



POLICY COMMITTEE

October 9, 2009; 1:30 – 3:00 p.m.
McCloskey Room (#135)

- I. Call to Order
- II. Approval of Minutes:
 - A. September 11, 2009
- 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. Bloomington Transit's Transit Development Program Overview
 - B. Annual Completion Report FY2009
 - C. CY 2007 Crash Report
 - D. 2010 Meeting Schedule
- VI. Old Business
- VII. New Business
 - A. Transportation Enhancement Award
*Action Requested**
 - B. Transportation Improvement Program Amendment
 - a. Preventive Maintenance of Old SR 37 (Monroe County)
*Action Requested**
- VIII. Communications from Committee Members (*non-agenda items*)
 - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
 - A. Technical Advisory Committee – October 28, 2009 at 10:00 a.m. (McCloskey Room)
 - B. Citizens Advisory Committee – October 28, 2009 at 6:30 p.m. (McCloskey Room)
 - C. Policy Committee – November 13, 2009 at 1:30 p.m. (McCloskey Room)

Adjournment

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



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

**Policy Committee Meeting Minutes
Sept. 11, 2009 McCloskey Conference Room 135, City Hall**

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

Attendance

Policy Committee: Jack Baker (Citizens Advisory Committee), Lynn Coyne (Indiana University), Susie Johnson (Bloomington Public Works Department), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Mark Kruzan (City of Bloomington Mayor), Andy Ruff (Bloomington City Council), Jim Stark (Indiana Department of Transportation), Bill Stuebe (Bloomington Plan Commission), Julie Thomas (Monroe County Council), Bill Williams (Monroe County Highway Department), Mike Farmer (proxy for Ellettsville Town Council), and Mark Stoops (Monroe County Commissioner).

Others: Connie Bastin (Town of Ellettsville), Turk Roman (Terre Haute City Council), Robert Baldwin (Citizen against I-69), L. Helen May (Monroe Co. Against), Steve Hendricks (Monroe Co. resident), Jonathan Rupp (Monroe Co. resident), Lucille Bertuccio (Bloomington resident), Tom Glastras (CARR), Thomas Tokarski (CARR), Scot Davidson (citizen), Mark Crain (Bloomington Hospital), Linda Greene, Terrie Usrey (CARR), David Butts (INDOT), Kim Pitcher (Burgess & Niple), Mary Brennan Miller (Bloomington resident), Sarah Ryterband (CAC), Andy Williams (Rogers Group), Andrew Effinger (Rogers Group), Bill Stephan (IU), Charles Savage (citizen), Brian Garvey (citizen), Brooke Usrey (citizen), and Nikki Johnson (CFC, Inc.).

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

- I. Call to Order**—Kent McDaniel called the meeting to order. The members introduced themselves.
- II. Approval of Minutes:**
 - A. June 26, 2009**—Bill Stuebe moved approval of the minutes. Richard Martin seconded the minutes. The minutes were approved by a unanimous voice vote.
- III. Communications from the Chair**—No report.
- IV. Reports from Officers and/or Committees**
 - A. Citizens Advisory Committee**—Jack Baker reported that they have been working on project prioritization into the TIP and the Long Range Transportation plan. They have two representatives who will work with the TE Committee. Mr. McDaniel noted that at the last meeting he and Raymond had discussed postponing staff reports. Mr. Hess said staff can report on those at the next meeting. This packet includes the 4th Quarter Progress report which shows the progression of how projects have moved along. Staff can give a 3rd quarter report and especially crash report if you'd like us to. McDaniel said he'd like the Accident report next time.
 - B. Technical Advisory Committee**—Nothing to report.

V. Reports from the MPO Staff

A. FY2009 4th Quarter Progress Report—Mr. Hess presented the report. There were no questions.

B. North Campus Area Study—Mr. Hess presented the staff report. There were 2 public workshops yesterday that went very well. They received a lot of public input. The consultants will take the input into consideration as they move forward with the study. They hope that the study will be finalized by the end of the year. A full report will be presented at that time. Mr. Hess showed the Committee the website created for this project. Ms. Thomas asked when the new information gathered will be incorporated in to a progress report. Mr. Hess explained the 3 scenarios that seem to dominate the discussions. Staff hopes to hear from the consultants by mid-October and then report to the committees and Indiana University.

C. American Recovery & Reinvestment Act Project Update—Mr. Desmond reported that all local ARRA projects made the Sept. 1 submittal deadline (imposed by INDOT) except for the Ellettsville Heritage Trail project. That project was subjected to a much more extensive environmental review than had been anticipated so it has been dropped from consideration. The ARRA money was transferred to the City of Bloomington's signalization project on 4th St. He offered to turn the meeting over to City or County representatives if they have any specifics to add on those specific projects.

Mr. Kruzan asked Ms. Johnson about today's notification from INDOT about some problem with the 4th St. project. The timing and the problem seemed unusual. He asked Ms. Johnson to outline the issue. Ms. Johnson said that the money was moved from the Heritage Trail to a project that they had initially requested ARRA funding for. The project was to improve the signalization at the intersections of 4th & College and 4th & Walnut. They worked with an engineer to meet the INDOT specifications. They worked with an INDOT-approved historian in order to fulfill the historical review process, also. They became aware today that INDOT has found greater problems with the historical review than they had thought that they would have. It is their understanding that because of the poles that they wish to install are decorative in nature as opposed to the traditional spun aluminum that is on-site now, that this will, in fact, create a full-blown 106 review of the project which would mean that they would not meet the deadline for filing our paperwork in order to receive ARRA funding. They were quite concerned that they received this information at this very last minute even though they used an approved historian. Mr. Kruzan asked if this would drive the project cost up to have to do a separate review. Ms. Johnson said not only would it drive the project costs up, it may in fact kill the project if they are not able to submit the paperwork on time. Mr. McDaniel asked if there is a solution. Ms. Johnson said in trying to find a solution the City Engineer has submitted a question to INDOT asking if they do not use the decorative poles, could they use the spun aluminum poles. They have not gotten a response from INDOT yet. Mr. Kruzan said that his assumption given the way we have been going is that the intended solution is, "Pass our hardship case and you'll get your projects." He said he would be asking about other projects that are having similar problems. Mark Stoops said that the County echoed Kruzan's comments. They are having the same situation.

Richard Martin noted that they indicated that they were looking for some alternative backup projects. There were other backup projects mentioned when we were coming up with the list of projects so that they would already be in the TIP and ready to go for funds. Mr. Desmond agreed that there had been some County paving projects that fell into that category. The estimates that came back turned out to be higher than was allocated for that project so those two were cut out and relocated to back up status in case we needed them. They are good to go if we need them.

Mr. Martin said if the traffic signal project was a project that the City was originally funding out of other funds and we picked up as the alternative for the project in Ellettsville which ran into the similar sort of historic or environmental review process at that point. Is that correct? Mr. Desmond said yes.

VI. Old Business

A. I-69 Hardship Right-of-Way Acquisition (*Action Requested**)

Mr. McDaniel noted that this item is an action item. Public comment will be taken. The procedure has been for the committee to discuss the item for as long as they wish and the floor would be open for public comment. Then, a vote would be taken. Public comment is limited to a maximum 5 minutes.

Mr. Kruzan asked staff or INDOT to answer one core question. Is the hardship case property in the State Transportation Improvement Plan? Jay Mitchell of INDOT said that it was not currently in the INSTIP or the local MPO's TIP. They are asking that it be included in the TIP. Then, by virtue of it being included, it will also be included in the INSTIP later on. Mr. Kruzan said he has been reading in certain documents that the argument has been that the problem here is that the INSTIP and our TIP are out of sync—therefore that is why these funds for different projects are essentially frozen. Are our funds frozen, by the way? Mr. Mitchell said that at present both the INSTIP and the current TIP are in sync so no funds should be frozen at this time. Mr. Kruzan asked why we were hearing from INDOT staff that projects won't move forward until we are in sync with the State's plan. Mr. Mitchell said he could not answer that since he was not part of that discussion. Mr. Kruzan said that he thought that the County had been told that. Mr. Stoops echoed Kruzan and asked who could answer that. Mr. Mitchell said he wasn't sure. It would probably be a more executive level question. Frankly, he didn't think that there was a problem now. Mr. Kruzan read from the Chamber of Commerce letter that said, "We understand that failure to amend the TIP would result in non-compliance and that INDOT could take the following actions: 1.) the TIP could be frozen until brought back into compliance; 1.) INDOT could withhold the MPO's sub-allocation of Surface Transportation Program (STIP) funding; 3.) INDOT could terminate the agreement that established the MPO; 4.) INDOT could do nothing in response. Is this all inaccurate—that we are not out of compliance?"

Mr. Mitchell said that what he read was from the Chamber of Commerce and what you read is actually correct from what he understands; however, those are actions that could be taken (possibly could be taken) post the action of this committee today. Mr. Kruzan asked why those actions would be taken when we are not in non-compliance. Mr. Mitchell said it was his understanding that those actions have not been taken. Mr. Kruzan said that Mitchell had talked

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

a really good circle there but he's saying that this letter says the failure to amend the TIP would result in non-compliance. Mr. Mitchell said he thought that was reasonably accurate. Mr. Kruzan asked why that would be with the STIP not having this language in it. We would be non-compliant with what?

Mr. Mitchell said what they have heard frequently from this committee is what are the ramifications should the committee not approve this particular TIP amendment. That is what we should be talking about. He said he was not a policy level individual so he couldn't tell the PC if you do X, Y will happen or if you do X, this will happen. What he can do is answer the question as to what is the possible range of ramifications that might occur. Basically what you have read are pretty much those. Mr. Kruzan asked what we are non-compliant with. Mr. Mitchell said that they keep talking about the term, "non-compliant." It is more a term of the "3C Process." The "C" that you would be focusing on would be "Cooperation." Mr. Kruzan said that cooperation is all that the MPO is asking for from INDOT. Mr. Mitchell said they might interpret a "no" vote as an act of not cooperating. Mr. Kruzan said that what it comes down to is that we are not doing what they want us to do. Where in Federal code and state statute will he find that the Federal or State government are empowered to hijack the funding of a local community because they don't like what the community is doing to stand up for themselves? He looks at the bypass—it has clearly been delayed for that reason. Some people are happy about the delay and some people are pretty upset. Jackson Creek Trail program has clearly been delayed by this. The 4th and College program less clearly but has been delayed. The letters that are circulating again for people who say they have been communicating with INDOT is, again, \$38,000,000 worth of programming is in jeopardy. You are telling me that these are the possible ramifications. He has looked at the messages that have come through and especially one from an otherwise responsible organization. There are some pretty naïve email messages circulating that endorse the State and Federal government's story without any independent research. He had hoped that rather than turning on your own community, that people would stand up to Federal and State holding Bloomington hostage. The only stated reason that INDOT has given for needing this hardship case is to assist the unfortunate property owner to deal with his/her property because they have to deal with the hardship of not being able to sell it. If that is the main purpose of this is to assist that homeowner who has applied for a hardship case and INDOT feels that this person is qualified as a true hardship case. Mr. Mitchell said, "Yes." INDOT does indeed have a policy that allows them to advance and purchase property in advance of a project. This individual did go through the proper steps, approached INDOT, INDOT reviewed the documentation supplied by the individual and has determined that this individual does, indeed, qualify for a hardship acquisition under their rules.

Mr. Kruzan apologized for talking over Mr. Mitchell. He said that he was obviously upset but apologized. To address the problem which INDOT feels is a genuine one, the City of Bloomington today intends to make an offer to purchase this property. We are going to do an affordable housing pilot project there. It is about a \$99,000 offer. We have talked to the realtor and are contacting the attorney so we are going to buy the property (with the City Council's approval). This is at best a moot point or open-ended question. *****Mr. Chairman, I would move that we indefinitely postpone this hardship case. Susie Johnson seconded the motion.**

Mr. McDaniel asked for discussion. Mr. Stoops asked to add to the motion. *****"Because the City is purchasing that property, this request does not meet the MPO requirements regarding the fact that a project have specific funding mechanisms to be included in our TIP and I-69 does not."** Mr. McDaniel asked if the addition to the motion was okay with Mr. Kruzan. Mr. Kruzan agreed and added that it was accurate. Ms. Johnson said it was acceptable.

Mr. Ruff asked Mr. Kruzan about the delayed projects he mentioned before. Do you mean delayed funding that has already been approved but has not come to the community? Mr. Kruzan said yes. We submitted all the necessary paperwork for the Jackson Creek Trail in March (he was not sure of the month) and under normal circumstances that would have been eligible every month and with no explanation has been withheld. We never had any contact from INDOT to say that the bypass was going to be delayed. We read about it on their website and in the newspaper. He said he took a little bit of legitimate criticism for not getting a letter in writing to INDOT for a month since their request because we were trying to work through back channels. Today it has been one month since INDOT has had that letter and we have still heard no response. There could be other explanations. Perhaps they are genuinely concerned about bike/ped accessibility. Perhaps it's a message to the community. Mr. Stoops said that the County has some delayed projects even outside of the MPO region. INDOT told us last week when we asked why these projects were delayed and how long they might be delayed. Their answer was it depended on our vote on Friday. Mr. Ruff asked if, as an executive of the County and the City's chief executive, they would hope that this action would result in a resuming of funding for already-approved, promised funds and projects. Mr. Kruzan said he has been attempting to put this issue to rest in different ways and this seems to be the solution. There may be a legitimate concern that this property owner has. He has heard varying stories and degrees of suffering that this person has had. INDOT says that this person has applied properly, has done all that they should be doing and ultimately they don't care how the property is purchased. They have been unable to sell it. They now have a willing buyer. We hope that to eliminate this as an issue (a roadblock, if you will), and that the money can flow freely to the community.

Mr. Stoops said to Mr. Ruff that he thinks they all know that this proposal has nothing to do with a hardship buyout. INDOT even stated in May that they can purchase this property without going through this process. If they were really concerned about the problems this woman was having, you could have bought this property out of petty cash. Mr. Mitchell said he felt compelled to respond to the statement. There was some misinformation that actually transpired 2 Policy Committee meetings ago where the assumption was made that if we did not use federal funds, INDOT could then proceed to purchase this property with state funding and forgo the process of amending this item into the TIP. We have since been corrected and that is not the case. Whether or not we use state funds, federal funds or petty cash funds, this particular acquisition, while not in itself significant, is considered to be tied to a regionally significant project—I-69. By virtue of that, the action would have to be included into the TIP before INDOT could proceed with the purchase of the hardship situation. Mr. Stoops said that he thinks it is great that the City has helped you solve this problem. Mr. Mitchell said that he hated to belabor the point but there is one other thing. He told the Mayor that he checked on the SR 45 bypass yesterday. He doesn't think it is being delayed for any other reason than

some information was passed on to INDOT from the University and also apparently from the City having to do with the bicycle and pedestrian facilities along that particular roadway. Those are being evaluated and you will apparently be hearing back from INDOT on those. Mr. Kruzan thanked Mr. Mitchell. Mr. Mitchell said he didn't know about the other projects.

Mr. Martin said that there is an unfortunate lack of communication that is occurring between INDOT and the County and the City. He understands that at an engineering level, there is pretty good cooperation and interaction among the people involved. At a policy level, from his understanding, there is essentially no interaction at all. It is very hard for the MPO to participate in a process that is continuing and cooperative and comprehensive without participation on the part of INDOT in the establishment of our policy. The County has made 2 requests now of INDOT for information we consider crucial to our comprehensive plan and we are not getting the information that we need. He has gotten a letter that says that it is going to be treated as public information. It's not public information. There is a statute in the State code that is specific to the needs of a comprehensive plan and information related to it that is to be provided to a County Planning Department. We expect that dialogue to occur. He does not know why it is not occurring. The City has had the similar kinds of problems when they went to the SR 45 issue. It took this meeting a couple of months ago (when this issue of the bypass came up) before anybody at INDOT seemed to know that there was problem with pedestrians and bicycles. That is a lack of policy level communication. We need to address that if we are to participate in this process as the federal government expects us to do. They gave us the responsibility and the authority to do it. We are going to do it. He encourages INDOT to fully participate with us in this process.

Mr. Kruzan agreed that on the engineering and staff level and even at the administrative level...we literally wouldn't have one of the greatest economic development projects (in his eyes), the B-Line Trail, had it not been for INDOT's cooperation. He appreciated the fact that there are a lot of projects. The frustration here is the lack of communication and the absolute lack of any substantive facts that back up some of the claims. We do end up in a circular argument. What we have been asking for many times has been for INDOT to provide in writing the statute citation, how is it that we are out of sync when we are identical, and what exactly the penalties are not what can they be. It is frustrating not getting answers. Sometimes, he has to give answers that people don't want to hear and he expects to get answers that he doesn't want to hear. He just wants to know what the answer is.

Mr. McDaniel followed up on the issue of communication. Another example of the lack of communication—admittedly this is a short time frame—only about a week ago on behalf of the MPO Policy Committee, he sent a letter to INDOT asking if they could be specific about what repercussions might occur if we did not pass this issue today. And specifically, he mentioned the ARRA funded projects awaiting letting. The second question was if there are to be negative consequences as a result of the vote, will there be an opportunity to take further action in response to that. We did not get a response. We asked them to respond before the meeting or have someone here who could answer those questions. From what he has heard so far, it doesn't seem that Mr. Mitchell can do that. Mr. Mitchell said he saw the letter but he understood that those answers could be provided at the meeting today. Mr. McDaniel said that if INDOT was serious about passing this, somebody should have responded or made it possible

to respond today. He didn't think that they were asking for that much even though we only gave them a week to respond. These are the very same questions that we asked 6 months ago at the last meeting when we discussed this. They were never answered at that time either.

