



POLICY COMMITTEE

May 13, 2011; 1:30 – 3:00 p.m.

City Hall Council Chambers

- I. Call to Order
- II. Approval of Minutes:
 - A. April 8, 2011
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - A. Citizens Advisory Committee
 - B. Technical Advisory Committee
- V. Reports from the MPO Staff
 - A. HB 1367 (MPO Legislation)
- VI. Old Business
 - A. FY 2012-2015 Transportation Improvement Program
*Action Requested**
- VII. New Business
- VIII. Communications from Committee Members (*non-agenda items*)
 - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
 - A. Technical Advisory Committee – May 25, 2011 at 10:00 a.m. (McCloskey Room)
 - B. Citizens Advisory Committee – May 25, 2011 at 6:30 p.m. (McCloskey Room)
 - C. Policy Committee – June 10, 2011 at 1:30 p.m. (McCloskey Room)

Adjournment

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



Policy Committee Meeting Minutes
April 8, 2011 McCloskey Conference Room 135, City Hall

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

Policy Committee: Jack Baker (Bloomington Plan Commission), Lynn Coyne (IU Real Estate), Kathy Eaton-McKalip (INDOT), Susie Johnson (City Public Works), Iris Kiesling (Proxy for Bill Williams - Monroe County Highway Department), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Mark Kruzan, (City of Bloomington), Patrick Murray (CAC Chair), Andy Ruff (Bloomington City Council), Mark Stoops (County Commission), Jay DuMontelle (FHWA), and Julie Thomas (Monroe County Council).

Others: Michelle Allen (FHWA), Greg Alexander (citizen), Janice Clevenger (citizen), Sarah Clevenger (citizen), Brian Garvey (citizen), Connie Griffin (Town of Ellettsville), Morgan Hutton (Chamber of Commerce), Lew May (BT), Cheryl Munson (citizen), Patrick Munson (citizen), James R. Reed (citizen), Adrian Reid (City Engineer), Maggie Sullivan (Sustainability Commission), Toby Turner (Monroe Co. Hwy), Steve Walls (INDOT), Justin Wykoff (City Engineering),

MPO Staff: Josh Desmond, Raymond Hess, Scott Robinson, and Vince Caristo.

- I. Call to Order**—Mr. McDaniel called the meeting to order.
- II. Approval of Minutes:**
 - A. March 11, 2011**—Richard Martin moved approval of the minutes. Jack Baker seconded. The minutes were approved by unanimous voice vote.
- III. Communications from the Chair**—Mr. McDaniel said that the proposed cuts for mass transit funding in the budget were passed by the House. The bill now goes to the Senate Appropriations Committee where the prospect is much more positive. The cuts would mean a loss of \$400,000 to Bloomington Transit and \$50,000 to Rural Transit.
- IV. Reports from Officers and/or Committees**
 - A. Citizens Advisory Committee**—Mr. Murray reported that the CAC recommended approval of the FY 2011-2012 Unified Work Program and the Highway Safety Improvement Program application review. After a lengthy discussion, they recommended approval of the Transportation Improvement Program with an amendment to move the Sare/Rogers back one year and to include Complete Streets language in the 2nd St. Engineering Study.
 - B. Technical Advisory Committee**—Mr. Reid reported that the TAC voted unanimously for approval of the Transportation Improvement Program.
- V. Reports from the MPO Staff**
 - A. Progress Report – 2nd Quarter of FY2011**—Mr. Hess presented the 2nd Quarter Progress Report. He pointed out the Summary Table which shows where the budget stands. Mr. Ruff asked if a special allocation of funds for consulting for the Long Range Transportation Plan (LRTP) update was warranted. Mr. Hess said yes. Mr. Ruff and Mr. Hess discussed local funding and reimbursed funding.

B. Long Range Transportation Plan Task Force—Mr. Hess said Mr. Martin had asked for a report on the progress of the LRTP Task Force. At this point, we are coordinating with other MPOs across the country for technical input that we might want to include in our plan. We are analyzing the data that we have and data we might need. He provided the link to the MPO’s webpage and the LRTP Task Force. Mr. Ruff asked if the LRTP Task Force meetings are taped. Mr. Hess said only note summaries are available. Staff will be putting together a report on the data gathered from peer communities.

