington Transit Projects | | | Fiscal Year | | | |
|------------------------------|--|--------------|-------------|------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Fare Collection Equipment | FTA 5307 | \$ 12,000 | | | |
| Description: | Replace a 2002 portable fare revenue auditor in 2014 which securely stores fare revenues from the bus to the counting room | Local | \$ 3,000 | | | |
| DES#: | 1382516 | | | | | |
| Support: | TDP, ITS | TOTAL | \$ 15,000 | \$ - | \$ - | \$ - |

| Bloomington Transit Projects | | | Fiscal Year | | | |
|------------------------------|--|--------------|-------------|------------|------------|------------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Maintenance | FTA 5307 | \$ 100,000 | \$ 104,000 | \$ 108,160 | \$ 112,486 |
| Description: | Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles. | Local | \$ 25,000 | \$ 26,000 | \$ 27,040 | \$ 28,122 |
| DES#: | 1172624, 1172625, 1382504, 1382505 | | | | | |
| Support: | LRTP, TDP | TOTAL | \$ 125,000 | \$ 130,000 | \$ 135,200 | \$ 140,608 |

Programmed Projects: Bloomington Transit

| Bloomington Transit Projects | | | Fiscal Year | | | | |
|------------------------------|--|----------|--------------|--------------|--------------|--------------|--------------|
| | | | 2014 | 2015 | 2016 | 2017 | |
| Project: | Operational Assistance | FTA 5307 | \$ 1,702,313 | \$ 1,982,617 | \$ 2,061,922 | \$ 2,144,399 | |
| Description: | Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight service. | FTA 5316 | \$ 286,047 | \$ - | \$ - | \$ - | |
| | | PMTF | \$ 2,546,235 | \$ 2,648,084 | \$ 2,754,008 | \$ 2,864,168 | |
| | | Local | \$ 1,647,127 | \$ 1,713,012 | \$ 1,781,533 | \$ 1,852,794 | |
| | | Fares | \$ 1,609,939 | \$ 1,674,336 | \$ 1,741,310 | \$ 1,810,962 | |
| DES#: | 1172613, 1172614, 1382506, 1382507 | | | | | | |
| Support: | LRTP, GPP, TDP | | TOTAL | \$ 7,791,661 | \$ 8,018,049 | \$ 8,338,773 | \$ 8,672,323 |

| Bloomington Transit Projects | | | Fiscal Year | | | | |
|------------------------------|--|----------|--------------|-----------|-----------|-----------|------|
| | | | 2014 | 2015 | 2016 | 2017 | |
| Project: | Passenger Shelters | FTA 5307 | \$ 25,600 | | \$ 27,680 | | |
| Description: | Purchase of 6 new shelters/benches in 2014 and 6 more in 2016. | Local | \$ 6,400 | | \$ 6,920 | | |
| DES#: | 1172628, 1382508 | | | | | | |
| Support: | LRTP, GPP, TDP | | TOTAL | \$ 32,000 | \$ - | \$ 34,600 | \$ - |

| Bloomington Transit Projects | | | Fiscal Year | | | | |
|------------------------------|---|----------|--------------|-----------|-----------|-----------|-----------|
| | | | 2014 | 2015 | 2016 | 2017 | |
| Project: | Support & Maintenance Vehicles | FTA 5307 | \$ 68,000 | \$ 70,720 | | \$ 25,600 | |
| Description: | Purchase support & maintenance vehicles | Local | \$ 17,000 | \$ 17,680 | | \$ 6,400 | |
| DES#: | 1382509, 1382510, 1382511 | | | | | | |
| Support: | GPP, TDP, LRTP | | TOTAL | \$ 85,000 | \$ 88,400 | \$ - | \$ 32,000 |

| Bloomington Transit Projects | | | Fiscal Year | | | | |
|------------------------------|--|----------|--------------|------------|------------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 | |
| Project: | Paratransit AVL & Scheduling Technology | FTA 5307 | | \$ 120,000 | | | |
| Description: | Replace the existing 2002 paratransit scheduling software & purchase scheduling software with AVL technology | Local | | \$ 30,000 | | | |
| DES#: | 1382517 | | | | | | |
| Support: | GPP, TDP, LRTP | | TOTAL | \$ - | \$ 150,000 | \$ - | \$ - |

| Bloomington Transit Projects | | | Fiscal Year | | | | |
|------------------------------|---|----------|--------------|-----------|------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 | |
| Project: | Portable Maintenance Lifts | FTA 5307 | \$ 33,600 | | | | |
| Description: | Purchase a complete set of portable maintenance lifts for one BT vehicle maintenance bay. | Local | \$ 8,400 | | | | |
| DES#: | 1382518 | | | | | | |
| Support: | GPP, TDP, LRTP | | TOTAL | \$ 42,000 | \$ - | \$ - | \$ - |