Mr. Stark said that since he is the INDOT representative on the board—the ability to answer the questions or what the questions are is what if these things do happen based on not passing the amendment—he can answer those questions. They are not a whole lot different from what you have been reading as far as that's concerned. Mr. McDaniel asked him to answer the questions. Mr. Ruff asked if the current funds that are not flowing into the community for already approved projects are being withheld for this reason. Mr. Stark said no, they are not. Mr. McDaniel asked what if they vote to deny this request. Mr. Stark said that one of those consequences could be that they would not advance any projects in the Bloomington MPO area, if this amendment is not passed. Mr. McDaniel said that the "could" doesn't help us. Mr. Stoops asked if they would withhold money or not withhold money. Mr. Stark said it wouldn't be his decision but, yes, they would. Mr. Kruzan asked, "On what basis?" Mr. Stark said on the fact that the amendment hasn't been passed. It was voted down last March. INDOT is asking again for it to be passed so that we can purchase the piece of property on this hardship case. Mr. Kruzan said that he has understood after talking to people at INDOT and others that the reason funding would be frozen is because our TIP would not reflect the State TIP. Mr. Stark said that the State wouldn't have requested this amendment if it is not something that was in its plan to do. Mr. Kruzan said that the plans are in sync. We are being punished for something that has not yet happened. Mr. Stark said that the State's plan has to be approved by the Governor on an annual basis. At this point he has not approved it yet (to his knowledge). INDOT would not have asked for the amendment to happen without it being in their transportation plan. Mr. Kruzan said that the need for the amendment is that they need to acquire the property so that this property-owner who is qualified to receive hardship assistance does. That is what the City of Bloomington is planning to do. He moved the question. Mr. Coyne said he just wanted to understand what is going on to be clear what we are doing here. The City has a contract with this owner to buy this property. Mr. Kruzan said that the City has been in touch with the realtor today and the offer may have been done by now. Ms. Johnson said she has the offer with her and she needs City Legal to review it. Mr. Kruzan said they intend to make the offer today. Mr. Coyne asked if they have reason to believe that it will be acceptable. Ms. Johnson said she thought so. Mr. Kruzan said we would have to get Council approval to appropriate the money. Mr. Coyne asked INDOT if the City does purchase the property, does that make this request moot because it would no longer be a hardship and therefore this would not be necessary. Mr. Stark said he could not answer that question. Mary Jo Hamman with Michael Baker (the Section 5 Tier 2 Environmental Consultant) said that the property owner has been directly in contact with her. If the City is able to purchase the property and come to an agreement, it would be the City's responsibility to come to INDOT with the hardship acquisition request if that were to be the case. She said she thought the bottom line is that the property owner would be very happy regardless of who owns the property as long as it is no longer her. Mr. Coyne said he wanted to make sure that this is a solution that solves the problem. Ms. Hamman said Mayor Kruzan had brought up the question of not being in sync. When INDOT went through the review process after the hardship acquisition was formally made and the determination was made the homeowner qualified, they were bound to purchase that property. The only way that INDOT could do that is to have the

acquisition of that parcel in the INSTIP. Because it is within an MPO area, the only way that can happen is to be in the local TIP. The issue of being out of sync, while technically today we are not out of sync, we have made a commitment that this individual does meet the hardship requirements. We were bound to purchase the property and the only mechanism to do that was to have the State TIP amended to have that property in place. Because it is within an MPO area, we had to have it in the local TIP in order for it to be referenced into the STIP. Mr. Coyne asked when the City Council might act. Mr. Ruff said that as presiding officer over the Council he controls the agenda. He would be happy to put this on the agenda at the earliest possible time. He would furthermore like to add that this is an excellent solution as affordable housing opportunities are very important to this community. With a project scheduled date of activity on Section 5 of I-69 being 2016 to 2020 at the earliest and the way this has been going 2020 would be pretty optimistic. Under any scenario we would get several years of affordable housing benefits from the purchase of this property. In his opinion, it is likely that we could get a longer amount of time than that. Mr. Coyne asked if the person would withdraw their hardship request to the state as a result of this purchase. Ms. Hamman said she would no longer be the owner.

Mr. Stuebe noted that the State was going to buy the property as a hardship acquisition. Was the State also buying it because it would be needed for future road plans? Ms. Hamman said the property would be needed under both alternatives currently under consideration. Mr. Stuebe said that the State will need this property at some point. Ms. Hamman agreed. Mr. Stuebe said that this was a convoluted process. If this was truly needed by the City for affordable housing, he could understand it. The person deserves to have the property purchased. We are continuing to do nothing but butt heads with INDOT although he didn't want to detract from the call for good policy communications between INDOT and the County, City and IU. He just didn't see this one single act as being the issue of that they are making it. He would prefer to let the highway department do as they wish to.

Mr. Martin said that by Robert's Rules, the motion to postpone would take precedence over public comment. The question has been called.

Mr. Kruzan and Mr. Stoops restated the motion.

*****Mr. Kruzan moved to postpone indefinitely (Mr. Stoops added: because of the change in the situation, but also because this project which does not have a funding stream identified, makes it ineligible to be included in our Transportation Improvement Plan.) The role was called.**

Mr. Coyne said that he agreed with Mr. Stuebe that the fundamental issue here is someone in need and their need is not being addressed. If this plan from the City addresses that need... Andy Ruff made a point of order that final comments had already been taken and the members should just vote.

The motion passed by a vote of 8:5.

Mr. Stoops directed his comment to the chair. He requested that INDOT contact our Highway Department or the Monroe County Commissioners on Monday and apologize for suggesting that our funds have been delayed and that they were controlled based on our vote today. He



would like to know when the funds will be forthcoming for projects that were not even included in the MPO.

VII. New Business (taken out of order)

A. Transportation Enhancement Review Committee (*Nomination Requested**)

Scott Robinson said that the PC needed to elect up to two members of a TE Project Selection Committee. These representatives, along with representatives from the CAC and TAC will review projects to decide funding allotments from the MPO's TE funding. To date the MPO has received 3 applications for funding. There is some concern about conflict of interest. It is expected that should a conflict arise the committee member would take themselves out of the discussion and recommendation process. The committee will not make partial recommendations on funding. They will determine which projects should be funded then the entire MPO will decide on funding allotments. Mr. Robinson gave a synopsis of the 3 applications received. He asked the chair to entertain some nominations in order to select up to 2 representatives. The Policy Committee will meet at a special meeting on Oct. 9 to endorse the project recommendation in order to send off to the State by Oct. 15, 2009.

*****Bill Stuebe nominated Bill Williams. Jack Baker nominated Susie Johnson.** Bill Stuebe discounted the idea of conflicts of interest presenting problems. These people are most knowledgeable of priority and what needs to be accomplished. Robinson agreed and added that staff can nominate additional technical staff if we feel the composure of the group could benefit from that. The committee chair said that if there was no objection, the two would be the representatives.

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

A. Topic Suggestions for future agendas

IX. Upcoming Meetings

- A. Technical Advisory Committee – September 23, 2009 at 10:00 a.m. (McCloskey Room)**
- B. Citizens Advisory Committee – September 23, 2009 at 6:30 p.m. (McCloskey Room)**
- C. Policy Committee – October 9, 2009 at 1:30 p.m. (McCloskey Room)**

Adjournment

*These minutes were _____ by the Policy Committee at their meeting held on _____, 2009
(RCH 09/11/2009)*

EMAIL RECORD: EMERGENCY TIP AMENDMENT FOR ARRA PROJECT

Per the BMCMPPO Operational Bylaws, any action taken through an e-mail vote of the Policy Committee must be recorded as part of the minutes of a future meeting. Below are the e-mails that make up the vote taken on the amendment to switch ARRA funding from the Ellettsville Heritage Trail project to the City of Bloomington Signalization Upgrade project. Following the email summary is the official vote record for the action.

From: Desmond, Josh

Sent: Friday, August 07, 2009 10:11 AM

To: 'ajbaker@indiana.edu'; 'bwilliams@co.monroe.in.us'; 'drjuliethomas@gmail.com'; Johnson, Susie; 'jstark@indot.in.gov'; 'kemcdani@indiana.edu'; Kruzan, Mark; 'lyncoyne@indiana.edu'; 'mstoops@co.monroe.in.us'; 'myselfime2001@yahoo.com'; 'richardm@tinwisle.com'; Ruff, Andy; 'wstuebe@comcast.net'; 'robert.tally@fhwa.dot.gov'; 'marisol.simon@fta.dot.gov'

Cc: Micuda, Tom; Hess, Raymond; Robinson, Scott; Renfrow, Vickie; 'Connie Griffin'; Reid, Adrian

Subject: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Importance: High

Good morning,

The Bloomington/Monroe County MPO needs to process an emergency TIP Amendment to transfer some American Recovery & Reinvestment Act (ARRA) funding from one project to another. Staff is requesting that we process this amendment via an e-mail vote, pursuant to the MPO Bylaws. Please read the following information on the amendment request as well as the email voting procedure. I must emphasize that this is a VERY time-sensitive issue, so please do not wait to act once you've reviewed this information.

BACKGROUND

INDOT has established a September 1 deadline for the submittal of Final Bid Packages to their office for all ARRA funded projects. This is to ensure that there is enough time for INDOT to complete their review, bid the project, and obligate the funding prior to the final Federal deadline of March 2010. INDOT has instructed MPOs that if any project cannot make the 9/1 deadline, ARRA funding from that project should be transferred to a new project that can meet the deadline. INDOT has also stated that, pursuant to authority granted to them by the Federal level, they will take any money that cannot be spent by local recipients and spend it on State projects. The State is very serious about ensuring that every penny is spent by the March 2010 deadline so that Indiana remains eligible for future stimulus funding disbursements.

AMENDMENT REQUEST

After a review of the BMCMPPO's ARRA funded projects, only one project will not meet the September 1 deadline: the Ellettsville Heritage Trail. Contrary to earlier reports, the project was not able to obtain what is known as a "Categorical Exclusion" for its environmental review, and will instead require a much lengthier environmental assessment that will preclude the project from meeting the 9/1 deadline. At the Policy Committee hearing when the ARRA funds were initially allocated, the City volunteered to give up a traffic signal project so that the Heritage Trail project could receive some funding. In addition, the County gave up a small amount from its paving projects to get the total to \$300,000 for the trail. This trade was made with the understanding that the City would request that the signalization project be restored if the Heritage Trail project could not meet the required timeline. MPO staff is now proposing that the \$300,000 allocated to the Heritage Trail be transferred to the City's 4th Street Signalization project, which would

upgrade/replace signals at 4th & College and 4th & Walnut. The City has been working on the design for this project using different funds, and the project can be advanced by the 9/1 deadline if ARRA funding is now allocated to it.

In summary, the proposed amendment is as follows:

- Eliminate the \$300,000 ARRA allocation to the Heritage Trail
- Insert a new City of Bloomington project called "4th Street Signalization Upgrade" with an allocation of \$300,000 in ARRA funds.

E-MAIL VOTE PROCEDURES

Since this is the first time we've used an email vote, it is important that we establish a clear procedure. Here is how the vote will operate:

1. A Policy Committee member needs to make a motion. Please email this motion to me, as well as the rest of the committee.
2. Another Policy Committee member will need to second that motion. Please email that second to me, as well as the rest of the committee.
3. Once I have received a motion and a second, I will email the committee requesting votes on that motion. Please do not vote until you've received my notice to open the voting.
4. Voting will be open until we receive enough votes to take action. We require 7 "Yes" votes to approve the amendment.
5. I will notify the committee when final action on the motion is taken.
6. The vote will be presented to the Policy Committee for informational purposes at the September 11 meeting, pursuant to our Bylaws.

Once again, I must emphasize the time-sensitivity of this request, as well as the real threat that our MPO could lose this money altogether if we don't act quickly. I appreciate your assistance in dealing with this matter, and please don't hesitate to contact me with any questions.

Thanks,

Josh

Joshua G. Desmond, AICP

Bloomington/Monroe County MPO Director

From: Bill Williams [bwilliams@co.monroe.in.us]
Sent: Friday, August 07, 2009 10:16 AM
To: Desmond, Josh; ajbaker; drjuliethomas; Johnson, Susie; jstark; kemcdani; Kruzan, Mark; lyncoyne; marisol.simon; Mark Stoops; myselfime2001; richardm; robert.tally; Ruff, Andy; wstuebe
Cc: connie.griffin; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: RE: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

I move to approve the amendment as presented.

Bill Williams
Monroe County Public Works Director / Highway Engineer
Monroe County Highway Department
100 West Kirkwood Ave., Courthouse, Room 323

Bloomington, IN 47404
Telephone: (812) 349-2555
Fax: (812) 349-2959
e-mail: bwilliams@co.monroe.in.us

From: Julie Thomas [drjuliethomas@gmail.com]
Sent: Friday, August 07, 2009 10:40 AM
To: Bill Williams
Cc: Desmond, Josh; ajbaker; Johnson, Susie; jstark; kemcdani; Kruzan, Mark; lyncoyne; marisol.simon; Mark Stoops; myselfime2001; richardm; robert.tally; Ruff, Andy; wstuebe; connie.griffin; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: Re: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Second...

Julie L. Thomas
Owner
Cartridge World Bloomington

114 S. College Avenue
Bloomington, IN 47404
P: 812.961.8831
F: 812.961.8853
C: 812.345.0707

Julie L. Thomas, Ph.D.
Gender Studies / Russian History
Indiana University - Bloomington

From: Richard Martin [richardm@tinwisle.com]
Sent: Friday, August 07, 2009 10:48 AM
To: Desmond, Josh; ajbaker; bwilliams; drjuliethomas; Johnson, Susie; jstark; kemcdani; Kruzan, Mark; lyncoyne; marisol.simon; mstoops; myselfime2001; robert.tally; Ruff, Andy; wstuebe
Cc: connie.griffin; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: RE: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Josh,

The shift ins requests mentioned below from City signalization at Walnut/4th and College/4th, \$256,887, and County pavement preservation, \$44,000, to the Heritage Trail occurred at our April meeting. This latest request would shift the money from the Heritage Trail back to signalization at Walnut/4th and College/4th. Why is the County pavement preservation amount not also restored?

Cheers,

Richard

From: Desmond, Josh
Sent: Friday, August 07, 2009 10:46 AM
To: 'Richard Martin'; 'ajbaker'; 'bwilliams'; 'drjuliethomas'; Johnson, Susie; 'jstark'; 'kemcdani'; Kruzan, Mark; 'lyncoyne'; 'marisol.simon'; 'mstoops'; 'myselfime2001'; 'robert.tally'; Ruff, Andy; 'wstuebe'

Cc: 'connie.griffin'; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: RE: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

I'd like Bill Williams to weigh in as well, but after speaking with him, he did not feel that the additional \$44,000 was needed for his pavement projects. Those projects are actually already designed and submitted to INDOT, so it would probably be counterproductive to try and adjust their funding amounts or scopes. Bill, if you have any further comments on this issue, please feel free to respond.

Thanks,

Josh

Joshua G. Desmond, AICP

Bloomington/Monroe County MPO Director

From: Desmond, Josh
Sent: Friday, August 07, 2009 10:59 AM
To: 'ajbaker@indiana.edu'; 'bwilliams@co.monroe.in.us'; 'drjuliethomas@gmail.com'; Johnson, Susie; 'jstark@indot.in.gov'; 'kemcdani@indiana.edu'; Kruzan, Mark; 'lyncoyne@indiana.edu'; 'mstoops@co.monroe.in.us'; 'myselfime2001@yahoo.com'; 'richardm@tinwisle.com'; Ruff, Andy; 'wstuebe@comcast.net'; 'robert.tally@fhwa.dot.gov'; 'marisol.simon@fta.dot.gov'
Cc: Micuda, Tom; Hess, Raymond; Robinson, Scott; Renfrow, Vickie; 'Connie Griffin'; Reid, Adrian
Subject: RE: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Importance: High

Greetings,

Pursuant to the procedures outlined below for our email vote, we have received a Motion to Approve the proposed TIP amendment from Bill Williams, and a Second from Julie Thomas. See my original email below for the detailed Motion. At this point, the floor is open for votes on the Motion. Please respond with a "Yes" if you are in support of the motion, or with a "No" if you are opposed to the motion. If/when we receive 7 "Yes" votes, the motion will be approved. Once again, please feel free to contact me with any questions you may have.

Thanks,

Josh

Joshua G. Desmond, AICP

Bloomington/Monroe County MPO Director

From: Bill Williams [bwilliams@co.monroe.in.us]
Sent: Friday, August 07, 2009 11:01 AM
To: Desmond, Josh; ajbaker; drjuliethomas; Johnson, Susie; jstark; kemcdani; Kruzan, Mark; lyncoyne; marisol.simon; Mark Stoops; myselfime2001; richardm; robert.tally; Ruff, Andy; wstuebe; Patrick Stoffers; Iris Kiesling; Jane Marie Lind
Cc: connie.griffin; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: RE: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

We can always use the funds.