C. HB 1367 (MPO Legislation)—Mr. Desmond said that nothing has changed since the last discussion. The bill is still tabled. There was more discussion about the bill, how it would affect MPOs and MPO membership. Mr. Martin said that at the last meeting the PC had been provided a proposed list of the qualifications necessary to serve on an MPO. He wanted the federal delegate on notice that there seems to be some discontinuity between what the state legislator was proposing as a requirement for participation on an MPO and what their duties are as an MPO under federal regulation.

Mr. Desmond said that the public comment period is now open for State TIP and for the State’s new draft LRTP. Public comment period ends on May 1 for the Plan and on May 13 for the STIP. Public comments are welcome. Both documents are available on INDOT’s website. Comments may be made to the MPO staff or directly on the INDOT website. Mr. Martin noted that the worst crash sites are usually on state highways (which we can’t do anything about). He didn’t see anything in the STIP that looked like it was going to do anything about those locations. There are safety-related needs that the State needs to address. Mr. Desmond said he would pass those comments along.

VI. Old Business

A. FY 2012-2015 Transportation Improvement Program (Action Requested*) *Mr. Ruff moved that Item A is postponed until their next meeting on May 13 due to new information that has been recently received that could be important when considering this item. Ms. Kiesling seconded the motion.**

Mr. McDaniel asked if they could have a discussion or does the item have to be simply voted on. Mr. Ruff said his understanding is that the discussion would have to be limited to the merits of postponing vs. not postponing. Mr. Martin wanted to know where the State stands on their previous requirement of submitting the TIP by a particular point in time. Mr. Hess said that staff has been operating under an assumption since December that all MPOs in the state are expected to transmit their adopted TIPs by April 30. This allows INDOT to incorporate all of the TIPs into the STIP by April 30. The state will finalize their draft STIP from May 1 through May 31. Then they will transmit the STIP inclusive of all of the TIPs and State projects to Federal Highway by June 1. Then FHWA will review the entire STIP in order to approve by July 1, the beginning of the new fiscal year. Mr. Martin said that the end of public comment is May 13—so we won’t be delaying any action if we postpone. Mr. Baker asked why the delay was necessary. He thought this special meeting was to help meet the timeline.

Mr. Desmond said a letter was received today from community groups that raised legal concerns about the inclusion of I-69 in the TIP. The letter contains a lot of information that

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

will take some time evaluate. It was agreed that City attorneys would need to review the letter. Mr. Desmond also explained if the new draft TIP is delayed from the STIP cycle proposed by INDOT, then the existing adopted TIP would remain in effect until the new draft TIP went through the approval process and was added later. Therefore, fiscal years 2012 and 2013 in the existing TIP would remain valid absent any of the changes proposed in the new draft TIP.

Mr. Ruff said that they have a mechanism in our operating policy that if a vote on hiring outside attorneys—we can do that electronically so that we wouldn't have to convene another meeting just for that. Mr. Desmond said that he was correct.

*****Mr. McDaniel called for a voice vote for all in favor to postpone to signify by saying, "Aye." The vote was unanimous for postponement.**

VII. New Business

A. FY2011-2012 Unified Planning Work Program Amendment (*Action Requested)**—Mr. Desmond said that staff is proposing an amendment to the FY2011-2012 Unified Planning Work Program (UPWP). In the 2nd year of the UPWP, the MPO can add unspent funds from our previous 2 year work program. This equates to an additional \$75,000 in PL funds in FY 2012, or \$93,000 total inclusive of local funds. The Planning Emphasis Areas that the FHWA would like the MPOs to concentrate on are: 1) Quarterly Progress Reports and process to be submitted to FHWA, 2) Including a work element and staff time for Planning and Environmental Linkages (NEPA), and 3) Working with LPAs on ADA Transition Plans. Staff has heard that FHWA will require interim ADA Transition Plans be adopted by LPAs by the end of calendar year 2011 and the final plans will need to be in place by 2012. Each LPA can receive up to \$10,000 in reimbursed funds for staff time spent on those ADA Transition Plans. Staff presented the proposed UPWP amendment to the TAC and CAC on March 23 and both unanimously recommended approval.