Programmed Projects: Bloomington Transit

| Bloomington Transit Projects | | | Fiscal Year | | | |
|------------------------------|--|--------------|-------------|-----------|------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Fuel Usage Hardware/Software | FTA 5307 | | \$ 20,000 | | |
| Description: | Replace the 1997 fuel usage hardware/software that is used to track, report and monitor fuel usage for both the BT and IU Campus Buses | Local | | \$ 5,000 | | |
| DES#: | 138519 | | | | | |
| Support: | GPP, TDP, LRTP | TOTAL | \$ - | \$ 25,000 | \$ - | \$ - |

| Bloomington Transit Projects | | | Fiscal Year | | | |
|------------------------------|---|--------------|-------------|------|-----------|------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Paratransit Security Camera Technology | FTA 5307 | | | \$ 32,000 | |
| Description: | Equip all paratransit vehicles with security cameras for purposes of investigating accidents and customer incidents | Local | | | \$ 8,000 | |
| DES#: | 1382512 | | | | | |
| Support: | GPP, TDP, LRTP | TOTAL | \$ - | \$ - | \$ 40,000 | \$ - |

| Bloomington Transit Projects | | | Fiscal Year | | | |
|------------------------------|--|--------------|-------------|------|------|------------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Bus Radio Communications Technology | FTA 5307 | | | | \$ 160,000 |
| Description: | Replace the 2005 bus radio communications system in 2017. This would provide replacement radios for all fixed route buses. | Local | | | | \$ 40,000 |
| DES#: | 1382513 | | | | | |
| Support: | GPP, TDP, LRTP | TOTAL | \$ - | \$ - | \$ - | \$ 200,000 |

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

Summary of Programmed Expenditures for Bloomington Transit

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

Programmed Projects: Rural Transit

| Rural Transit Projects | | | Fiscal Year | | | |
|------------------------|--|--------------|--------------|--------------|--------------|--------------|
| | | | 2014 | 2015 | 2016 | 2017 |
| Project: | Operating Budget | FTA 5311 | \$ 713,651 | \$ 742,139 | \$ 816,353 | \$ 897,988 |
| Description: | Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties. | PMTF | \$ 310,875 | \$ 323,310 | \$ 355,641 | \$ 391,205 |
| | | Local | \$ 507,711 | \$ 528,019 | \$ 580,821 | \$ 638,903 |
| DES#: | 1382514, 1382515 | | | | | |
| Support: | Coordinated Plan | TOTAL | \$ 1,532,237 | \$ 1,593,468 | \$ 1,752,815 | \$ 1,928,096 |

Summary of Programmed Expenditures for Rural Transit

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

Appendix I: Abbreviations and Definitions List

A for a full listing of acronyms and definitions can be found online at:

[www.bloomington.in.gov/Transportation Acronym Dictionary](http://www.bloomington.in.gov/Transportation_Acronym_Dictionary)

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

Appendix II: Complete Streets Compliance

| Complete Streets Compliance of Local Projects | | | | | |
|---|---|---|------------|---------|-----------------|
| LPA | Project | Brief Description | Compliant* | Exempt* | Not Applicable* |
| MC | Fullerton Pike/Gordon Pike/Rhorer Rd. | Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (0.32 miles long) | ✓ | | |
| MC | Karst Farm Greenway (Phase I) | Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long) | | | ✓ |
| MC | Karst Farm Greenway (Phase IIa) | Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long) | | | ✓ |
| MC | Karst Farm Greenway (Phase 3) | Preliminary engineering, Right-of-Way and Construction of a multi-use trail for non-motorized use, including site amenities | | | ✓ |
| MC | Mt. Tabor Road Bridge #33 | Bridge replacement and road realignment | ✓ | | |
| MC | Bridge Inventory | Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration. | | | ✓ |
| MC | Upgrade Signs | Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices MUTCD) retroreflectivity requirements on roadways | | | ✓ |
| BL | W. 2nd Street Feasibility Study | Study to evaluate alternatives and designs for corridor improvements to W. 2nd St. with emphasis on Walnut St to Patterson Dr. because of Bloomington Hospital | ✓ | | |
| BL | 17th St. & Arlington Rd. Roundabout | Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow | ✓ | | |
| BL | 17th St. & Jordan Ave. | Improve vertical geometry and sight distance at the intersection and on approaches | | | ✓ |
| BL | Black Lumber Trail Spur | Construction of a multi-use trail for non-motorized use | | | ✓ |
| BL | Old SR 37 & Dunn St. Intersection Improvements | Improve horizontal and vertical geometry and sight distance at the intersection and on approaches | | ✓ | |
| BL | Upgrade Signs | Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices MUTCD) retroreflectivity requirements on roadways | | ✓ | |
| BL | Tapp Rd & Rockport Rd Intersection Improvements | Modernize intersection and upgrade from 4-way stop to signal | ✓ | | |
| BL | University Courts Brick Street Restoration | Phased restoration of brick streets in the historic University Courts neighborhood | | | ✓ |
| BL | Upgrade Signs (Zones 5-8) Phase 2 | Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices MUTCD) retroreflectivity requirements on roadways | | | ✓ |