Having said that, I am currently in the process of trimming back the projects that were submitted due to the estimated costs being higher than originally thought. Originally, I had 5 overlay projects but have had to trim them back to 2 given the amount of funds allocated to the County. The additional \$44,000 would help but will not allow to add the third project.

If the estimate of the signal project will justify the use of all the additional funds, I believe it would be the best for the MPO area, however, if the estimate is still at the \$257,000 as Richard mentions below was submitted initially, we'll take the remaining and apply it to our projects.

We really won't know the real answer until the bids come in, of which through July, have been coming in at or around 15% below the engineer's estimates.

Bill

Bill Williams
Monroe County Public Works Director / Highway Engineer
Monroe County Highway Department
100 West Kirkwood Ave., Courthouse, Room 323
Bloomington, IN 47404
Telephone: (812) 349-2555
Fax: (812) 349-2959
e-mail: bwilliams@co.monroe.in.us

From: Stark, Jim [jstark@indot.IN.gov]
Sent: Friday, August 07, 2009 11:00 AM
To: Desmond, Josh; ajbaker@indiana.edu; bwilliams@co.monroe.in.us; drjuliethomas@gmail.com; Johnson, Susie; kemcdani@indiana.edu; Kruzan, Mark; lyncoyne@indiana.edu; marisol.simon@fta.dot.gov; mstoops@co.monroe.in.us; myselfime2001@yahoo.com; richardm@tinwisle.com; Tally, Robert; Ruff, Andy; wstuebe@comcast.net
Cc: connie_griffin@bluemarble.net; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: Re: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Yes

From: Baker, Andrew J [ajbaker@indiana.edu]
Sent: Friday, August 07, 2009 11:05 AM
To: 'Stark, Jim'; Desmond, Josh; bwilliams@co.monroe.in.us; drjuliethomas@gmail.com; Johnson, Susie; McDaniel, Kent Edward; Kruzan, Mark; Coyne, Lynn H; marisol.simon@fta.dot.gov; mstoops@co.monroe.in.us; myselfime2001@yahoo.com; richardm@tinwisle.com; Tally, Robert; Ruff, Andy; wstuebe@comcast.net
Cc: connie_griffin@bluemarble.net; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: RE: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Yes

From: Bill Stuebe [wstuebe@comcast.net]
Sent: Friday, August 07, 2009 11:09 AM
To: Desmond, Josh; ajbaker; bwilliams; drjuliethomas; Johnson, Susie; jstark; kemcdani; Kruzan, Mark; lyncoyne; marisol.simon; mstoops; myselfime2001; richardm; robert.tally; Ruff, Andy

Cc: connie.griffin; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: Re: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Yes.

Bill Stuebe

From: Bill Williams [bwilliams@co.monroe.in.us]
Sent: Friday, August 07, 2009 11:36 AM
To: Baker, Andrew J; Stark, Jim; Desmond, Josh; drjuliethomas@gmail.com; Johnson, Susie; McDaniel, Kent Edward; Kruzan, Mark; Coyne, Lynn H; marisol.simon@fta.dot.gov; Mark Stoops; myselfime2001@yahoo.com; richardm@tinwisle.com; Tally, Robert; Ruff, Andy; wstuebe@comcast.net
Cc: connie_griffin@bluemarble.net; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: RE: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Yes

From: Johnson, Susie
Sent: Friday, August 07, 2009 11:42 AM
To: Desmond, Josh
Cc: ajbaker; bwilliams; drjuliethomas; jstark; kemcdani; Kruzan, Mark; lyncoyne; marisol.simon; mstoops; myselfime2001; richardm; robert.tally; Ruff, Andy; wstuebe; connie.griffin; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: Re: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Yes. Susie Johnson

Sent from my iPhone

From: Julie Thomas [drjuliethomas@gmail.com]
Sent: Friday, August 07, 2009 12:25 PM
To: Johnson, Susie
Cc: Desmond, Josh; ajbaker; bwilliams; jstark; kemcdani; Kruzan, Mark; lyncoyne; marisol.simon; mstoops; myselfime2001; richardm; robert.tally; Ruff, Andy; wstuebe; connie.griffin; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: Re: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Yes

Julie L. Thomas
Owner
Cartridge World Bloomington

114 S. College Avenue
Bloomington, IN 47404
P: 812.961.8831
F: 812.961.8853
C: 812.345.0707

Julie L. Thomas, Ph.D.
Gender Studies / Russian History
Indiana University - Bloomington

From: Kruzan, Mark
Sent: Friday, August 07, 2009 12:32 PM
To: Desmond, Josh
Cc: Johnson, Susie; ajbaker; bwilliams; jstark; kemcdani; lyncoyne; marisol.simon; mstoops; myselfime2001; richardm; robert.tally; Ruff, Andy; wstuebe; Julie Thomas; connie.griffin; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: Re: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Yes.

From: Coyne, Lynn H [lyncoyne@indiana.edu]
Sent: Friday, August 07, 2009 1:48 PM
To: Desmond, Josh; Baker, Andrew J; bwilliams; drjuliethomas; Johnson, Susie; jstark; McDaniel, Kent Edward; Kruzan, Mark; marisol.simon; mstoops; myselfime2001; richardm; robert.tally; Ruff, Andy; wstuebe
Cc: connie.griffin; Hess, Raymond; Micuda, Tom; Reid, Adrian; Renfrow, Vickie; Robinson, Scott
Subject: RE: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Yes.

Lynn

Lynn H. Coyne, J.D.

Assistant Vice President for Real Estate and Economic Development

From: Desmond, Josh
Sent: Friday, August 07, 2009 3:19 PM
To: 'ajbaker@indiana.edu'; 'bwilliams@co.monroe.in.us'; 'drjuliethomas@gmail.com'; Johnson, Susie; 'jstark@indot.in.gov'; 'kemcdani@indiana.edu'; Kruzan, Mark; 'lyncoyne@indiana.edu'; 'mstoops@co.monroe.in.us'; 'myselfime2001@yahoo.com'; 'richardm@tinwisle.com'; Ruff, Andy; 'wstuebe@comcast.net'; 'robert.tally@fhwa.dot.gov'; 'marisol.simon@fta.dot.gov'
Cc: Micuda, Tom; Hess, Raymond; Robinson, Scott; Renfrow, Vickie; 'Connie Griffin'; Reid, Adrian
Subject: RE: EMERGENCY TIP AMENDMENT: ARRA Funding Transfer

Importance: High

Good afternoon,

At this time, we have received the required "Yes" votes (7 required, 8 received) to adopt the emergency TIP amendment as proposed earlier. You should have all seen those votes as they came in, but for the record, the "Yes" votes came from Lynn Coyne, Jack Baker, Susie Johnson, Mark Kruzan, Bill Stuebe, Julie Thomas, Bill Williams and Jim Stark. There have been zero "No" votes at this point. While staff will begin the paperwork and coordination process with INDOT to finalize this action, we will leave voting open until Noon on Monday, August 10. If anyone else would like to go on record with a vote prior to that time, please feel free to do so and it will be recorded in the final vote count.

Thank you all for your swift action on this item. I am hopeful that this will keep us in the good graces of our State and Federal partners as we implement ARRA projects and seek to obtain any future ARRA funding that may become available.

Josh

Joshua G. Desmond, AICP

Bloomington/Monroe County MPO Director

Bloomington/Monroe County Metropolitan Planning Organization

Policy Committee

Vote Record

Date of Vote: 8/7/09 [VIA EMAIL]

Agenda Item: TIP Amendment: Move \$300,000 in ARRA funds from Ellettsville Heritage Trail to City of Bloomington 4th Street Signalization.

Motion: To approve

Roll Call Vote:

Name	Organization	Proxy Name	Yes	No	Abstain
Marisol Simon	FTA, Region V Office				
Bob Tally	FHWA, Indiana Division				
Lynn Coyne	Indiana University, Director of Real Estate		Y		
Jack Baker	MPO Citizens Advisory Committee		Y		
Susie Johnson	Bloomington Public Works		Y		
Richard Martin	Monroe County Plan Commission	Jim Tolen			
Mark Kruzan	Mayor, City of Bloomington		Y		
Kent McDaniel	Bloomington Public Transportation Corp.		Y		
Dianna Bastin	Ellettsville Town Council				
Patrick Stoffers	Monroe County Commissioners	Mark Stoops			
Andy Ruff	Bloomington Common Council				
Bill Stuebe	Bloomington Plan Commission		Y		
Julie Thomas	Monroe County Council		2 nd Y		
Bill Williams	Monroe County Highway Department		1 st Y		
Jim Stark	INDOT, Seymour District Director	Jim Ude	Y		

Motion Disposition: Adopted: 9-0
 Rejected: _____

Bloomington/Monroe County Metropolitan Planning Organization

Unified Planning Work Program

Annual Completion Report for Fiscal Year 2009

INTRODUCTION

The *Annual Completion Report* summarizes the activities undertaken by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) as identified in the *Unified Planning Work Program Fiscal Year 2009-2010* (UPWP). This report describes activities accomplished in Fiscal Year (FY) 2009 between July 1, 2008 and June 30, 2009. This document is prepared to meet federal financial reporting requirements.

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) had a budget totaling \$571,985 for FY 2009 which came from the following sources (Note: Since the UPWP covers two fiscal years, the FY 2009 budget did include \$150,000 for FY 2010 as a place holder):

- Metropolitan Planning Funds (PL) provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the Indiana Department of Transportation (INDOT) in the amount of \$397,588; and
- Surface Transportation Program (STP) funds “flexed” from the Transportation Improvement Program (TIP) to the UPWP. These funds were provided by the FHWA through the INDOT in the amount of \$60,000; and
- Local match provided by the BMCMPPO and its contract service agencies in the amount \$114,397 (or 20% of total project costs to match against Federal funds received).

The BMCMPPO’s most significant accomplishment was arguably the successful adoption of a Complete Streets Policy. The first of its kind in the State of Indiana, the Policy will guide how local road projects will be developed to ensure adequate accommodation for 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. The FY 2010-2013 Transportation Improvement Program was developed using the Complete Streets Policy.

Other notable accomplishments of the BMCMPPO focused on the development of procedures which determine how funds suballocated to the BMCMPPO will be awarded or allocated. Specifically, the Policy Committee adopted a procedure by which safety projects would be evaluated and awarded Highway Safety Improvement Program (HSIP) funds. The BMCMPPO also developed a local procedure to manage and award Transportation Enhancement (TE) funds. Lastly, the BMCMPPO went to great lengths to understand and correctly program American Recovery and Reinvestment Act (ARRA) funds to qualified local projects.

In addition to the work done by the BMCMPPO and its staff, agreements were executed with local public agencies (referred to in this report as Contract Service Agencies or CSAs) so that they could assist the BMCMPPO accomplish certain UPWP elements. For example, the City of Bloomington Engineering Department conducted over 220 traffic and intersection counts under Element #401 - Vehicular Data Collection; Monroe County Highway Department conducted road segment data analysis of the pavement management system under Element #402 - Infrastructure Management Plan; and Bloomington Transit conducted bus ridership surveys under Element #501 - Transit, Bicycle, and Pedestrian Data Collection. The use of consultants provided valuable services as well. Under Element 202 - Short Range Transportation Studies, Indiana University hired a consultant to help with the development of the North Campus Area Study.

The following sections of this report give an overview of what was accomplished during FY 2009 and the amount of money spent on each element. The first section titled Work Element Analyses gives a brief description of the UPWP Work Elements and identifies what was accomplished. (Note: The organization of the Work Element Analyses is meant to be consistent with the FY 2009-2010 UPWP). Additionally, this section gives the budgetary standing of each element and provides a statement of its status at the end of FY 2009. The last section of the report, Expenditure Summary, is a synopsis of all expenditures made in FY 2009 broken down by quarter, by Work Element, and by Contract Service Agency (CSA).

WORK ELEMENT ANALYSES

This section of the Annual Completion Report analyzes each work element of the Unified Planning Work Program and identifies the tasks to be accomplished, the work completed by the BMCMPPO and its contract service agencies, budgetary breakdown of the element, and the status of the element at the end of FY 2009.

#101 - Transportation Planning Coordination

Purpose

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

Accomplishments

During FY 2009, the BMCMPPO accomplished the following tasks identified in the UPWP:

A. Intergovernmental Coordination:

- Organized seven meetings of the Policy Committee (1st, 2nd, 3rd, & 4th Quarters)
- Organized ten meetings of the Technical Advisory Committee (1st, 2nd, 3rd, & 4th Quarters)
- Administered and managed BMCMPPO staff (1st, 2nd, 3rd, & 4th Quarters)
- Participated in the East/West Corridor Study Team of the Chamber of Commerce (1st, & 2nd Quarters)
- Fostered interagency coordination with FHWA, INDOT, and local project partners (1st, 2nd, 3rd, & 4th Quarters)
 - Fostered coordination with INDOT concerning the SR 45 project, the SR45/46 Bypass Project, and other State projects/studies
 - Helped coordinate local rail crossing prioritization and endorsement
 - Assisted local public agencies with grant coordination
 - Surface Transportation Program (STP)
 - Transportation Enhancement (TE)
 - Safe Routes to School (SRTS)
 - Community Planning Grant
 - American Recovery and Reinvestment Act funds
 - Developed and adopted a procedure to locally administer Transportation Enhancement funding
 - Coordinated extensively with federal, state, and local partners on the American Recovery and Reinvestment Act funds and how such funds could be spent
- Developed and adopted a Complete Streets Policy (1st, 2nd, & 3rd Quarters)
- Participated in the 2010 Census coordination of the Participant Statistical Areas Program (PSAP)

B. Unified Planning Work Program:

- Developed and adopted an amendment to the FY 2009-2010 UPWP to add FY 2010 Planning funds and address new planning emphasis areas as suggested by FHWA. (3rd & 4th Quarters)

C. Planning Grant Administration

- Tracked BMCMPPO fiscal activities (1st, 2nd, 3rd, & 4th Quarters):
 - Tracked expenditures and receipts for FY 2009
 - Produced Quarter Billings
 - Facilitated a routine audit by the State Board of Accounts
- Completed and transmitted the FY 2008 Annual Completion Report (1st Quarter)

- D. Indiana Metropolitan Planning Organization Council
- Attended ten Indiana MPO Council Meetings (1st, 2nd, 3rd, & 4th Quarters)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 53,628.00	\$ 84,892.62	\$ (31,264.62)		
Local	\$ 13,407.00	\$ 21,223.16	\$ (7,816.16)	158.3%	-58.3%
Total	\$ 67,035.00	\$ 106,115.78	\$ (39,080.78)		

Status

This work element was satisfactorily completed in Fiscal Year 2009 and its ongoing status is continued into FY2010 of the *Fiscal Year 2009-2010 Unified Planning Work Program* (#101).

#102 - Training and Professional Development

Purpose

This element includes activities to continue development of BMCMPPO staff expertise through the attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training.

Accomplishments

During FY 2009, the BMCMPPO accomplished the following tasks identified in the UPWP:

- A. Staff Training, Education, and Technical Needs
- Renewed annual TransCAD license (1st Quarter)
 - BMCMPPO staff attended several web conferences (2nd, 3rd, & 4th Quarters)
 - Context Sensitive Solutions (hosted by ITE)
 - Development of Bike Facilities (hosted by APBP)
 - 2010 Census (hosted by the Census Bureau)
 - Infrastructure, CIPs, and Alternative Transportation (hosted by AICP)
 - Zoning for Transit Oriented Development (hosted by AICP)
 - Inclusionary Housing (hosted by AICP)
 - American with Disabilities Act (hosted by ADA)
 - Complete Streets and Context Sensitive Solutions (hosted by AICP)
 - 2010 Census CTPP (hosted by the Census Bureau)
 - 2009 Planning Law Review (hosted by AICP)
 - BMCMPPO staff attended the Indiana MPO Council Annual Conference (2nd Quarter)
 - BMCMPPO staff attended Indiana Road School (3rd Quarter)
 - BMCMPPO staff attended the APA National Conference (4th Quarter)
 - BMCMPPO staff attended a Complete Streets workshop (4th Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 10,000.00	\$ 9,565.81	\$ 434.19		
Local	\$ 2,500.00	\$ 2,391.45	\$ 108.55	95.7%	4.3%
Total	\$ 12,500.00	\$ 11,957.26	\$ 542.74		

Status

This work element was satisfactorily completed in Fiscal Year 2009 and its ongoing status is carried into the *Fiscal Year 2009-2010 Unified Planning Work Program (#102)*.