There was no public comment.

*****Susie Johnson moved approval. Richard Martin seconded. The amendment was unanimously approved by voice vote.**

Mr. Stoops asked how far behind we are in meeting their requirements concerning ADA Transition Plans. Mr. Desmond said the City has a Transition Plan that needs to be updated. Ellettsville is working on one. He didn't know if Monroe County ever had one. Mr. Stoops added that there will be the cost of implementation to consider. Mr. DuMontelle thanked the MPO for adopting many of these Planning Emphasis Areas. He said that FHWA is going to meet with communities about the status of Transition Plans. In a recent poll across Indiana, about 1/3 of the communities sampled knew what an ADA Transition Plan was and had one. He clarified the changes proposed in a Transition Plan don't necessarily have to be built in the next 2 years. The Transition Plan identifies a strategy for compliance with the ADA. He discussed specific plans and ADA Transition Plan details. FHWA is also asking INDOT how they will comply.

B. Highway Safety Improvement Program Award Determination (*Action Requested**)

Mr. Hess said the BMCMPPO has roughly \$582,000 of HSIP funding available. The funding is specific to highway safety projects. Allowable projects now include system-wide, low cost, programmatic improvements. An example is to upgrade outdated signage to meet new retroreflectivity requirements. After the call for projects in January, one application from the City of Bloomington was received for updating signs. The request is for \$90,000 in HSIP funds. The total project cost would be \$100,000. The TAC and CAC both recommended approval.

*****Jack Baker moved approval. Julie Thomas seconded.**

There was no public comment.

*****The award was unanimously approved by voice vote.**

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

A. Topic Suggestions for future agendas—Mr. Martin said he wanted to understand how legal advice would be handled and who would be deciding the process. Mr. Desmond said he didn't think staff was sure about how that would be done yet. This was just brought up this morning. Mr. McDaniel asked if there is money budgeted for legal opinions for the MPO. Mr. Desmond said not specifically. A local public agency, like the City, would have to put up the money for this even if it is reimbursed through the MPO. Ms. Johnson suggested that she could meet with Margie Rice (City Attorney), report back to Mr. Desmond who would then update the PC. Mr. Martin suggested including David Schilling (County Attorney).

Mr. Stoops asked about erosion control on the Bypass project. This is under INDOT's jurisdiction. There are violations that have not been solved. He asked about monitoring or enforcement actions could be taken. Ms. Eaton-McKalip said that she is aware of the problems and they have talked to the contractor and construction inspection team which is monitoring the project weekly. Mr. Stoops asked how to transmit such information to her. Ms. Eaton-McKalip said to call or send her an email. INDOT will hold that contractor accountable. The issue is high on her radar.

IX. Upcoming Meetings

- A. Technical Advisory Committee – April 27, 2011 at 10:00 a.m. (McCloskey Room)**
- B. Citizens Advisory Committee – April 27, 2011 at 6:30 p.m. (McCloskey Room)**
- C. Policy Committee – May 13, 2011 at 1:30 p.m. (McCloskey Room)**

The meeting was adjourned.

These minutes were approved by the Policy Committee at their meeting held on _____

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM



To: BMCMPO Policy Committee
 From: Raymond Hess, Transportation Planner
 Date: May 5, 2011
 Re: FY 2012-2015 Transportation Improvement Program

Background

As has been discussed at previous meetings, the BMCMPO must develop and maintain a Transportation Improvement Program (TIP). The TIP is similar to a capital improvement plan and must show how federal transportation funds will be spent on State and local projects within the Metropolitan Planning Area over the next four fiscal years. A draft Transportation Improvement Program for fiscal years 2012-2015 has been developed (attached) with the assistance of local public agencies. INDOT has established a timeline in which all MPOs in the State must transmit their adopted TIPs by the end of April. This way the TIPs can be incorporated into the final draft of the Statewide Transportation Improvement Program before federal review and approval occurs.

Proposed changes to draft TIP

Since the release of the draft FY2012-2015 Transportation Improvement Program, some needed changes have been identified by Local Public Agencies and BMCMPO staff as detailed below.