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

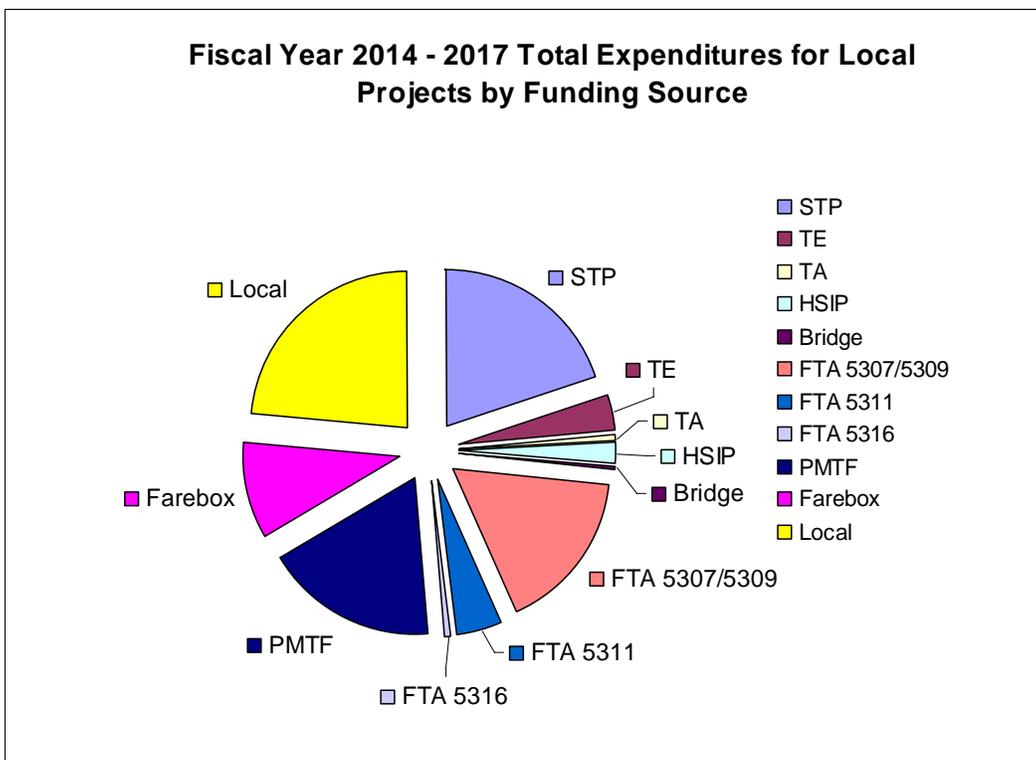
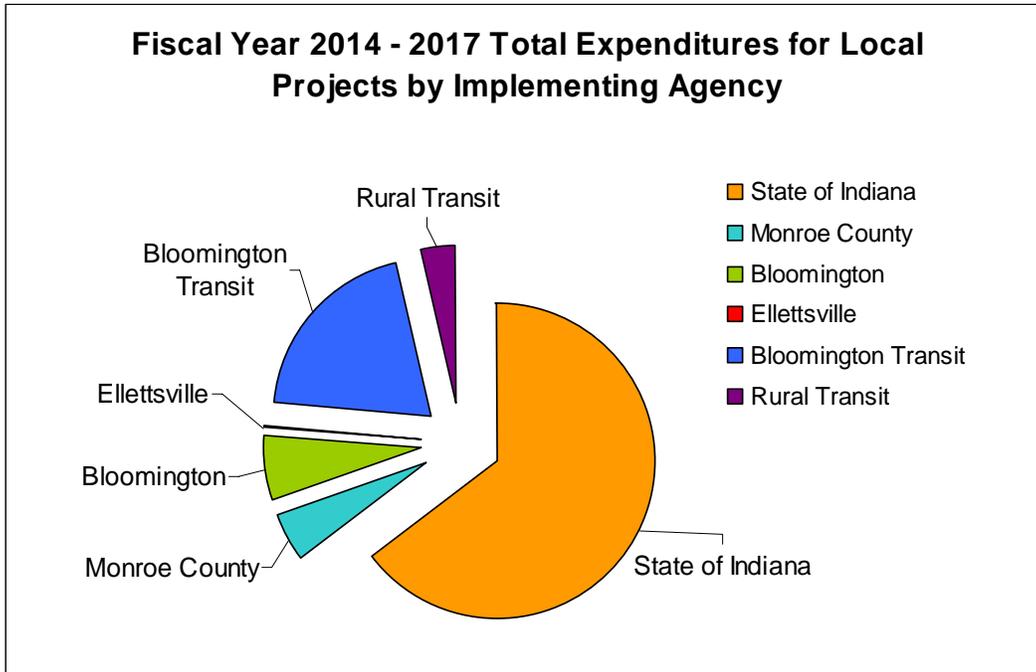
Appendix II continued: Complete Streets Compliance