#103 - Public Participation CoordinationPurpose

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

Accomplishments

During FY 2009 the BMCMPPO accomplished the following tasks as identified in the UPWP:

- A. Citizens Advisory Committee (CAC):
 - The Citizens Advisory Committee met nine times (1st, 2nd, 3rd, & 4th Quarters)
- B. BMCMPPO Web Page Administration
 - Managed the BMCMPPO's website; www.bloomington.in.gov/mpo (1st, 2nd, 3rd, & 4th Quarters)
 - Posted materials related to BMCMPPO Committee (PC, TAC, CAC) meetings, agendas, and packets
 - Maintained the BMCMPPO, Policy/Advisory Committees, Transportation Planning, Alternative Transportation Planning, and Documents Clearinghouse webpages.
 - Posted draft/final plans and documents to the website and the Monroe County Public Library (Amended FY 2009-2012 TIP, FY 2010-2013 TIP, Amended FY 2009-2010 UPWP, etc.)
- C. Public Involvement Process
 - Held the first public open house which made BMCMPPO documents available for review and afforded BMCMPPO Committee members an opportunity to interact amongst themselves and the public in a relaxed atmosphere (2nd Quarter)
 - Held a 30 day public review and comment period for American Recovery and Reinvestment Act Projects as well as a hardship right-of-way acquisition for I-69 (3rd Quarter)
 - Held a 30 day public review and comment period for the FY 2010-2013 Transportation Improvement Program as well as a hardship right-of-way acquisition for I-69 (4th Quarter).

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 20,000.00	\$ 11,223.89	\$ 8,776.11	56.1%	43.9%
Local	\$ 5,000.00	\$ 2,805.97	\$ 2,194.03		
Total	\$ 25,000.00	\$ 14,029.86	\$ 10,970.14		

Status

This work element was satisfactorily completed in Fiscal Year 2009 and its ongoing status is continued into FY2010 of the *Fiscal Year 2009-2010 Unified Planning Work Program (#103)*.

#201 - Transportation Improvement Program

Purpose

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

Accomplishments

During FY 2009, the BMCMPPO accomplished the following tasks:

A. Transportation Improvement Program

- Drafted and adopted the FY 2010-2013 TIP after extensive coordination with local project partners (3rd & 4th Quarters)
 - Advertised and held a 30 day public comment period
- Processed and adopted thirteen TIP amendments to the FY 2009-2012 TIP (1st, 2nd, 3rd & 4th Quarters)
 - Added engineering for SR 45 at Liberty Dr./Hickory Leaf Dr. (INDOT)
 - Updated costs for 35 foot buses (BT); and updated Operating Budget, Capital Budget, and Operating Assistance (Rural Transit)
 - Added preventive maintenance of SR 46 from SR 446 to SR 135 (INDOT)
 - Added transit stimulus package purchases (Rural Transit)
 - Updated costs and funding for the downtown transfer facility (BT)
 - Updated costs and funding for hybrid buses, a facility security camera system, and fare collection equipment (BT)
 - Added development of seven Safe Routes to School travel plans (MCCSC)
 - Updated costs and funding of the Atwater Ave. and Henderson St. Intersection Improvement project (Bloomington)
 - Updated costs and funding for W. 3rd St. from Landmark Ave. to Franklin Rd. (Bloomington)
 - Programmed ARRA suballocation to six local projects (Monroe County, Bloomington, Ellettsville)
 - Updated costs and funding for Operational Assistance (BT)
 - Updated costs and funding for transit stimulus package purchases (Rural Transit)
 - Added preventive maintenance of SR 48 from SR 37 to Curry Pike (INDOT)

B. Highway Safety Improvement Program (HSIP)

- Drafted and adopted project selection procedures for the HSIP program (1st Quarter)
- Issued a call for projects, accepted and reviewed applications, and awarded HSIP funds (2nd & 3rd Quarters)

C. Project Coordination

- Attended twelve meetings of the City of Bloomington's Projects Team (1st, 2nd, 3rd, & 4th Quarters)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 18,400.00	\$ 7,253.86	\$ 11,146.14	39.4%	60.6%
Local	\$ 4,600.00	\$ 1,813.46	\$ 2,786.54		
Total	\$ 23,000.00	\$ 9,067.32	\$ 13,932.68		

Status

This work element was satisfactorily completed in Fiscal Year 2009 and its ongoing status is continued into FY2010 of the *Fiscal Year 2009-2010 Unified Planning Work Program (#201)*.



#202 – Short-Range Transportation Studies

Purpose

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

Accomplishments

During FY 2009, the BMCMPPO with the help of its contract service agencies accomplished the following tasks:

- A. North Campus Area Study
 - Fostered coordination between Indiana University, the City of Bloomington, the BMCMPPO, and the consultant to begin the N. Campus Area Study (1st, 2nd, 3rd, & 4th Quarters)
 - Held public workshops on the study at the Monroe County Public Library and the Kelley School of Business and used new online tools such as Facebook and SurveyMonkey to solicit input (4th Quarter)
- B. West 2nd Street Feasibility Study
 - No tasks were accomplished with the W. 2nd St. Feasibility Study in FY 2009
- C. CAC/Student Assisted Study
 - Submitted two project proposals to Ball State University’s Community Based Projects Program (1st Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 106,000.00	\$ 25,413.28	\$ 80,586.72	24.0%	76.0%
Local	\$ 26,500.00	\$ 6,353.32	\$ 20,146.68		
Total	\$ 132,500.00	\$ 31,766.60	\$ 100,733.40		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2009. The BMCMPPO will continue to work on the North Campus Area Study which is on schedule to be completed by the second quarter of FY 2010. The City of Bloomington still desires to finish the W. 2nd St. Feasibility Study and may proceed in 2010. The CAC must await selection of its project(s) by a Ball State University class before this project can proceed. Work from this element will be continued into FY2010 of the *Fiscal Years 2009-2010 Unified Planning Work Program (#201)*.

#301 – Long Range Transportation Studies

Purpose

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

Accomplishments

During FY 2009, the BMCMPPO with the help of its contract service agencies accomplished the following tasks:

A. 2035 Long Range Transportation Plan (LRTP)

- No tasks were accomplished with the 2035 Long Range Transportation Plan (LRTP) in FY 2009.

B. ITS Architecture Maintenance

- Drafted and adopted a Regional Intelligent Transportation Systems Architecture after extensive coordination with local stakeholders (1st Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 111,600.00	\$ 3,755.04	\$ 107,844.96	3.4%	96.6%
Local	\$ 27,900.00	\$ 958.29	\$ 26,941.71		
Total	\$ 139,500.00	\$ 4,713.33	\$ 134,786.67		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2009. Adoption of the Regional ITS was a significant accomplishment. However, the BMCMPPO will need to begin the process of updating the Long Range Transportation Plan since this document needs to be renewed in calendar year 2010. Work from this element will be continued into FY2010 of the *Fiscal Year 2009-2010 Unified Planning Work Program* (#302).

#401 - Vehicular Data Collection

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

Accomplishments

During FY 2009, the BMCMPPO with the help of its contract service agencies accomplished the following tasks:

A. Traffic Volume Counting

- The City of Bloomington conducted 189 traffic counts and 33 intersection turning movements within the BMCMPPO urbanized area boundary (1st, 2nd, 3rd, & 4th Quarters)
- The BMCMPPO and the City of Bloomington continued to support nine permanent traffic volume counting stations, including utility and maintenance costs (1st, 2nd, 3rd, & 4th Quarters)
 - BMCMPPO and City staff converted the permanent traffic volume counting stations from ATT business accounts to Centex which is anticipated to save several thousand dollars per year.
- The Town of Ellettsville conducted program review of its traffic volume counting program and conducted 27 vehicular counts (2nd, 3rd, & 4th Quarters)

B. Annual Crash Report

- Collected and analyzed data and finalized the CY 2007 Annual Crash Report (1st, 3rd, and 4th Quarters)



Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 46,800.00	\$ 40,213.25	\$ 6,586.75	85.9%	14.1%
Local	\$ 11,700.00	\$ 10,053.31	\$ 1,646.69		
Total	\$ 58,500.00	\$ 50,266.56	\$ 8,233.44		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2009. The BMCMPPO will need to collaborate with local project partners in updating local traffic counting procedures. Additionally, the BMCMPPO will need to produce the CY 2008 Crash Report. The ongoing status of this element is continued into FY2010 of the *Fiscal Year 2009-2010 Unified Planning Work Program* under work element #401.

#402 - Infrastructure Management

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

Accomplishments

During FY 2009, the BMCMPPO with the help of its contract service agencies accomplished the following tasks:

A. Infrastructure Management Plan

- Monroe County Highways Department entered data and analyzed segments as part of infrastructure management (1st, 2nd, 3rd, & 4th Quarters).
- The City of Bloomington renewed its Cartegraph licensing contract used for inventory infrastructure (1st Quarter).
- The City of Bloomington conducted work on the three year and ten year pavement schedule (3rd & 4th Quarters).
- The Town of Ellettsville set-up its database and collected data, including 27 segment reviews (1st, 2nd, 3rd, & 4th Quarters)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 41,600.00	\$ 28,098.63	\$ 13,501.37	67.5%	32.5%
Local	\$ 10,400.00	\$ 7,024.66	\$ 3,375.34		
Total	\$ 52,000.00	\$ 35,123.29	\$ 16,876.71		

Status

This work element was satisfactorily completed in Fiscal Year 2009 and its ongoing status is continued into FY2010 of the *Fiscal Year 2009-2010 Unified Planning Work Program* (#402).

#501 - Transit, Bicycle, and Pedestrian Data Collection

This element includes activities to prepare transit ridership data and bicycle and pedestrian volume counts. This information will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under- or over-utilized, and will aid in the prioritization of capital improvements.



Accomplishments

During FY 2009, the BMCMPPO with the help of its contract service agencies accomplished the following tasks:

A. Transit, Bicycle and Pedestrian Data Collection

- Bloomington Transit conducted transit data collection surveys (1st & 2nd Quarters)
- BMCMPPO staff conducted research on bicycle count infrastructure and conducted pedestrian and bicycle counts (1st & 4th Quarters)
- BMCMPPO staff worked with the City's Sidewalk Committee on the sidewalk inventory (1st & 2nd Quarters)
 - BMCMPPO staff developed a pedestrian level-of-service methodology to assess the 'walkability' of a certain location

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 8,000.00	\$ 3,833.18	\$ 4,166.82	47.9%	52.1%
Local	\$ 2,000.00	\$ 958.29	\$ 1,041.71		
Total	\$ 10,000.00	\$ 4,791.47	\$ 5,208.53		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2009. The BMCMPPO will need to coordinate with local planning partners on streamlining bicycle and pedestrian count procedures. The ongoing status of this element is continued in FY2010 in the *Fiscal Year 2009-2010 Unified Planning Work Program* (#501).

#502 - Short Range Alternative Transportation Studies

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

Accomplishments

During FY 2009, the BMCMPPO with the help of its contract service agencies accomplished the following tasks:

A. Safe Routes to School (SRTS) Program

- Coordinated the Safe Routes to School Task Force (1st, 2nd, 3rd, & 4th Quarters)
 - Coordinated regular meetings of the Safe Routes to School Task Force and its subcommittees
 - Helped coordinate International Walk to School Day activities at schools within BMCMPPO urbanized area
 - Participated in a Safe Routes to School Workshop featuring SRTS expert Wendi Kallins

B. Bicycle and Pedestrian Project Coordination

- Attended meetings and workshops of the Bloomington Bicycle and Pedestrian Safety Commission (1st, 2nd, 3rd, & 4th Quarters)
- Attended meetings of the Monroe County Alternative Transportation Technical Advisory Committee (1st, 2nd, 3rd, & 4th Quarters)
- Attended meetings of the Indiana University Commission on Personal Safety (4th Quarter)



C. LCI Training Program

- Conducted bicycle safety sensitizations and outreach (1st, 2nd, 3rd, & 4th Quarters)
 - Bicycle safety to ~200 elementary school children at Summit Elementary
 - Bicycle safety to ~175 graduate school students at Indiana University
 - Taught Smart Cycling 101, Learn to Ride, and Bike Commuter 101 classes
- Coordinated with Leadership Bloomington/Monroe County on a campaign to encourage bicycle commuting (3rd Quarter)
- Worked with the City of Bloomington on Bike Week activities including Bike to Work Day (4th Quarter)

D. Transit Development Program (TDP)

- Bloomington Transit, with the help of a consultant, continued work on the TDP (1st, 2nd, & 3rd Quarters)
 - A consultant worked with BT in development of the TDP including a public charrette was held to get feedback on transit proposals
 - MPO staff coordinated and reviewed TDP materials

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 33,000.00	\$ 18,949.28	\$ 14,050.72	57.4%	42.6%
Local	\$ 8,250.00	\$ 4,737.32	\$ 3,512.68		
Total	\$ 41,250.00	\$ 23,686.60	\$ 17,563.40		

Status

This work element was satisfactorily completed in Fiscal Year 2009 and its ongoing status is continued into FY2010 of the *Fiscal Year 2009-2010 Unified Planning Work Program (#502)*.

#503 - Long Range Alternative Transportation Programs

This element includes activities to continue implementation of the SR37/I-69 Alternative Transportation Corridor Study which was produced in FY 2007 and provided design recommendations for bicycle and pedestrian facilities for interchanges and overpasses. Additionally, the BMCMPPO must maintain the locally developed Coordinated Human Services Public Transportation Plan and evaluate how transit projects serve the needs of the elderly, persons with disabilities, and persons with low income.

Accomplishments

During FY 2009, the BMCMPPO accomplished the following tasks:

- A. Alternative Transportation Corridor Study
 - BMCMPPO staff coordinated with City of Bloomington and INDOT personnel on new alternative transportation corridors.
- B. Coordinated Human Services Public Transit Plan
 - Coordinated Mobility Steering Committee meetings (1st Quarter)
 - Facilitated Job Access and Reverse Commute and New Freedom grant applications (1st Quarter).

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	\$ 8,560.00	\$ 2,190.41	\$ 6,369.59	25.6%	74.4%
Local	\$ 2,140.00	\$ 547.60	\$ 1,592.40		
Total	\$ 10,700.00	\$ 2,738.01	\$ 7,961.99		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2009. The BMCMPPO will have to continue to facilitate coordination with local transit providers and human service providers. Additionally, the BMCMPPO will need to decide if it wishes to take action on the recommendations put forth in the Alternative Transportation Corridor Study. The ongoing status of this element is continued in FY 2010 in the *Fiscal Year 2000-2010 Unified Planning Work Program (#503)*.



EXPENDITURE SUMMARY

This section of the Annual Completion Report provides a synopsis of all expenditures made in FY 2009. Expenditures are broken down by quarter, by work element, by Contract Service Agency (CSA), and by overall MPO fiscal activity.

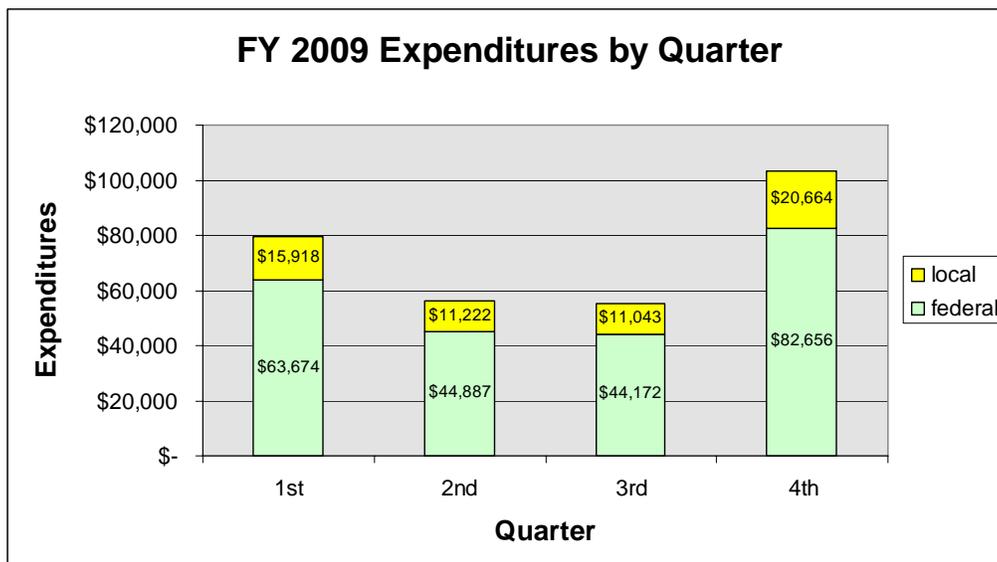
FY 2009 QUARTERLY EXPENDITURES

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

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

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

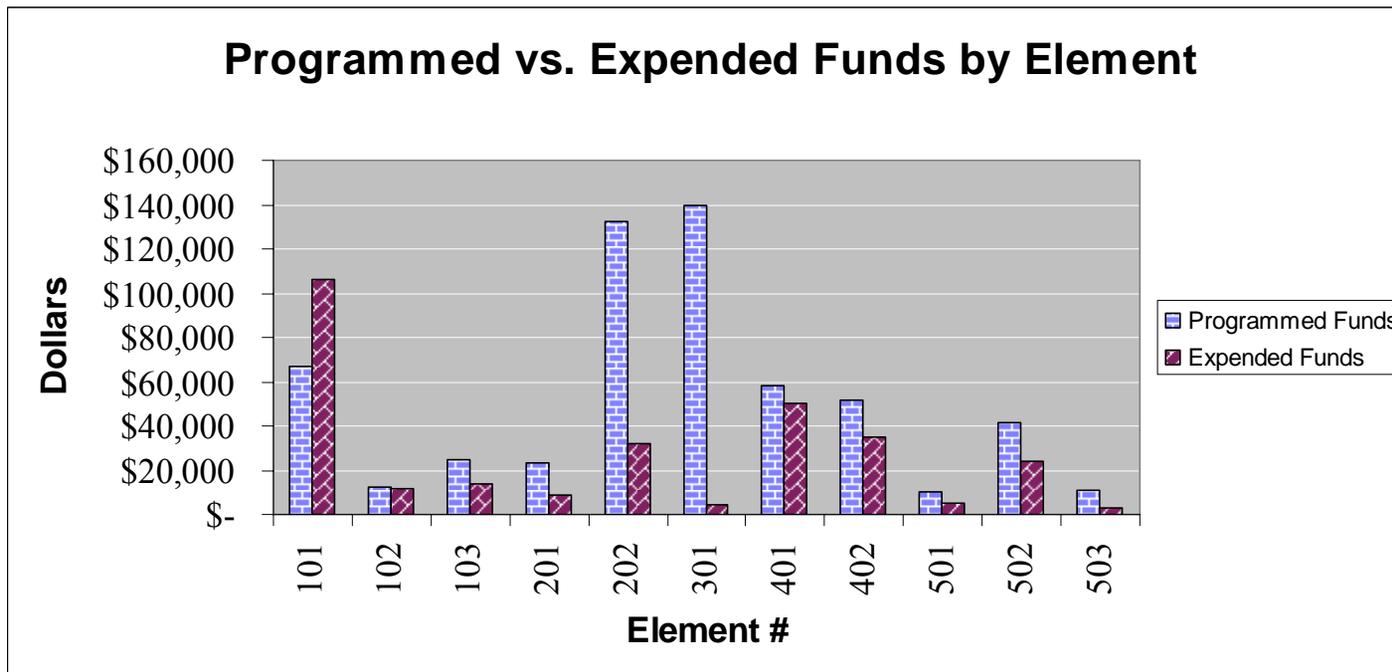
Fourth Quarter Summary			
Quarter	Q4 / FY 2008		
Period	04/01/2009 - 06/30/2009		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 6,112.37	\$ 24,449.50	\$ 30,561.87
102	\$ 430.20	\$ 1,720.80	\$ 2,151.01
103	\$ 583.73	\$ 2,334.92	\$ 2,918.65
201	\$ 821.76	\$ 3,287.05	\$ 4,108.82
202	\$ 6,179.26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