Proposed removal

Allen Street Bicycle Boulevard (p. 21) – The City of Bloomington wishes to proceed with the project sooner than originally scheduled using only local funds. Therefore it does not need to be shown in the TIP.

Proposed additions

The federal funds from the Allen Street Bicycle Boulevard are suggested to be reassigned to the City’s Black Lumber Trail and the College Mall Pedestrian improvement projects:

City of Bloomington Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: Black Lumber Trail spur	PE				
Location: Henderson Street to B-Line Switchyard property (approx .3 miles)					
Description: Construction of a multi-use trail for non-motorized use	ROW				
DES#: To be assigned	CON	STP		\$ 132,866	\$ 274,000
Support: BATGSP, PMP		Local		\$ 33,217	\$ 68,500
Allied Projects: B-Line Trail, B-Line Trail Switchyard	TOTAL	\$ -	\$ -	\$ 166,083	\$ 342,500

City of Bloomington Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: College Mall Pedestrian Improvements	PE	STP		\$ 80,000	
Location: Various Locations around College Mall		Local		\$ 20,000	
Description: Pedestrian improvements around College Mall consistent with the City's College Mall Pedestrian Study	ROW				
DES#: To be assigned	CON	STP			
Support: College Mall Pedestrian Accessibility Study		Local			
Allied Projects:	TOTAL	\$ -	\$ -	\$ 100,000	\$ -

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Scrivener’s Errors

Applicability (p. 3) – The second sentence should read “Projects come from any one of the following **nine** implementing agencies...” (instead of six).

Fullerton Pike (p. 13) – The project table should show PE in 2014 at \$550,000 (as opposed to \$250,000). This was an error by BMCMPO staff.

Monroe County Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: Fullerton Pike/Gordon Pike/Rhorer Rd. Location: SR 37 to Sare Road	Local	\$ 550,000	\$ 550,000	\$ 550,000	\$ 558,000
Description: Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long) DES#: 0801059 Support: GPP, LRTP	Local				\$ 300,000
Allied Projects: SR 37/I-69, Sare Road	TOTAL	\$ 550,000	\$ 550,000	\$ 550,000	\$ 858,000

17th & Arlington Roundabout (pp. 19 and 46) – The project table indicates the project will have anticipated costs in outlying years totaling \$1,125,000. The project is fully funded as reflected in the project table and is not expected to need additional funding in outlying years. This was an error by BMCMPO staff and this statement will be eliminated from the project tables.

35 Foot Buses (p. 34) – The project description should read “Purchase of **three** new 35-foot hybrid electric buses” (instead of two). This was an error by BMCMPO staff.

40 Foot Bus (p. 34) - The project description should read “Purchase of **three** new 40-foot hybrid electric buses” (instead of two). This was an error by BMCMPO staff.

Next Bus Technology (p. 35) – The project should include the text box which reads “Note: The figures in italics represent illustrative funding.” This was an omission by BMCMPO staff.

Complete Streets Policy Compliance

Staff is of the impression the Complete Streets Policy does not apply to any of the new projects proposed for inclusion in the draft TIP because none of them are “new construction or reconstruction... of local roadways...” The new projects in the TIP and staff’s determination on Complete Streets Policy applicability are as follows:

- SR45 & Liberty Drive – INDOT (p. 10): Not a local project;
- W. 2nd Street Feasibility Study – Bloomington (p. 18): Feasibility study only (Note: as the project moves into preliminary engineering it would have to demonstrate compliance with the Complete Streets Policy);
- Allen Street Bicycle Boulevard – Bloomington (p. 21): The project is proposed for removal;
- Black Lumber Trail Spur – Bloomington (described above): Not a road project;
- College Mall Pedestrian Improvements – Bloomington (described above): Not a road project;
- Fare Collection Equipment - Bloomington Transit (p. 34): Not a road project;
- Financial Management Software - Bloomington Transit (p. 35): Not a road project;
- Maintenance Equipment - Bloomington Transit (p. 35): Not a road project;
- Next Bus Technology - Bloomington Transit (p. 35): Not a road project;
- Security Equipment - Bloomington Transit (p. 36): Not a road project;

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Public Comment

A written public comment period on the draft TIP ran from March 1 to March 30, 2011. The announcement of the public comment period was publicly noticed in the Herald Times. The document was available for review in the Planning Department, at the Monroe County Public Library, and on the BMCMPPO's website. Seven public comments were received on the draft TIP and they are included in the packet.