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

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

Appendix III: Total Expenditure Charts

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



Appendix IV: Listing of Projects by Year

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

| 2014 Local Public Agency Project Listing | | | | | | | | | | | | | | |
|--|--|---------|---------------|--------------|------------|------------|--------------|--------------|------------|--------------|--------------|--------------|---------------|---------------|
| 2014 Local Projects | Phase | NHS/STP | TE | TA | HSIP | Bridge | FTA 5307/09 | FTA 5311 | FTA 5316 | PMTF | Farebox | Local | TOTAL | |
| IN | ISP Parking Lot Maintenance | CN | \$ 42,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 10,500 | \$ 52,500 | |
| IN | New Signal Installation | CN | \$ 172,800 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 43,200 | \$ 216,000 | |
| IN | Bridge Rehabilitation | PE | \$ - | \$ - | \$ - | \$ 16,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,000 | \$ 20,000 | |
| IN | I-69 Section 5 | PE | \$ 6,400,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,600,000 | \$ 8,000,000 | |
| IN | I-69 Section 5 | RW | \$ 13,840,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,460,000 | \$ 17,300,000 | |
| IN | I-69 Section 5 | CN | \$ 16,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,000,000 | \$ 20,000,000 | |
| IN | Bridge Inspections (underwater) | PE | \$ - | \$ - | \$ - | \$ 480,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 120,000 | \$ 600,000 | |
| IN | Bridge Inspections (fracture critical) | PE | \$ - | \$ - | \$ - | \$ 400,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 100,000 | \$ 500,000 | |
| IN | Bridge Inspections (load rating) | PE | \$ - | \$ - | \$ - | \$ 480,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 120,000 | \$ 600,000 | |
| BL | 17th & Arlington | CN | \$ 2,600,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 650,000 | \$ 3,250,000 | |
| BL | U. Courts Historic Street Restoration | CN | \$ - | \$ 130,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 134,354 | \$ 264,354 | |
| BL | 17th & Jordan Ave. | CN | \$ 960,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 240,000 | \$ 1,200,000 | |
| BL | Sign Upgrades (Phase 2, Zone 5-8) | CN | \$ - | \$ - | \$ - | \$ 90,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 10,000 | \$ 100,000 | |
| BL | West 2nd St. Feasibility Study | PE | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 25,000 | \$ 125,000 | |
| MC | Bridge Inspection & Inventory | PE | \$ - | \$ - | \$ - | \$ 71,614 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 17,904 | \$ 89,518 | |
| MC | Fullerton Pike/Gordon Pike/Rhorer Rd | PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 385,400 | \$ 385,400 | |
| MC | Sign Upgrades | CN | \$ - | \$ - | \$ - | \$ 58,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,500 | \$ 65,000 | |
| MC | Mt. Tabor Road Bridge #33 | PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 43,000 | \$ 43,000 | |
| MC | Mt. Tabor Road Bridge #33 | RW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 15,500 | \$ 15,500 | |
| MC | Mt. Tabor Road Bridge #33 | CN | \$ 1,781,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 445,250 | \$ 2,226,250 | |
| MC | Karst Farm Ph 1 | CN | \$ - | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 401,328 | \$ 1,901,328 | |
| MC | Karst Farm Ph 2a | PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,000 | \$ 8,000 | |
| MC | Karst Farm Ph 2a | RW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 91,200 | \$ 91,200 | |
| MC | Karst Farm Ph 2a | CN | \$ - | \$ 430,000 | \$ 120,400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 137,600 | \$ 688,000 | |
| MC | Karst Farm Ph 3 | PE | \$ - | \$ - | \$ 38,400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,600 | \$ 48,000 | |
| EV | Heritage Trail Ph 1 | CN | \$ - | \$ 103,795 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 25,946 | \$ 129,741 | |
| EV | Heritage Trail Ph 2 | PE | \$ - | \$ 12,800 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,200 | \$ 16,000 | |
| EV | Heritage Trail Ph 2 | CN | \$ - | \$ 210,720 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 52,680 | \$ 263,400 | |
| RT | Operating Budget | n/a | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 713,651 | \$ - | \$ 310,875 | \$ - | \$ 507,711 | \$ 1,532,237 | |
| BT | Operating Assistance | n/a | \$ - | \$ - | \$ - | \$ - | \$ 1,702,313 | \$ - | \$ 286,047 | \$ 2,546,235 | \$ 1,609,939 | \$ 1,647,127 | \$ 7,791,661 | |
| BT | Maintenance & Support Vehicles | n/a | \$ - | \$ - | \$ - | \$ - | \$ 68,000 | \$ - | \$ - | \$ - | \$ - | \$ 17,000 | \$ 85,000 | |
| BT | BT Access Vehicles | n/a | \$ - | \$ - | \$ - | \$ - | \$ 82,115 | \$ - | \$ - | \$ - | \$ - | \$ 20,529 | \$ 102,644 | |
| BT | 25 Foot Buses | n/a | \$ - | \$ - | \$ - | \$ - | \$ 67,500 | \$ - | \$ - | \$ - | \$ - | \$ 16,875 | \$ 84,375 | |
| BT | Engine/Transmission Rebuilds/Tires | n/a | \$ - | \$ - | \$ - | \$ - | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ 25,000 | \$ 125,000 | |
| BT | Portable Maintenance Lifts | n/a | \$ - | \$ - | \$ - | \$ - | \$ 33,600 | \$ - | \$ - | \$ - | \$ - | \$ 8,400 | \$ 42,000 | |
| BT | Passenger Shelters | n/a | \$ - | \$ - | \$ - | \$ - | \$ 25,600 | \$ - | \$ - | \$ - | \$ - | \$ 6,400 | \$ 32,000 | |
| BT | Fare Collection Equipment | n/a | \$ - | \$ - | \$ - | \$ - | \$ 12,000 | \$ - | \$ - | \$ - | \$ - | \$ 3,000 | \$ 15,000 | |
| MPO | 5% Change Order Reserve | n/a | \$ 136,642 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 136,642 | |
| TOTAL | | | \$ 5,577,642 | \$ 2,387,315 | \$ 158,800 | \$ 148,500 | \$ 71,614 | \$ 2,091,128 | \$ 713,651 | \$ 286,047 | \$ 2,857,110 | \$ 1,609,939 | \$ 4,954,504 | \$ 20,856,250 |