FY 2009 TOTAL EXPENDITURES PER ELEMENT

Fiscal Year 2009 Budget Summary											
Element #	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio	
	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Expended	Unspent
101	\$ 13,407.00	\$ 53,628.00	\$ 67,035.00	\$ 21,223.16	\$ 84,892.62	\$ 106,115.78	\$ (7,816.16)	\$ (31,264.62)	\$ (39,080.78)	158.3%	-58.3%
102	\$ 2,500.00	\$ 10,000.00	\$ 12,500.00	\$ 2,391.45	\$ 9,565.81	\$ 11,957.26	\$ 108.55	\$ 434.19	\$ 542.74	95.7%	4.3%
103	\$ 5,000.00	\$ 20,000.00	\$ 25,000.00	\$ 2,805.97	\$ 11,223.89	\$ 14,029.86	\$ 2,194.03	\$ 8,776.11	\$ 10,970.14	56.1%	43.9%
201	\$ 4,600.00	\$ 18,400.00	\$ 23,000.00	\$ 1,813.46	\$ 7,253.86	\$ 9,067.32	\$ 2,786.54	\$ 11,146.14	\$ 13,932.68	39.4%	60.6%
202	\$ 26,500.00	\$ 106,000.00	\$ 132,500.00	\$ 6,353.32	\$ 25,413.28	\$ 31,766.60	\$ 20,146.68	\$ 80,586.72	\$ 100,733.40	24.0%	76.0%
301	\$ 27,900.00	\$ 111,600.00	\$ 139,500.00	\$ 938.76	\$ 3,755.04	\$ 4,693.80	\$ 26,961.24	\$ 107,844.96	\$ 134,806.20	3.4%	96.6%
401	\$ 11,700.00	\$ 46,800.00	\$ 58,500.00	\$ 10,053.31	\$ 40,213.25	\$ 50,266.56	\$ 1,646.69	\$ 6,586.75	\$ 8,233.44	85.9%	14.1%
402	\$ 10,400.00	\$ 41,600.00	\$ 52,000.00	\$ 7,024.66	\$ 28,098.63	\$ 35,123.29	\$ 3,375.34	\$ 13,501.37	\$ 16,876.71	67.5%	32.5%
501	\$ 2,000.00	\$ 8,000.00	\$ 10,000.00	\$ 958.29	\$ 3,833.18	\$ 4,791.47	\$ 1,041.71	\$ 4,166.82	\$ 5,208.53	47.9%	52.1%
502	\$ 8,250.00	\$ 33,000.00	\$ 41,250.00	\$ 4,737.32	\$ 18,949.28	\$ 23,686.60	\$ 3,512.68	\$ 14,050.72	\$ 17,563.40	57.4%	42.6%
503	\$ 2,140.00	\$ 8,560.00	\$ 10,700.00	\$ 547.60	\$ 2,190.41	\$ 2,738.01	\$ 1,592.40	\$ 6,369.59	\$ 7,961.99	25.6%	74.4%
Total	\$ 114,397.00	\$ 457,588.00	\$ 571,985.00	\$ 58,847.31	\$ 235,389.25	\$ 294,236.56	\$ 55,549.69	\$ 222,198.75	\$ 277,748.44	51.4%	48.6%





FY 2009 TOTAL EXPENDITURES BY CONTRACT SERVICE AGENCY

Monroe County

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

Bloomington

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

Ellettsville

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

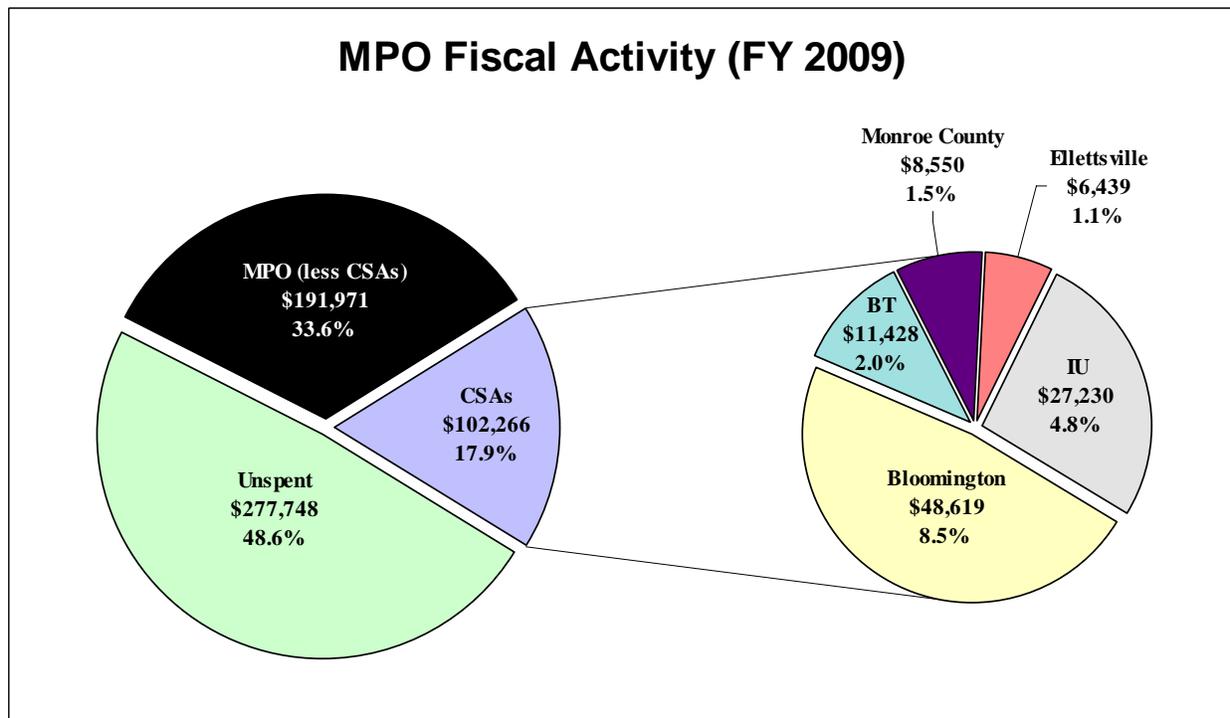
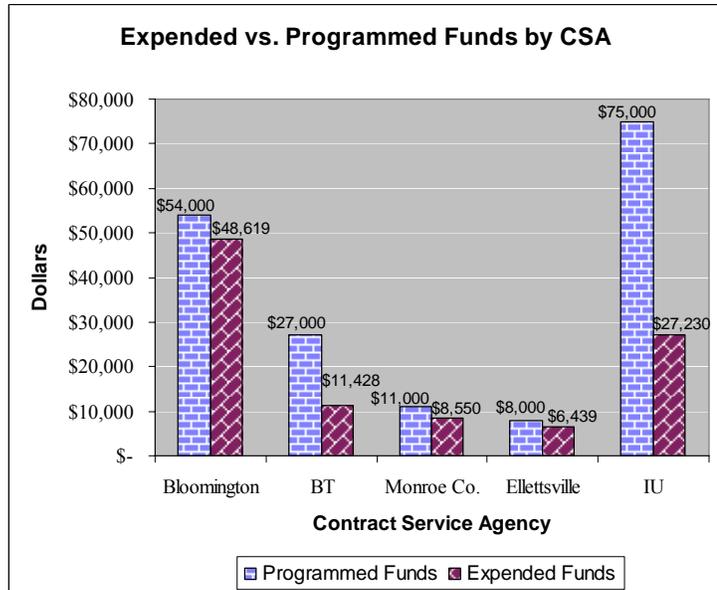
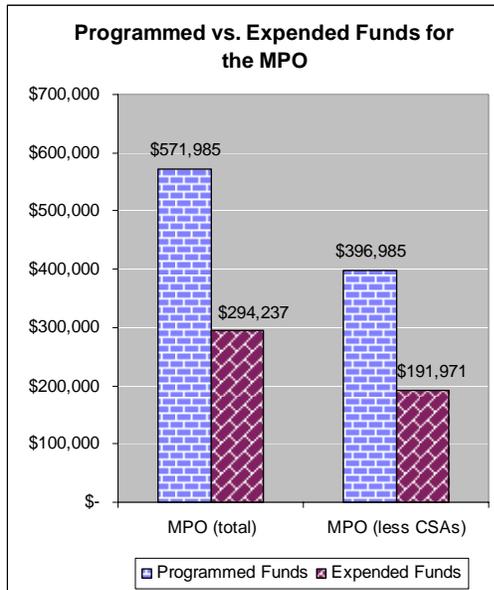
Bloomington Transit

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

Indiana University

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

FY 2009 TOTAL EXPENDITURES BY CONTRACT SERVICE AGENCY



Prepared by BMCMPO Staff
September 2009

*Bloomington/Monroe County
Metropolitan Planning Organization*

Crash Report

Calendar Years 2005 through 2007

May 2009



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Executive Summary

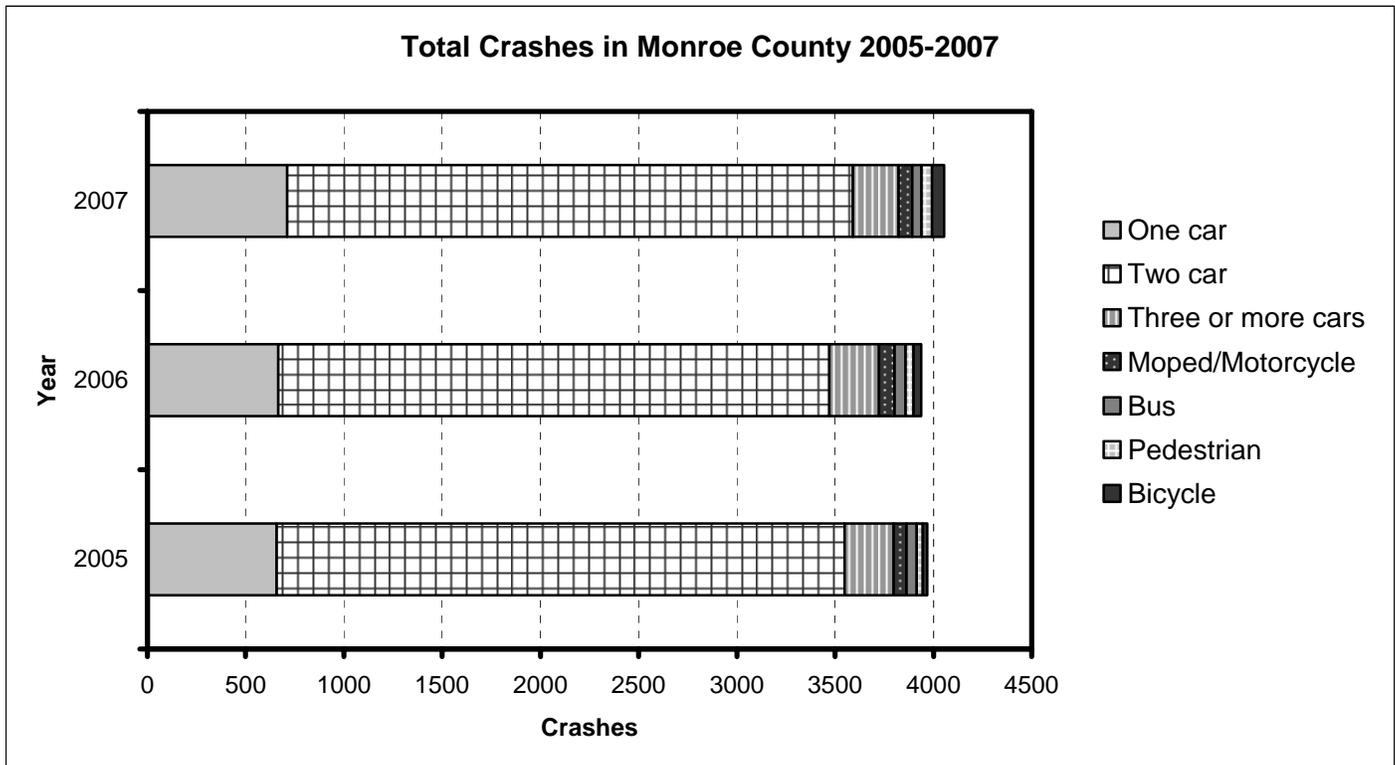
The 2007 Bloomington/Monroe County MPO Crash Report continues the series of ongoing annual reporting on the predominant causes and trends of motor vehicle crashes in Monroe County from 2005 to 2007. The Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO) issues an annual crash report that covers a three year timeframe each year such that effective time-series analysis of crashes within Monroe County are documented.

The findings of this report, and past reports, have been compiled to provide information to the Citizen’s Advisory Committee, Technical Advisory Committee, and Policy Committee of the MPO. Additionally, the report(s) 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 of this report, detailed tables, charts, and summaries are provided to highlight information on the frequency, severity, and other related characteristics of crashes that occurred from 2005 to 2007. Additionally, the appendix contains information and analysis aimed to assist target users groups of this report that other users may also find beneficial.

Summary of Crash Trends 2005 to 2007

A total of 11,961 crashes were reported between 2005 and 2007 (Table 1). This is slightly less than the 12,129 crashes reported between 2004 and 2006 and suggests that the annual trends remain consistent with no noteworthy changes to highlight. About three quarters of the total crashes reported no injuries (or unknown) and the rest reported various levels of severity in injuries sustained. However on a positive note, with recent trends in lower vehicle miles traveled together with higher gas prices, annual crash totals may decline as a result of these and other factors and may be worth noting in forthcoming reports (2008 and 2009).



A further breakdown of the total 11,961 crashes provides useful insights to trends involving pedestrians, bicyclists, and crashes that resulted in fatalities. Also of importance is a new breakdown for crashes involving buses and mopeds/motorcycles. Of the total crashes, 250 involved bicycles and pedestrians, and an overall total of 24 crashes had fatalities. This data is consistent with previous trends, but the total fatal crashes were less than the 33 reported in the previous three year period. This may be due to a low number of fatal crashes (3) reported in 2007. This is a noteworthy statistic to keep track of in future reports because typically the fatal crashes have ranged from 9 to 13 annually. Of the 28 fatalities, 14 were from single vehicle crashes and three from crashes that involved cyclists and pedestrians (Table 4). The remainder of fatalities was either from multi-vehicle crashes or involved mopeds/motorcycles.

The peak frequency rate 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 more than one crash per hour (Figure 1). Similarly the weekend also follows a predictable pattern where the crash rate has a more even distribution through the day and early evening hours. Friday continued to have the highest crash frequency, while Sunday also continued to have the lowest number of crashes (Figure 2).

State Road 37 and Vernal Pike tops the list once again and was the most problematic intersection, followed by 3rd Street and State Road 45/46 Bypass, and then 10th Street and State Road 45/46 Bypass (Table 2). Because these intersections continue to exhibit high numbers of crashes from year to year, safety improvements should be considered. Other locations that do not involve state managed highways, such as Walnut Street Pike and Winslow Road¹, but show a high number of crashes should also be considered for safety improvements. There were no notable locations (road segments) that are not intersections that had high crash numbers to identify in this report. However, some locations may be eligible for future safety improvements with a more in-depth analysis. Future reports need to develop a reliable methodology to normalize the total numbers of crashes for each location to volumes of traffic, road classification, and/or some other value so ranking problematic locations and intersections are not solely based on total crashes.

The leading cause of crashes during the study period was once again failure to yield right of way with 2,714 incidents (Table 3). This may be due to poor conditions such as, intersection design, sight lines, signage, or pavement markings. Other leading causes include reaction to other driver behaviors, following too closely, and unsafe backing which together total 4,236 incidents. These causes may be reduced through law enforcement and education efforts as well as through using some physical improvements that can mitigate these causes. Running off the right side of the road and speeding (two types) rank in the top ten causes with a total of 1,133 incidents. These types of causes do present opportunities for physical safety improvements such as guard rails, rumble strips, and interactive signage and should be explored further to possibly reduce crashes of this nature.

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. Of the top 25 locations that reported crashes with bicycles and pedestrians, six are along Jordan Avenue on the Indiana University Campus, and three are ranked as the top three locations (Table 5). Numerous locations along Jordan Avenue should therefore be considered for future safety improvements. Although none resulted in a fatality in this area (Table 6), the Jordan corridor should be given a high priority to investigate the possible causes and solutions associated with these crashes.

¹ This intersection may be receiving credit for some crashes at the Country Club Road/Winslow Road and Walnut Street intersection due to the close proximity of the two intersections.

Introduction

Increased 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 enactment of the American Recovery and Reinvestment Act of 2009 speaks to the importance that transportation infrastructure plays in our society. The BMCMPPO received approximately \$3.1 million through this federal legislation to invest in our local transportation network. The benefits of these investments have yet to materialize, but should pay benefits in the years to come. However, the effectiveness of our transportation system continues to be 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. In 2005, unintentional accidents were the 5th leading cause of death overall, and of the 117,809 total unintentional accidents reported, 43,667 (37%) are attributed to motor vehicle traffic.² 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 to 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 BMCMPPO requires Local Public Agencies (LPAs) to use crash data as part of the Highway Safety Improvement Program (HSIP – a detailed section is included in the appendix of this report). This program provides federal funding to target areas with high incidences of crashes. It is the overall goal of HSIP to reduce the frequency and severity of crashes at problematic locations. Through annual reporting and analysis, effective mitigation strategies can be implemented to further curtail crashes within Monroe County.

The report uses two time periods for analysis: 2007 and 2005-2007. Data from 2007 alone is used to give a “snapshot” of crash statistics in Monroe County, while data from 2005 to 2007 is used to illustrate trends and to establish baseline values. Additionally, it is often necessary to consider a longer time horizon (2005-2007) where data from a single year appear to be random. This is typically the case for bicycle and pedestrian crashes, fatalities and incapacitating injuries, and location analysis, where the number of crashes or individuals is relatively small.

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 based on the collision, 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 fatalities?).

² Centers for Disease Control, National Center for Injury Prevention and Control. 10 Leading Causes of Death, United States, 2005. http://www.cdc.gov/nchs/data/nvsr/nvsr56/nvsr56_10.pdf . Accessed on May 5, 2009.

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 misentered street names, and incomplete data entry undoubtedly introduced some error into the results. Therefore, results should not be interpreted rigidly.

A significant effort was made to correct data errors and validate results (e.g. location, geo coding, street names, etc.). However, because these quality control measures change when compared from previous reports some minor inconsistencies exist when comparing crash reports over several years. Therefore, it is understood that the most recent Crash Report issued reflects the best and most accurate crash information.

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

When reading the report, it is important to understand the distinction between “crashes” and “individuals.” The term “crash” is used when the characteristics of the crash itself are under consideration, whereas the terms “individual” and “fatality” are used when the focal point is the people involved. For example, the “Fatal Injury” column of Table 1 (“Crash by Type and Severity, 2005-2007”) shows how many crashes resulted in a fatal injury in 2007, but it would be incorrect to interpret this column as the number of fatalities in 2007, 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 2005-2007. These factors reflect trends in the overall safety of the transportation system.

In 2007, a total of 4,055 motor vehicle crashes were reported in Monroe County (Table 1). Of these, only 3 resulted in one or more fatalities, while 65 caused incapacitating injuries. For the vast majority of crashes (3,109), injuries were not reported. Two-car crashes were the most common, comprising 71% of the total. One-car crashes and those involving three or more cars were also common, accounting for 18% and 6% of total crashes reported, respectively. Pedestrian and cyclist crashes were much less frequent. Moped, motorcycle, and bus crashes are reported for the first time in this report and it will be important to track any future trends not apparent at this time.

The overall number of crashes remained consistent each year from 2005 to 2007 with an average of 3987 per year. However, the portion of crashes resulting in fatalities or incapacitating injury was higher in 2006 than in the other years, mostly due to increased severity of single-vehicle crashes.

Table 1. Crash by Type and Severity, 2005-2007

Crash Type	Severity				Annual Total	Percent of Annual Total	
	Fatal Injury	Incapacitating Injury	Non-incapacitating	No injury/unknown			
2005	One car	3	11	232	412	658	16.6%
	Two car	3	14	639	2235	2891	72.8%
	Three or more cars		7	127	115	249	6.3%
	Moped/Motorcycle	1	10	42	12	65	1.6%
	Bus			9	42	51	1.3%
	Pedestrian	1	4	27		32	0.8%
	Bicycle	1	4	18		23	0.6%
	Total	9	50	1094	2816	3969	100.0%
	Percent of Annual Total	0.2%	1.3%	27.6%	70.9%	100.0%	
2006	One car	8	15	197	446	666	16.9%
	Two car	1	17	582	2205	2805	71.2%
	Three or more cars		10	98	145	253	6.4%
	Moped/Motorcycle	2	11	50	16	79	2.0%
	Bus		1	10	44	55	1.4%
	Pedestrian	1	10	29	1	41	1.0%
	Bicycle		4	33	1	38	1.0%
	Total	12	68	999	2858	3937	100.0%
	Percent of Annual Total	0.3%	1.7%	25.4%	72.6%	100.0%	
2007	One car	2	10	161	539	712	17.6%
	Two car		28	493	2357	2878	71.0%
	Three or more cars		3	82	148	233	5.7%
	Moped/Motorcycle	1	11	46	11	69	1.7%
	Bus			4	43	47	1.2%
	Pedestrian		6	42	5	53	1.3%
	Bicycle		7	50	6	63	1.6%
	Total	3	65	878	3109	4055	100.0%
	Percent of Annual Total	0.1%	1.6%	21.7%	76.7%	100.0%	
3-Year	Total	24	183	2971	8783	11961	
	Percent of 3-Year Total	0.2%	1.5%	24.8%	73.4%	100.0%	

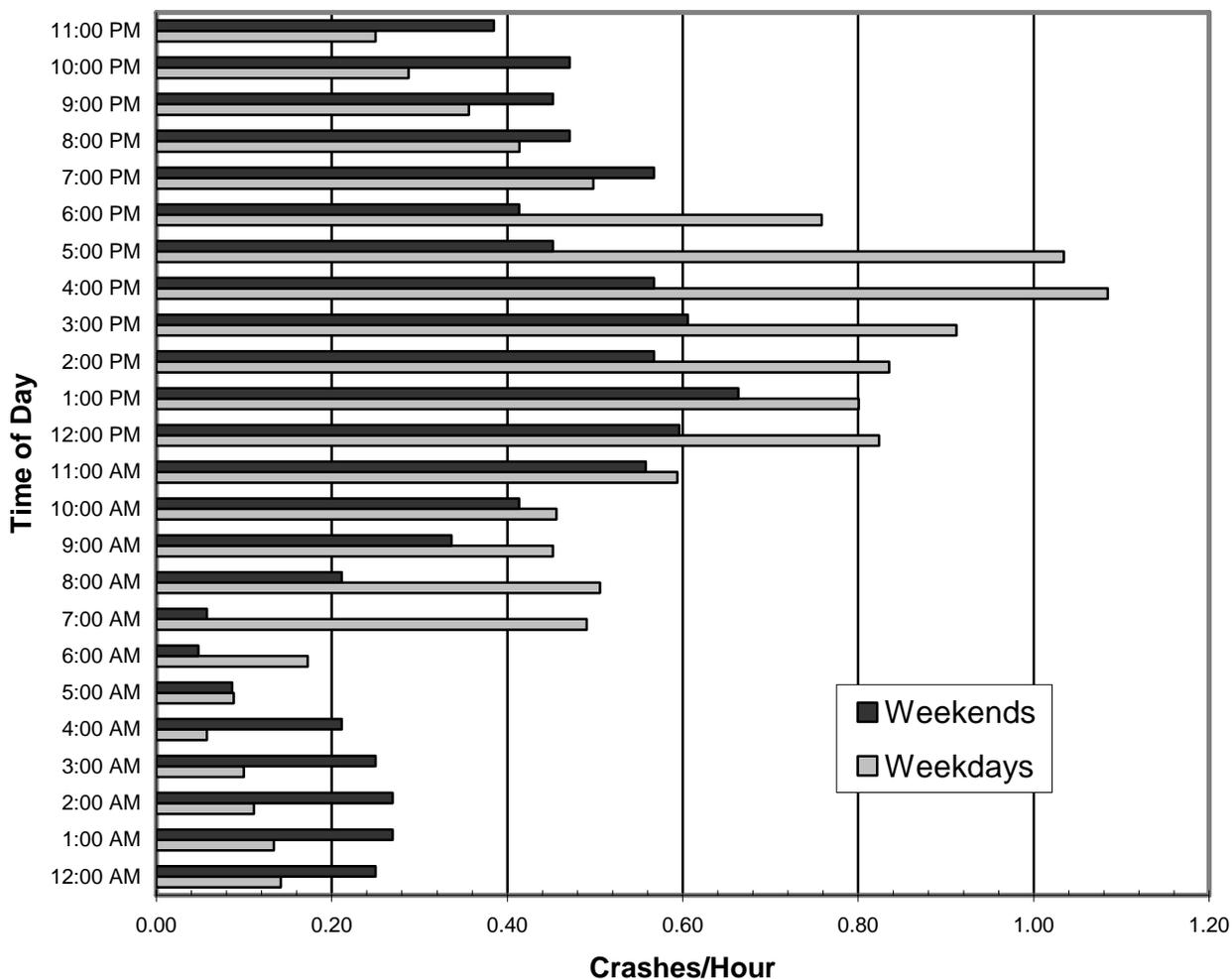
Time of Crashes

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

On weekdays in 2007, the number of crashes typically increased in conjunction with traffic from the morning and noon rush hours – 7:00 AM to 9:00 AM, and 12:00 PM to 1:00 PM (Figure 1).³ Hourly crashes also increased progressively from 1:00 PM until around 5:00 PM. The late afternoon was the most likely time for a crash to occur, with roughly one per hour.

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

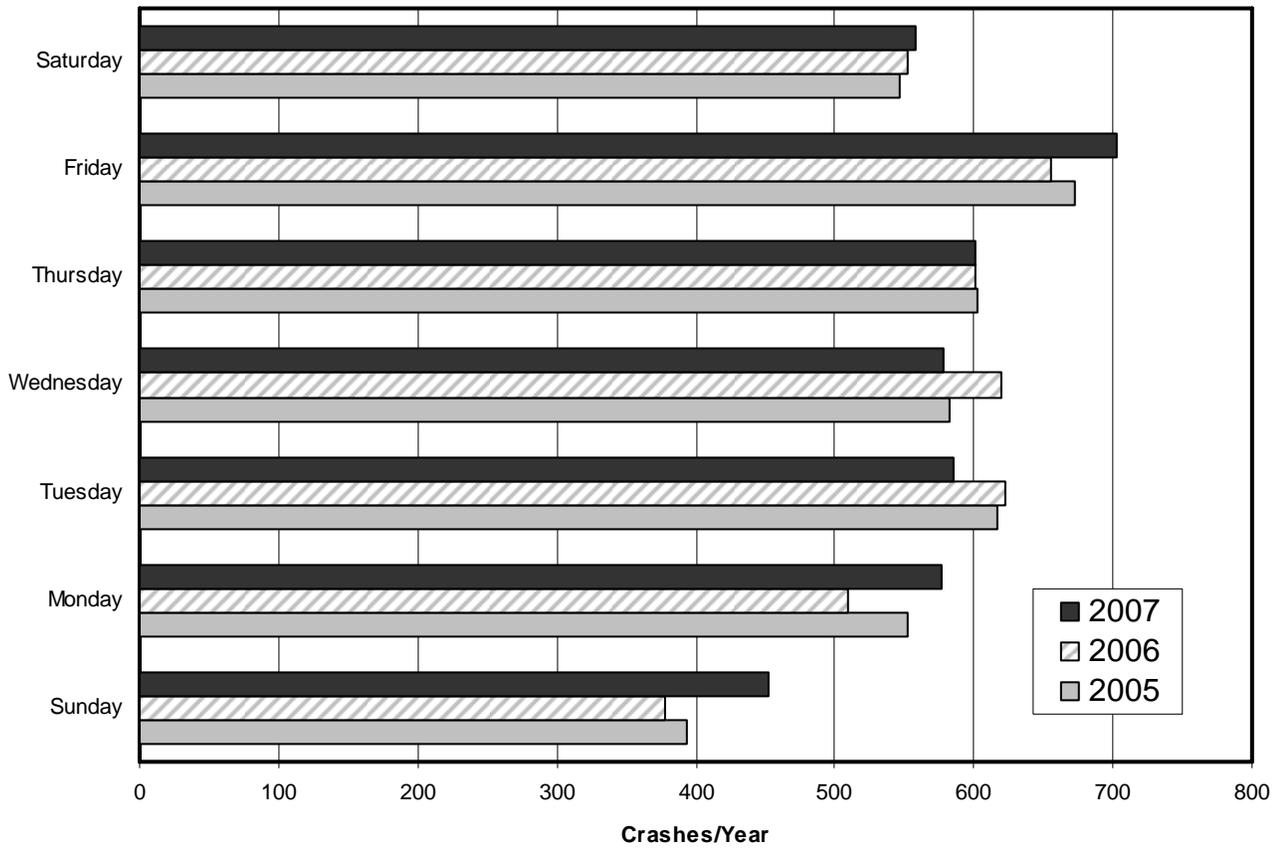
Figure 1. Crashes per Hour by Time of Day, 2007⁴



³ For the purposes of this report, “weekdays” begin on Sunday at 7:00 PM and end on Friday at 6:59 PM. Conversely, “weekends” begin on Friday at 7:00 PM and end on Sunday at 6:59 PM.

⁴ Hours shown represent the beginning of the hour. For example, “12:00 AM” represents the time period from 12:00 AM to 12:59 AM.

Figure 2. Crashes by Day of Week, 2005-2007



Crash Locations

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

In 2007, the intersection with the greatest number of total crashes was once again State Road 37 & Vernal Pike, where 50 crashes occurred (Table 2) and is ranked first with the most crashes reported over the last three years (131). Intersection design factors, such as limited visibility, topographic constraints, and awkward turning movements, may also contribute to greater crash frequency at some these intersections and will require further investigation.

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

Table 2. Total Crashes Ranked by Location from 2005-2007

Rank	Intersection	Year			3-Year Total
		2005	2006	2007	
1	SR 37 and Vernal Pike	38	43	50	131
2	3rd Street and SR 45/46 Bypass	36	32	46	114
3	10th Street and SR 45/46	34	41	30	105
4	Bloomfield Road and SR 37	23	29	40	92
5	3rd Street and SR 37	46	25	17	88
5	3rd Street and Pete Ellis Drive	12	34	42	88
7	College Avenue/Walnut Street and SR 45/46	21	22	39	82
8	<i>Walnut Street Pike and Winslow Road *</i>	31	28	19	78
9	Curry Pike/Leonard Springs Road and SR 45	22	17	37	76
9	Hickory Leaf Drive/Liberty Drive and SR 45	19	25	32	76
11	10th Street and Jordan Avenue	30	34	10	74
12	3rd Street and Kingston Drive	24	23	22	69
12	10th Street and Fee Lane	13	32	24	69
14	3rd Street and Liberty Drive	22	21	19	62
15	3rd Street and Jordan Avenue	31	14	16	61
16	3rd Street and Landmark Drive	20	21	18	59
17	Kinser Pike and SR 45/46	20	12	25	57
18	3rd Street and Washington Street	18	15	23	56
19	3rd Street and Gates Drive	17	26	12	55
20	3rd Street and Curry Pike	25	9	16	50
20	3rd Street and Highland Avenue	14	16	20	50
20	3rd Street and Smith Road	15	22	13	50
20	3rd Street and College Avenue	19	18	13	50
20	Kirkwood Avenue and Walnut Street	18	15	17	50
25	Atwater Avenue and Henderson Street	17	21	10	48
26	8th Street and College Avenue	21	16	10	47
27	Grimes Lane and Walnut Street	9	20	17	46
27	2nd Street and College Mall Road	15	15	16	46
27	10th Street and College Avenue	23	11	12	46
30	3rd Street and Woodlawn Avenue	11	12	21	44
30	7th Street and Walnut Street	10	17	17	44
32	3rd Street and Walnut Street	15	14	13	42
32	17th Street and SR 45/46	5	20	17	42
34	3rd Street and Dunn Street	16	10	15	41
34	7th Street and College Avenue	8	15	18	41
34	10th Street and Union Street	14	13	14	41
34	10th Street and Pete Ellis Drive/Range Road	12	15	14	41
34	13th Street and Indiana Avenue	13	15	13	41
39	<i>Country Club Drive/Winslow Road and Walnut Street*</i>	13	18	9	40
39	17th Street and Fee Lane	10	12	18	40
41	Union Valley Road/Outback Road and SR 46	19	11	9	39
41	SR 37 and Tapp Road	15	9	15	39
41	3rd Street and Indiana Avenue	9	16	14	39
41	4th Street and Walnut Street	20	9	10	39
41	9th Street and College Avenue	13	10	16	39
41	10th Street and Woodlawn Avenue	15	14	10	39
47	17th Street and Dunn Street	11	14	13	38
48	Miller Drive and Walnut Street	14	10	13	37
48	College Avenue and Kirkwood Avenue	12	11	14	37
48	SR 46 and SR 446	4	11	22	37

* Close proximity of these intersections may introduce difficulty in the assignment of crashes to either intersection.