| 2015 Local Public Agency Project Listing | | | | | | | | | | | | | |
|--|--|-------|---------------|----------|------|------------|--------------|------------|----------|--------------|--------------|--------------|---------------|
| 2015 Local Projects | | Phase | NHS/STP | TA | HSIP | Bridge | FTA 5307/09 | FTA 5311 | FTA 5316 | PMTF | Farebox | Local | TOTAL |
| IN | I-69 Section 5 | PE | \$ 1,600,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 400,000 | \$ 2,000,000 |
| IN | I-69 Section 5 | RW | \$ 8,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,000,000 | \$ 10,000,000 |
| IN | I-69 Section 5 | CN | \$ 16,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,000,000 | \$ 20,000,000 |
| IN | Bridge Inspections (underwater) | PE | \$ - | \$ - | \$ - | \$ 480,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 120,000 | \$ 600,000 |
| IN | Bridge Inspections (fracture critical) | PE | \$ - | \$ - | \$ - | \$ 400,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 100,000 | \$ 500,000 |
| IN | Bridge Inspections (load rating) | PE | \$ - | \$ - | \$ - | \$ 400,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 100,000 | \$ 500,000 |
| BL | Dunn & Old 37 | RW | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 50,000 | \$ 250,000 |
| BL | 17th & Arlington | CN | \$ 830,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 207,500 | \$ 1,037,500 |
| BL | Black Lumber Spur | PE | \$ 64,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 16,000 | \$ 80,000 |
| BL | Black Lumber Spur | CN | \$ 406,866 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 101,717 | \$ 508,583 |
| BL | Tapp & Rockport | PE | \$ 259,072 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 64,768 | \$ 323,840 |
| BL | Tapp & Rockport | RW | \$ 600,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 150,000 | \$ 750,000 |
| MC | Fullerton Pike/Gordon Pike/Rhorer | RW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 811,800 | \$ 811,800 |
| MC | Karst Farm Trail Phase 3 | RW | \$ - | \$ 8,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,000 | \$ 10,000 |
| RT | Operating Budget | n/a | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 742,139 | \$ - | \$ 323,310 | \$ - | \$ 528,019 | \$ 1,593,468 |
| BT | Operating Assistance | n/a | \$ - | \$ - | \$ - | \$ - | \$ 1,982,617 | \$ - | \$ - | \$ 2,648,084 | \$ 1,674,336 | \$ 1,713,012 | \$ 8,018,049 |
| BT | Maintenance/Support Vehicles | n/a | \$ - | \$ - | \$ - | \$ - | \$ 70,720 | \$ - | \$ - | \$ - | \$ - | \$ 17,680 | \$ 88,400 |
| BT | BT Access Vehicles | n/a | \$ - | \$ - | \$ - | \$ - | \$ 85,400 | \$ - | \$ - | \$ - | \$ - | \$ 21,350 | \$ 106,750 |
| BT | 40 Foot Buses | n/a | \$ - | \$ - | \$ - | \$ - | \$ 1,040,000 | \$ - | \$ - | \$ - | \$ - | \$ 260,000 | \$ 1,300,000 |
| BT | Engine/Transmission Rebuilds/Tires | n/a | \$ - | \$ - | \$ - | \$ - | \$ 104,000 | \$ - | \$ - | \$ - | \$ - | \$ 26,000 | \$ 130,000 |
| BT | Passenger Shelters & Benches | n/a | \$ - | \$ - | \$ - | \$ - | \$ 25,600 | \$ - | \$ - | \$ - | \$ - | \$ 6,400 | \$ 32,000 |
| BT | Paratransit AVL & Scheduling Tech. | n/a | \$ - | \$ - | \$ - | \$ - | \$ 120,000 | \$ - | \$ - | \$ - | \$ - | \$ 30,000 | \$ 150,000 |
| BT | Fuel Usage Hardware/Software | n/a | \$ - | \$ - | \$ - | \$ - | \$ 20,000 | \$ - | \$ - | \$ - | \$ - | \$ 5,000 | \$ 25,000 |
| MPO | 5% Change Order Reserve | n/a | \$ 136,642 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 136,642 |
| TOTAL | | | \$ 2,496,580 | \$ 8,000 | \$ - | \$ - | \$ 3,448,337 | \$ 742,139 | \$ - | \$ 2,971,394 | \$ 1,674,336 | \$ 4,011,246 | \$ 15,352,032 |