Crash Factors

This section summarizes the primary crash factors from 2005 to 2007. 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. Driving under the influence of alcohol (ranked 11th with 320 total crashes) does not contribute to as many crashes as the more common driver errors, but such crashes tend to be more severe.

Failure to Yield Right of Way was the most common cause of crashes during the study period, contributing to almost 3,000 crashes from 2005 to 2007. Other driver errors such as reacting to other driver behaviors, following too closely, and unsafe backing were also significant. Table 3 shows the top 10 primary crash factors for 2005-2007, which account for almost four-fifths of total accidents.

Table 3. Total Crashes Ranked by Primary Factor with Severity, 2005-2007

Rank	Primary Factor	Severity				3-Year Total
		Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	No Injury/Unknown	
1	Failure to yeild right of way	2	46	747	1919	2714
2	Other (driver)	2	23	387	1481	1893
3	Following too closely		8	361	991	1360
4	Unsafe backing		1	44	938	983
5	Disregard signal/sign	1	12	211	331	555
6	Driver distracted		9	141	324	474
7	Ran off road to the right	10	14	151	260	435
8	Improper turning		2	51	327	380
9	Speed too fast for weather conditions		2	101	252	355
10	Unsafe speed	2	9	143	189	343

Fatalities

This section provides a focused look at motor vehicle fatalities in Monroe County from 2005 to 2007. This information provides critical insight into the nature of fatal crashes and the victims of these crashes. As with previous sections, the material presented here can be useful for enforcement, education, and decision-making.

In 2007, there were only four fatalities (Table 4) in Monroe County as a result of three total crashes with fatalities (Table 1). Of these, three resulted from single-car crashes and one from a crash involving a moped or motorcycle. Typically the county has had 9 to 15 fatalities annually since 2003. There is nothing within this data to explain the historically low values in 2007.

Over the period from 2005 to 2007, the average annual number of fatalities per 100,000 residents was 7.4 for Monroe County. This figure is well below the U.S. average of 14.2⁵. Interestingly these rates have continued to demonstrate a slight decline since 2003. This fact may be attributable to relatively safe roads, lower driving rates, or reduced traffic during summer months because many Indiana University students are away.

⁵ 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 March 27, 2009

Table 4. Fatalities by Crash Type, 2005-2007

Year	Crash Type					Annual Total	Fatalities per 100,000 Population
	One car	Two cars or more	Moped and Motorcycle	Bicycle	Pedestrian		
2005	3	3	1	1	1	9	7.23
2006	8	3	3		1	15	11.87
2007	3		1			4	3.13
Total	14	6	5	1	2	28	22.19

Fatalities by Location

This section summarizes the locations for crashes that resulted in fatalities. Reducing fatalities to zero is an attainable goal through law enforcement, education, and safety improvements. There were 24 crashes that resulted in fatalities from 2005 to 2007. These locations are identified in Table 5. Location information, such as this, will aid transportation planners, engineers, and officials to identify problematic locations. This is the first year to report crash type with fatalities by location and thus it is difficult to draw any conclusions at this time. However, fatalities are a major component in determining the funding awarded through HSIP (see the appendix section for more information) and this information may be useful to evaluate these locations for possible funding.

Table 5. Fatal Crashes by Crash Type by Location, 2005-2007

Intersection	Crash Type				
	One Car	Two or More Cars	Moped or Motorcycle	Bicycle	Pedestrian
Undetermined Location	1	1			
SR 37 and Zikes Road	1				
Anderson Road and Dora Road	1				
SR 37 and Burma Road	1				
Cleve Butcher Road and Fairfax Road	1				
Fluck Mill Road and Victor Pike	1				
SR 48 and Garrison Chapel Road			1		
SR 446 and Swartz Ridge Road			1		
SR 46 and Kent Road		1			
SR 46 and Sewell Road	1				
Howard Road and Vernal Pike	1				
State Road 46 and Temperance Street			1		
Harding Place Drive and Old SR 37					1
SR 46 and Curry Pike		1			
David Drive and Sare Road	1				
SR 45 and Curry Pike			1		
SR 48 and Cave Road	1				
3rd Street and Walnut Street				1	
3rd Street and Hawthorne Drive		1			
Braeside Drive and Pete Ellis Drive	1				
Gourley Pike and Kinser Pike	1				
SR 46 and State Road 37	1				
SR 46 and Arlington Road					1

Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2005 to 2007. Such crashes are an important consideration in Bloomington and Monroe County due to a relatively high number of non-motorized trips in the area. For instance, the 2000 U.S. Census reported that 2.7% of commuters in Bloomington use a bicycle as their primary mode of transportation, while 14.5% walk. By comparison, 0.3% of Indiana commuters reported bicycling and 2.4% reported walking as their primary modes. In addition, individuals using these modes of transportation are particularly sensitive to injury. Anecdotal evidence suggests that more commuters in Bloomington are biking and walking as a primary mode of transportation, which further supports the need to address safety concerns and reduced crash incidents.

In 2007, there were 60 reported crashes involving a cyclist and 52 involving a pedestrian (Table 1). Of these, nobody was fatally injured, the first time since 2003. There were also seven bicycle and five pedestrian crashes that resulted in incapacitating injuries. Over the period from 2005 to 2007, 241 pedestrian and bicycle crashes were reported, resulting in two pedestrian fatalities, and one cycling fatality. It is well understood that bicycle and pedestrian crashes more often resulted in injury when compared with other crash types, thus the need to reduce the frequency and severity of these crashes.

Over the past several years, Jordan Avenue has emerged as a problematic corridor for pedestrians and cyclists, as illustrated in Table 6. The top three ranked locations and a total of six locations out of the top 25 bicycle and pedestrian crash locations are along Jordan Avenue between 3rd Street and Law Lane.

Table 6. Bicycle and Pedestrian Total Crashes Ranked by Location with Crash Type, 2005-2007

Rank	Intersection	Crash Type		Total
		Bicycle	Pedestrian	
1	7th Street and Jordan Avenue	4	3	7
2	3rd Street and Jordan Avenue	2	4	6
3	Jordan Avenue and Law Lane	4		4
4	Fee Lane and Law Lane	2	2	4
5	10th Street and Fee Lane	3	1	4
6	10th Street and Jordan Avenue	1	3	4
7	17th Street and Fee Lane		4	4
8	4th Street and Walnut Street	1	3	4
9	Kirkwood Avenue and Rogers Street	1	2	3
10	Kirkwood Avenue and Indiana Avenue	1	2	3
11	Kirkwood Avenue and Walnut Street	1	2	3
12	7th Street and Woodlawn Avenue	1	2	3
13	3rd Street and Walnut Street	1	2	3
14	7th Street and College Aveune	1	1	2
15	Kirkwood Avenue and Elm Street	1	1	2
16	8th Street and Walnut Street	1	1	2
17	10th Street and Woodlawn Avenue	1	1	2
18	7th Street and Walnut Street		2	2
19	10th Street and Indiana Avenue	1	1	2
20	10th Street and Union Street	1	1	2
21	6th Street and Rogers Street	2		2
22	6th Street and Indiana Avenue	2		2
23	Jordan Avenue and Roundabout (near Jones Ave.)	1	1	2
24	Jordan Avenue and IU Music Bldg.	2		2
25	3rd Street and Morningside Drive	2		2

Conclusion

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

Some problem areas noted in the report are already in the process of being addressed. For example, the City of Bloomington recently improved the intersection of 17th Street & Fee Lane in 2008. Safety improvements for two other locations will commence soon in 2009 for Atwater Avenue and Henderson Street, and Rogers Road and Smith Road. All three of these projects are expected to reduce the frequency and severity of crashes and it will be noteworthy to highlight crash data for these locations in future reports.

There are many locations and areas that highlight problematic locations for crashes. Most of these will need further study to see if there are any physical improvements that can be implemented to improve safety. This report however has initiated the first step by identifying problematic locations, like previous reports do. It is expected that transportation planners, engineers, and officials together will use this information to prioritize locations that need immediate attention and possibly seek HSIP funding or other means (enforcement, education) to improve safety.

The intersection at Vernal Pike and State Road 37 continues to be a notable problem by the sheer frequency of crashes. Because of jurisdictional boundaries at this location, state and local officials, engineers, and staff will need to coordinate targeted safety improvements and reach agreements before any improvements can occur. Another area of notable concern is the Jordan Avenue corridor between Law Lane and 3rd Street for high concentrations of crashes associated with bicyclists and pedestrians. The Jordan Avenue corridor presents a case for further study for immediate safety improvements.

Data and analysis on other attributes are included within this report (e.g. bus, moped, motorcycle, fatalities, causes, locations, severity of crashes) and provide additional information to further aid users to identify trends and/or areas of concern. At this time there are no noteworthy aspects to this data to highlight. Future versions of this report should consider a more detailed analysis of the circumstances of fatal crashes and the characteristics of individuals involved in fatal crashes. An improved understanding of these factors would help the community to better focus its efforts on reducing motor vehicle fatalities, which is one of the primary purposes of this report.

Additionally future versions of the Crash Report should develop another potentially instructive byproduct of the crash data – evaluation of locations that implemented safety improvements. Most recently this would include 17th and Fee intersection, Rogers Road and Smith Road, and Atwater Avenue and Henderson Street intersection that have implemented or will soon implement safety improvements based upon past crash data. Evaluation of future crash data at these, and other, locations will further aid in implementing appropriate and effective mitigation strategies to reduce crashes. Projects funded through the HSIP will also be required to analyze crash trends before and after road improvements. This too could help to demonstrate the effectiveness of the safety improvements implemented. Since crash data is not yet available for periods after these planned improvements have been implemented, the evaluation aspect of the report will not be included, but is expected in forthcoming annual reports.