| 2016 Local Public Agency Project Listing | | | | | | | | | | | | | |
|--|--------------------------------------|-------|---------------|------------|--------------|------------|--------------|------------|----------|--------------|--------------|--------------|---------------|
| 2016 Local Projects | | Phase | NHS/STP | TA | HSIP | Bridge | FTA 5307/09 | FTA 5311 | FTA 5316 | PMTF | Farebox | Local | TOTAL |
| IN | Pavement Project | CN | \$ 1,270,400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 317,600 | \$ 1,588,000 |
| IN | I-69 Section 5 | CN | \$ 16,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,000,000 | \$ 20,000,000 |
| IN | Bridge Inspections (underwater) | PE | \$ - | \$ - | \$ - | \$ 480,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 120,000 | \$ 600,000 |
| BL | Dunn & Old 37 | CN | \$ - | \$ - | \$ 1,440,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 160,000 | \$ 1,600,000 |
| MC | Fullerton Pike/Gordon Pike/Rhorer | CN | \$ 1,399,132 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 349,783 | \$ 1,748,915 |
| MC | Karst Farm Trail Phase 3 | CN | \$ - | \$ 220,800 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 55,200 | \$ 276,000 |
| MC | Bridge Inspection & Inventory | PE | \$ - | \$ - | \$ - | \$ 66,106 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 16,526 | \$ 82,632 |
| RT | Operating Budget | n/a | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 816,353 | \$ - | \$ 355,641 | \$ - | \$ 580,821 | \$ 1,752,815 |
| BT | Operating Assistance | n/a | \$ - | \$ - | \$ - | \$ - | \$ 2,061,922 | \$ - | \$ - | \$ 2,754,008 | \$ 1,741,310 | \$ 1,781,533 | \$ 8,338,773 |
| BT | Engine/Transmission Rebuilds & Tires | n/a | \$ - | \$ - | \$ - | \$ - | \$ 108,160 | \$ - | \$ - | \$ - | \$ - | \$ 27,040 | \$ 135,200 |
| BT | Passenger Shelters | n/a | \$ - | \$ - | \$ - | \$ - | \$ 27,680 | \$ - | \$ - | \$ - | \$ - | \$ 6,920 | \$ 34,600 |
| BT | Security Camera Technology | n/a | \$ - | \$ - | \$ - | \$ - | \$ 32,000 | \$ - | \$ - | \$ - | \$ - | \$ 8,000 | \$ 40,000 |
| BT | BT Access Vehicles | n/a | \$ - | \$ - | \$ - | \$ - | \$ 88,816 | \$ - | \$ - | \$ - | \$ - | \$ 22,204 | \$ 111,020 |
| BT | Purchase 40 foot buses | n/a | \$ - | \$ - | \$ - | \$ - | \$ 1,081,600 | \$ - | \$ - | \$ - | \$ - | \$ 270,400 | \$ 1,352,000 |
| MPO | 5% Change Order Reserve | n/a | \$ 136,642 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 136,642 |
| TOTAL | | | \$ 1,535,774 | \$ 220,800 | \$ 1,440,000 | \$ 66,106 | \$ 3,400,178 | \$ 816,353 | \$ - | \$ 3,109,649 | \$ 1,741,310 | \$ 3,278,427 | \$ 15,608,597 |