Appendix

Figure A1. Map of Top 50 Ranked Total Crashes by Location, 2005-2007

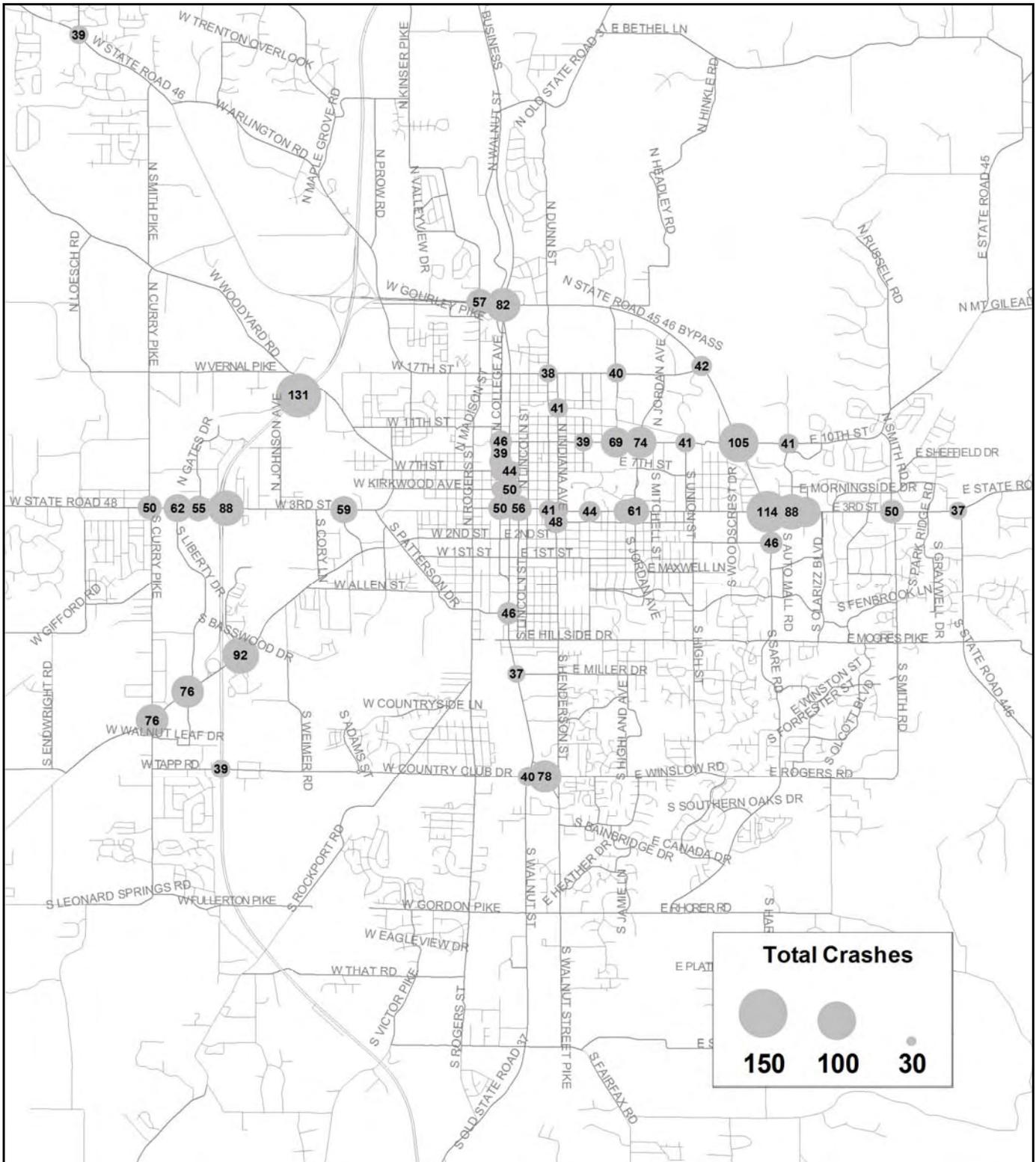


Figure A3. Map of Crashes with Fatalities by Location, 2005-2007

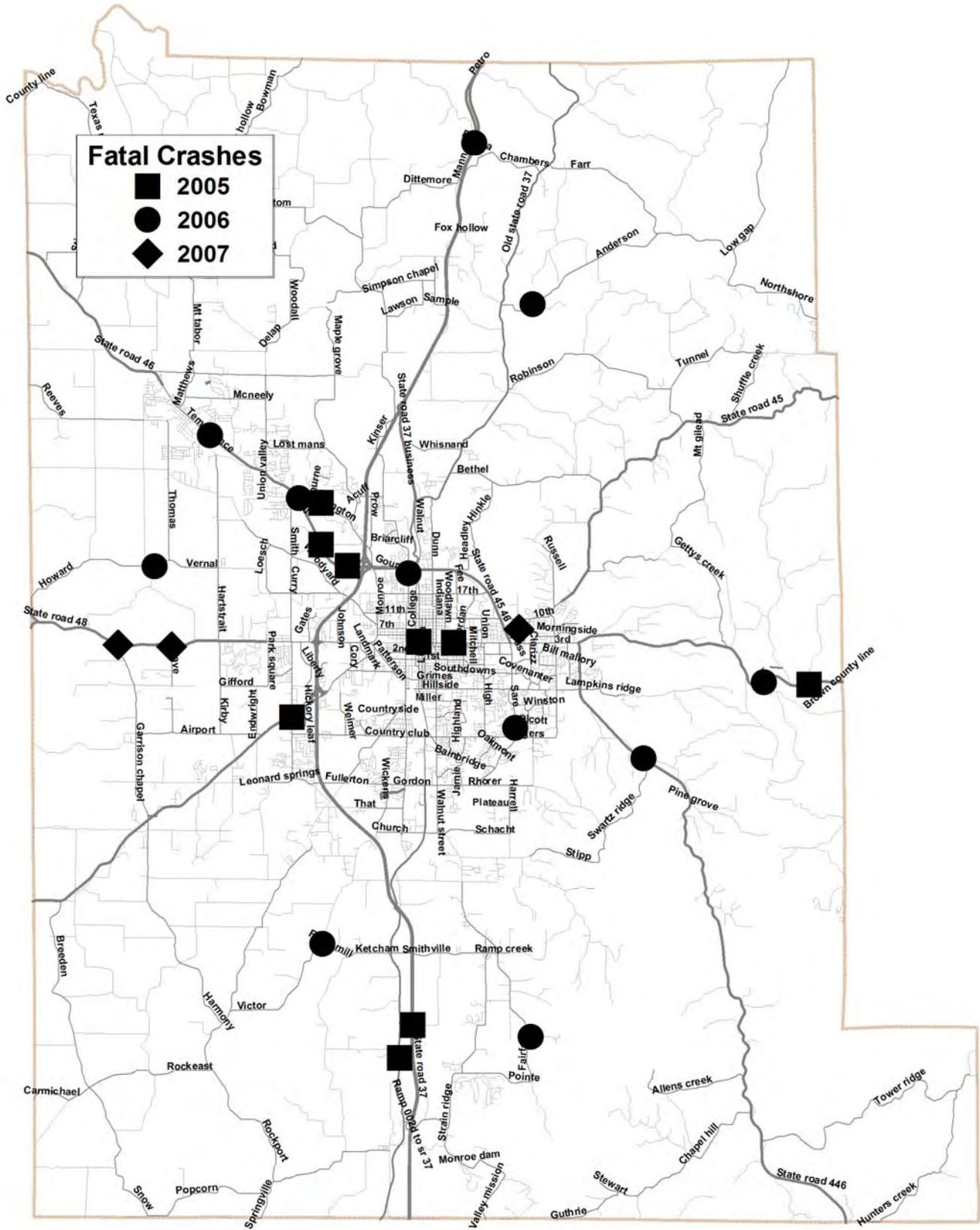


Figure A4. Fatalities by Gender and Crash Type, 2005-2007

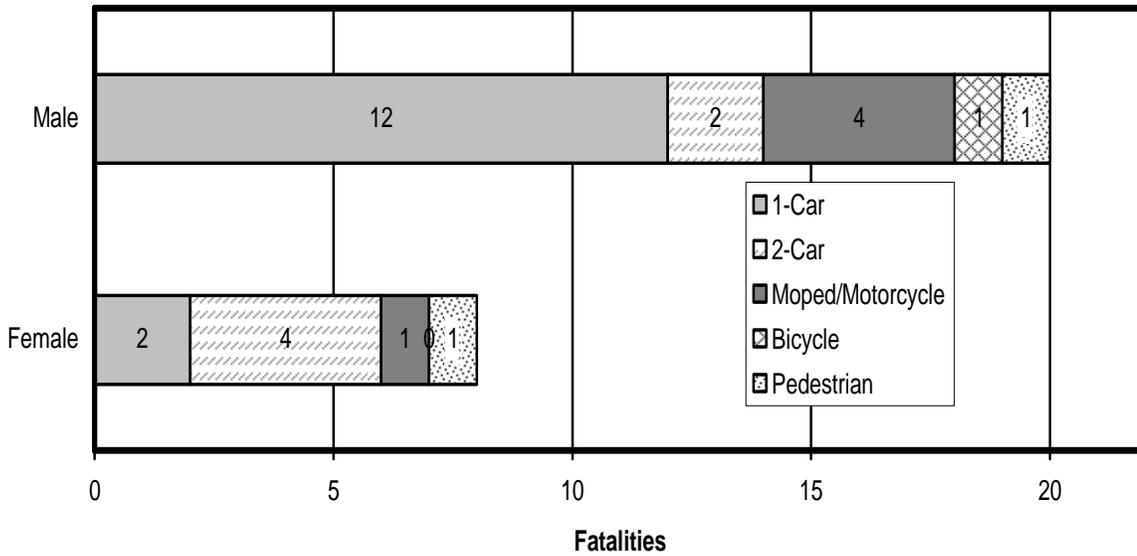
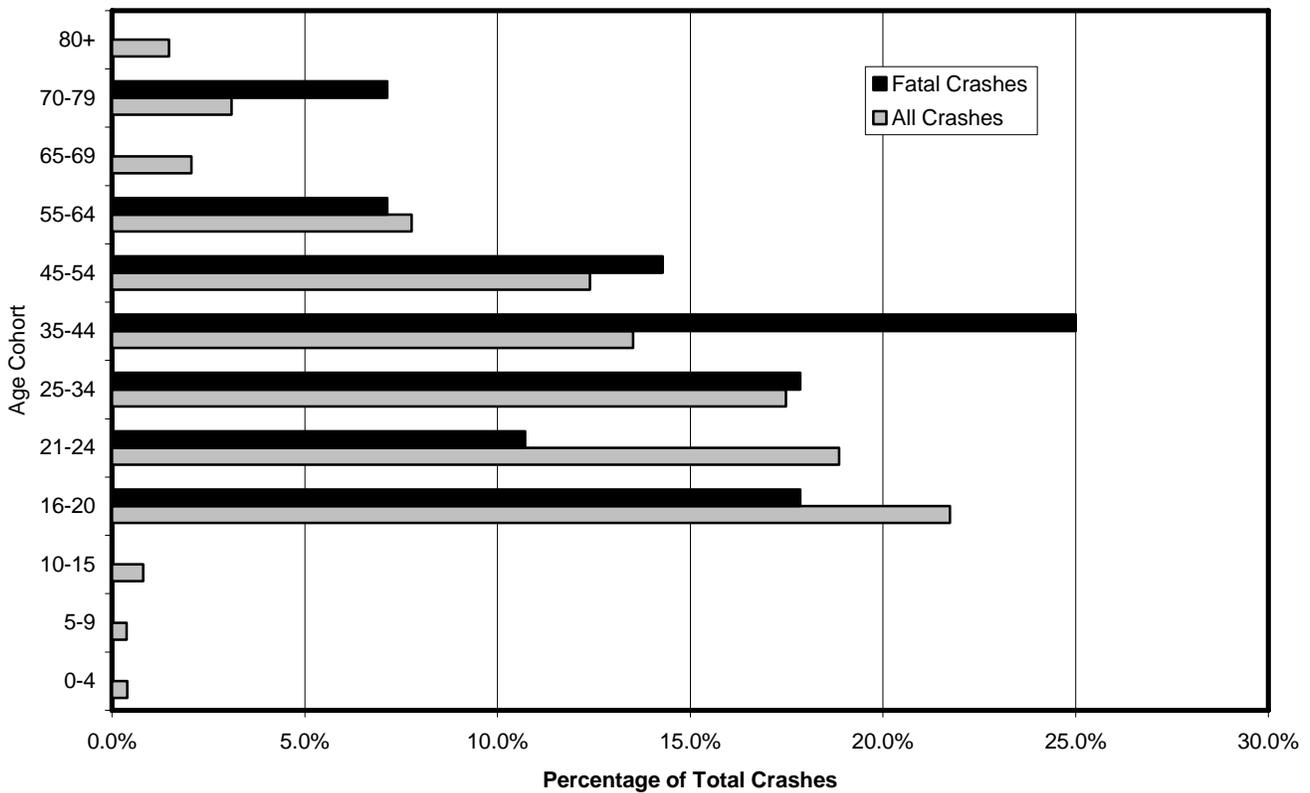


Figure A5. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age Class, 2005-2007⁶



⁶ For the purposes here, individuals whose age was not reported were excluded from the total number of individuals.

HSIP Eligibility List

The Highway Safety Improvement Program (HSIP) is a program that provides federal funding for areas with high incidence of crashes identified within the annual crash reports. The intent of the funding is to leverage effective safety improvements in a timely fashion to reduce the severity and frequency of crashes. Below is the list of eligible locations for HSIP funding. Other locations not listed below may be eligible for HSIP funding and additional information can be found within the detailed HSIP application.

Table A1. Listing of Eligible HSIP Locations, 2005 – 2007

Rank	Street	From	To	Length	Fatal & Incapacitating Injury Crashes / Mile / Year	Total Crashes / Mile / Year	Fatal & Incapacitating Injury Crashes	Total Crashes	Fatal Crashes	Incapacitating Injury Crashes	Non-Incapacitating Injury Crashes	Property Damage Crashes
1	10TH	JEFFERSON	DRIVE TO HILLTOP GARDENS	748	2.35	2.35	1	1		1		
2	TAPP	TAPP	PINEHURST	1178	1.49	20.92	1	14		1	7	6
3	LEONARD SPRINGS	FULLERTON	SIMS	1180	1.49	1.49	1	1		1		
4	ARLINGTON	STONEBROOK	STOUTES CREEK	3066	0.57	1.15	1	2		1		1

Table A2. Listing of Eligible HSIP Intersections, 2005 – 2007

Rank	Intersection	Fatal & Incapacitating Injury Crashes	Total Crashes	Fatal Crashes	Incapacitating Injury Crashes	Non-incapacitating Injury Crashes	Property Damage Crashes
1	E 3RD ST @ S LINCOLN ST	2	32		2	5	25
2	E 3RD ST @ S BALLANTINE RD	2	14		2	3	9
3	W GOURLEY PIKE @ N KINSER PIKE	2	14	1	1	3	9
4	E HILLSIDE DR @ W HILLSIDE DR @ S WALNUT ST	2	12		2	3	7
5	W 17TH ST @ N LINDBERGH DR	2	6		2	2	2
6	S WALNUT STREET PIKE @ E WINSLOW RD	1	71		1	25	45
7	E 10TH ST @ N JORDAN AVE	1	69		1	14	54
8	E 10TH ST @ N FEE LN	1	60		1	9	50
9	W 3RD ST @ S LANDMARK AVE	1	54		1	16	37
10	S HENDERSON ST @ S INDIANA AVE	1	48		1	12	35
11	E 10TH ST @ N WOODLAWN AVE	1	39		1	5	33
12	N COLLEGE AVE @ S COLLEGE AVE @ W KIRKWOOD AVE	1	37		1	6	30
13	E 3RD ST @ S DUNN ST	1	35		1	5	29
14	W 17TH ST @ N KINSER PIKE @ N MADISON ST	1	34		1	4	29
15	W 17TH ST @ W ARLINGTON RD @ N MONROE ST	1	33		1	7	25
16	E 3RD ST @ W 3RD ST @ S WALNUT ST	1	32		1	4	27
17	E 17TH ST @ W 17TH ST @ N WALNUT ST	1	31		1	5	25
18	W 3RD ST @ S KIMBLE DR	1	29		1	8	20
19	E MILLER DR @ S WALNUT ST	1	28		1	4	23
20	E 10TH ST @ N INDIANA AVE	1	28		1	8	19
21	N SALE ST @ S SALE ST @ W TEMPERANCE ST	1	27		1	18	8
22	E 7TH ST @ N JORDAN AVE	1	25		1	8	16
23	E KIRKWOOD AVE @ N LINCOLN ST @ S LINCOLN ST	1	23		1	2	20
24	N SMITH PIKE @ W WOODYARD RD	1	25		1	11	13
25	S WALNUT ST @ S WALNUT STREET PIKE	1	20		1		19
26	E 10TH ST @ N DUNN ST	1	20		1	4	15
27	E ROGERS RD @ S SARE RD	1	18		1	2	15
28	W 2ND ST @ S MORTON ST	1	18		1	5	12
29	E 3RD ST @ S HAWTHORNE DR	1	18	1		4	13
30	N ADAMS ST @ W VERNAL PIKE	1	18		1	1	16
31	S BANTA AVE @ W COUNTRY CLUB DR	1	15		1	2	12
32	E 17TH ST @ N LINCOLN ST	1	15		1	3	11
33	W COUNTRY CLUB DR @ S MADISON ST	1	14		1	3	10
34	E BUICK CADILLAC BLVD @ S COLLEGE MALL RD	1	14		1	3	10
35	E 3RD ST @ S UNION ST	1	14		1	1	12
36	E 3RD ST @ S ROSE AVE	1	13		1	4	8
37	W GORDON PIKE @ S ROGERS ST	1	11		1	2	8
38	S FAIRVIEW ST @ S PATTERSON DR @ W PATTERSON DR	1	11		1	4	6
39	S WASHINGTON ST @ E WYLIE ST	1	11		1	3	7
40	N ADAMS ST @ S ADAMS ST @ W KIRKWOOD AVE	1	11		1		10
41	W 11TH ST @ N ROGERS ST	1	11		1	5	5
42	S FAIRFAX RD @ E SCHACHT RD	1	10		1	2	7
43	S ADAMS ST @ W ALLEN ST	1	10		1	2	7
44	E 10TH ST @ N WASHINGTON ST	1	10		1	3	6
45	W TAPP RD @ S WEIMER RD	1	9		1	3	5
46	E 2ND ST @ S LINCOLN ST	1	9		1		8
47	N JORDAN AVE @ E LINGELBACH LN	1	9		1	3	5
48	W 3RD ST @ S MADISON ST	1	8		1	1	6
49	W 8TH ST @ N ROGERS ST	1	8		1		7
50	E 10TH ST @ N GRANDVIEW DR	1	8		1	2	5
51	W 11TH ST @ W VERNAL PIKE	1	8		1	2	5
52	N FEE LN @ N FOSTER DR	1	8		1		7

MEMORANDUM



To: Policy Committee Members

From: Raymond Hess
Sr. Transportation Planner

Date: October 2, 2009

Re: Meeting Schedule for Calendar Year 2010

The Committees of the Bloomington/Monroe County Metropolitan Planning Organization must consider their meeting schedules for the 2010 calendar year. If the Policy Committee wishes to keep the same meeting schedule as 2009 and meet on the second Friday of approximately every other month at 1:30pm, the meeting schedule would be as follows:

- January 8, 2010
- February 12, 2010 (optional meeting)
- March 12, 2010
- April 9, 2010 (optional meeting)
- May 14, 2010
- June 11, 2010
- August 13, 2010 (optional meeting)
- September 10, 2010
- October 8, 2010 (optional meeting)
- November 5, 2010 (*Note: This meeting is suggested to be scheduled a week earlier than usual because the Veterans Day Holiday may affect the availability of some to attend a meeting on 11/12*)

Consensus Requested

The Policy Committee is asked to come to consensus on their respective meeting schedule for 2010 so that the McCloskey Room can be reserved accordingly.

MEMORANDUM



To: Policy Committee Members
From: Raymond Hess
Sr. Transportation Planner
Date: October 2, 2009
Re: Transportation Enhancement Project

Background

The BMCMPO has been provided an allocation of Transportation Enhancement (TE) funds by the Indiana Department of Transportation. The BMCMPO will have to award and program an estimated \$280,000 for fiscal year 2012 and \$280,000 for fiscal year 2013.

A call for projects was issued in June and three applications requested TE funds:

The University Courts Brick Street Restoration Project (City of Bloomington)

This project involves the phased restoration of the brick streets in the University Courts Historic District. The first phase would restore Park Avenue from 7th Street to 8th Street, including the 8th St. intersection and replacement of sidewalks and curbing.

Total Project Cost = \$264,354
TE Request = \$130,000

Roundabout Landscaping at 17th St. & Arlington Rd., Sare Rd. & Rogers Rd., and Rockport Rd. & Tapp Rd. (City of Bloomington)

This project would compliment the construction of three future roundabouts by adding enhanced landscaping beyond the minimum requirements. The enhanced landscaping would be incorporated into the design phase of each of these projects rather than as an afterthought during construction.

Total Project Cost = \$180,000
TE Request = \$150,000

Karst Farm Greenway Phase IIa (Monroe County)

This project is a multi-use trail measuring approximately 1.1 miles and will be part of a network of trails 5.1 miles long. This phase of the trail would provide a facility for alternative transportation from Vernal Pike to just south of Woodyard Road along a vacated rail corridor.

Total Project Cost = \$860,034
TE Request = \$560,000

Transportation Enhancement Selection Committee Recommendation

Pursuant to procedures adopted by the Policy Committee in May 2009, a TE Selection Committee was established. The Selection Committee, comprised of 1 CAC member, 2 TAC members, and 2 Policy Committee members, finalized their recommendation on 9/22/09:

1st Priority

The University Courts Brick Street Restoration Project

TE Selection Committee Recommendation = \$130,000 in 2012 (full funding of request)

2nd Priority

Karst Farm Greenway Phase IIa = \$430,000

TE Selection Committee Recommendation = \$430,000 in 2013 (partial funding of request)

Advisory Committees Recommendations

The Technical Advisory Committee and Citizens Advisory Committee agreed with the recommendation from the TE Selection Committee at their 9/23/09 meetings.

Action Requested

The Policy Committee is requested to make an award of Transportation Enhancement funds to local projects.

MEMORANDUM



To: Policy Committee Members
 From: Raymond Hess
 Sr. Transportation Planner
 Date: October 2, 2009
 Re: Transportation Improvement Program Amendment

Background

Monroe County is the potential recipient of ARRA funds for several preventive maintenance projects outside the urbanized area. One of these preventive maintenance projects, is partially located within the metropolitan planning area (MPA) but outside the urbanized area boundary (UAB).

The result is that the project needs to be reflected in the TIP for planning purposes. However, since the project is being awarded Group IV (rural) funds, it has not has no effect on the MPO's allocation of ARRA funding.

The TIP would be need to be amended to include the following project. This project may be folded into the existing preventive maintenance project already in the TIP if deemed appropriate:

Monroe County Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: Preventive Maintenance					
Location: Old SR37 from SR37 to Rogers St.	PE				
Description: Pavement preservation (minor resurfacing/crack seal/chip & seal).	ROW				
DES#: 0901074	CON	ARRA	\$ 337,000		
Support: LRTP					
Allied Projects: n/a	TOTAL	\$ 337,000	\$ -	\$ -	\$ -

NOTE: The identified construction cost is likely inaccurate when this memo was written. Updated costs will be available by the Policy Committee meeting.

Action Requested

The Policy Committee is requested to take action on the proposed amendment to the Transportation Improvement Program to include the preventive maintenance of Old SR37 from SR37 to Rogers St.