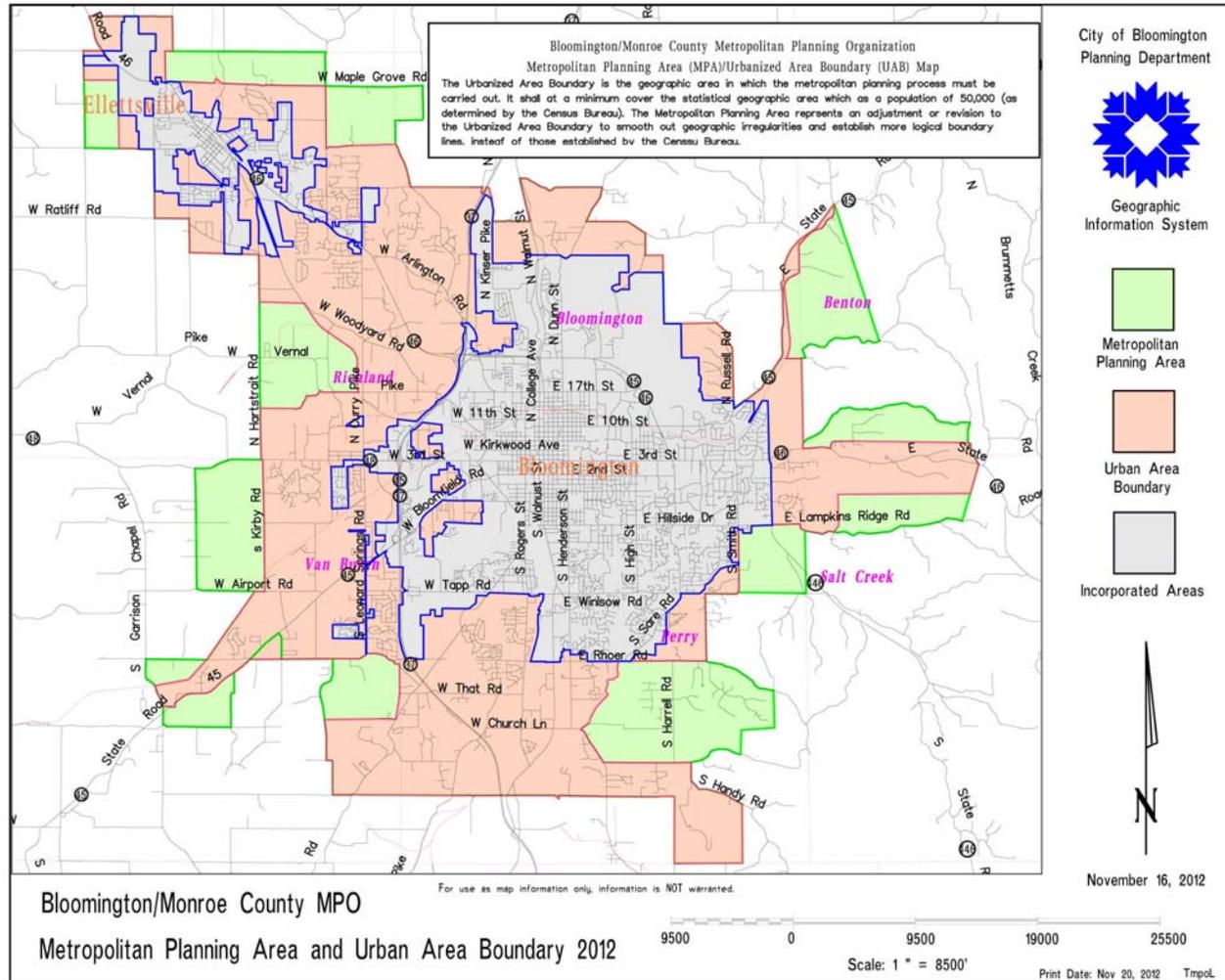
| 2017 Local Public Agency Project Listing | | | | | | | | | | | | | |
|--|--------------------------------------|-------|---------------|------|------|--------|--------------|------------|----------|--------------|--------------|--------------|---------------|
| 2017 Local Projects | | Phase | NHS/STP | TA | HSIP | Bridge | FTA 5307/09 | FTA 5311 | FTA 5316 | PMTF | Farebox | Local | TOTAL |
| IN | Bridge Rehabilitation | CN | \$ 436,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 109,000 | \$ 545,000 |
| IN | I-69 Section 5 | CN | \$ 16,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,000,000 | \$ 20,000,000 |
| IN | Bridge Inspections (underwater) | PE | \$ 480,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 120,000 | \$ 600,000 |
| IN | Bridge Inspections (load rating) | PE | \$ 400,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 100,000 | \$ 500,000 |
| BL | Tapp & Rockport | CN | \$ 2,640,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 660,000 | \$ 3,300,000 |
| MC | Fullerton Pike/Gordon Pike/Rhorer | CN | \$ 1,399,132 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 349,783 | \$ 1,748,915 |
| RT | Operating Budget | n/a | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 897,988 | \$ - | \$ 391,205 | \$ - | \$ 638,903 | \$ 1,928,096 |
| BT | Operational Assistance | n/a | \$ - | \$ - | \$ - | \$ - | \$ 2,144,399 | \$ - | \$ - | \$ 2,864,168 | \$ 1,810,962 | \$ 1,852,794 | \$ 8,672,323 |
| BT | Engine/Transmission Rebuilds & Tires | n/a | \$ - | \$ - | \$ - | \$ - | \$ 112,486 | \$ - | \$ - | \$ - | \$ - | \$ 28,122 | \$ 140,608 |
| BT | BT Access Vehicles | n/a | \$ - | \$ - | \$ - | \$ - | \$ 92,369 | \$ - | \$ - | \$ - | \$ - | \$ 23,092 | \$ 115,461 |
| BT | Maintenance & Support Vehicles | n/a | \$ - | \$ - | \$ - | \$ - | \$ 25,600 | \$ - | \$ - | \$ - | \$ - | \$ 6,400 | \$ 32,000 |
| BT | Bus Radio Communications Technology | n/a | \$ - | \$ - | \$ - | \$ - | \$ 160,000 | \$ - | \$ - | \$ - | \$ - | \$ 40,000 | \$ 200,000 |
| BT | 40 Foot Buses | n/a | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 374,955 | \$ 374,955 |
| MPO | 5% Change Order Reserve | n/a | \$ 136,642 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 136,642 |
| TOTAL | | | \$ 4,175,774 | \$ - | \$ - | \$ - | \$ 2,534,854 | \$ 897,988 | \$ - | \$ 3,255,373 | \$ 1,810,962 | \$ 3,974,049 | \$ 16,649,000 |

Adopted: pending

| Outlying Years (FY 2018 and beyond) Project Listing | | | | | | | | | | | | | |
|---|-----------------------------------|-----|---------------|------|--------|-------------|----------|----------|------|---------|---------------|---------------|--|
| Outlying Year Projects | Phase | STP | TA | HSIP | Bridge | FTA 5307/09 | FTA 5311 | FTA 5316 | PMTF | Farebox | Local | TOTAL | |
| IN | I-69 Section 5 | PE | \$ 320,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 80,000 | \$ 400,000 | |
| IN | I-69 Section 5 | RW | \$ 1,600,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 400,000 | \$ 2,000,000 | |
| IN | I-69 Section 5 | CN | \$ 64,400,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 16,100,000 | \$ 80,500,000 | |
| MC | Fullerton Pike/Gordon Pike/Rhorer | PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,099,600 | \$ 1,099,600 | |
| MC | Fullerton Pike/Gordon Pike/Rhorer | RW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,303,200 | \$ 1,303,200 | |
| MC | Fullerton Pike/Gordon Pike/Rhorer | CN | \$ 16,010,400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,002,600 | \$ 20,013,000 | |
| TOTAL of local projects only | | | \$ 82,330,400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,405,400 | \$ 22,415,800 | |

Appendix V: Urbanized Area Boundary

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



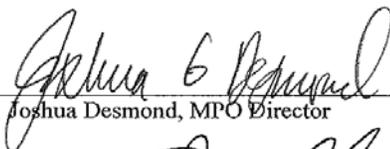
Appendix VI: Self Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

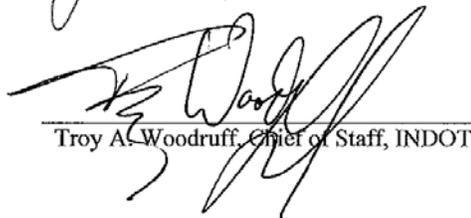
In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Bloomington/Monroe County Metropolitan Planning Organization for the Bloomington urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of Titles 23 and 49 USC, specifically:

- I. 23 U.S.C. 134, 49 U.S.C. Section 5303 and this subpart;
- II. In nonattainment and maintenance area, section 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or in business opportunities;
- V. Section 1101 (b) of the MAP-21 (Pub.L. 112-41) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 Et. seq.) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding prohibition or discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

In May 2011, the United States Department of Transportation conducted an on-site certification review of the Bloomington/Monroe County MPO urban transportation planning process. The USDOT issued a subsequent finding that the Bloomington/Monroe County MPO was fully certified as meeting all pertinent requirements.


Joshua Desmond, MPO Director

4/23/13
Date


Troy A. Woodruff, Chief of Staff, INDOT

4/25/13
Date

Appendix VII: Resolutions