Advisory Committee Recommendations

The Technical Advisory Committee reviewed the draft TIP at their meeting on March 23rd and recommended approval (12-0-0) inclusive of the changes proposed by the City and BMCMPPO staff.

The Citizens Advisory Committee reviewed the document at their March 23rd meeting and recommended approval (5-3-0) of the TIP with the proposed changes and two additional changes:

- 1) Bloomington's W. 2nd Street Feasibility Study (p. 18) project description should include language that the project will need to be compliant with the Complete Streets Policy; and
- 2) The construction phase of the City of Bloomington's Sare & Rogers roundabout should be pushed back from FY2012 to FY2013. This modification proposed by the CAC was in response to concerns raised over the scope of the project.

Note: The City of Bloomington has agreed to accept the project modifications proposed by the CAC.

Requested Action

The Policy Committee is requested to take action on the draft FY2012-2015 Transportation Improvement Program as well as the proposed changes.

Attachments: Draft FY2012-2015 Transportation Improvement Program (dated 3/1/11)
Public Comments

BLOOMINGTON • MONROE COUNTY



Transportation Improvement Program

Fiscal Years 2012 through 2015

DRAFT
March 1, 2011

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

Table of Contents

Introduction	3
Applicability	3
Air Quality	3
Fiscal Constraint	3
Year of Implementation Dollars	3
Complete Streets	3
Project Selection	4
Amendment Process	4
FY 2010-2013 TIP Development Timeline	5
TIP Development Process	6
Local Revenue & Expenditure Summary	7
Revenue Table	7
Expenditure Table	8
Programmed Projects	8
State of Indiana	9
Summary of Programmed Expenditures	12
Monroe County	13
Summary of Programmed Expenditures	17
City of Bloomington	18
Summary of Programmed Expenditures	28
Town of Ellettsville	29
Summary of Programmed Expenditures	30
Community School Corporations	31
Summary of Community School Corp. Expenditures	32
Rural Transit	33
Summary of Programmed Expenditures	33
Bloomington Transit	34
Summary of Programmed Expenditures	36
Indiana University Campus Bus	37
Summary of Programmed Expenditures	37
Appendices	38
I. Abbreviations and Acronym List	39
II. Complete Streets Compliance	40
III. Total Expenditure Charts	43
IV. Listing of Local Public Agency Projects by Year	44
V. MPA/UAB Boundary Map	47
VI. Self Certification Statement	48
VII. Adoption/Amendment Resolutions	<i>forthcoming</i>

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Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document used by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) to program funding for transportation projects. Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the TIP must include at least four fiscal years. The TIP includes the list of priority projects to be carried out in each of the four years indicated in the document. The TIP must be consistent with the *2030 Long Range Transportation Plan*, the *Transit Development Plan*, and other planning studies developed by the Bloomington/Monroe County BMCMPPO and its local stakeholders.

Applicability

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

- The Indiana Department of Transportation*
- Monroe County*
- City of Bloomington
- Town of Ellettsville
- Bloomington Public Transportation Corporation (Bloomington Transit)
- Rural Transit*
- Indiana University Campus Bus
- Monroe County Community School Corporation*
- Richland-Bean Blossom Community School Corporation*

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

Air Quality

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

Fiscal Constraint

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

Year of Implementation Dollars

SAFETEA-LU mandates that the TIP reflect project costs in year of implementation dollars. By doing so, projects should anticipate less unforeseen cost over-runs which could jeopardize project implementation. Consequently, a four percent (4%) inflation factor was applied to all phases of all local projects identified in the TIP (FY 2012 was used as the base year). This inflation rate was agreed upon by local public agencies (LPAs) in early 2008.

Complete Streets

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

Project Selection

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

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

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

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

Amendment Process

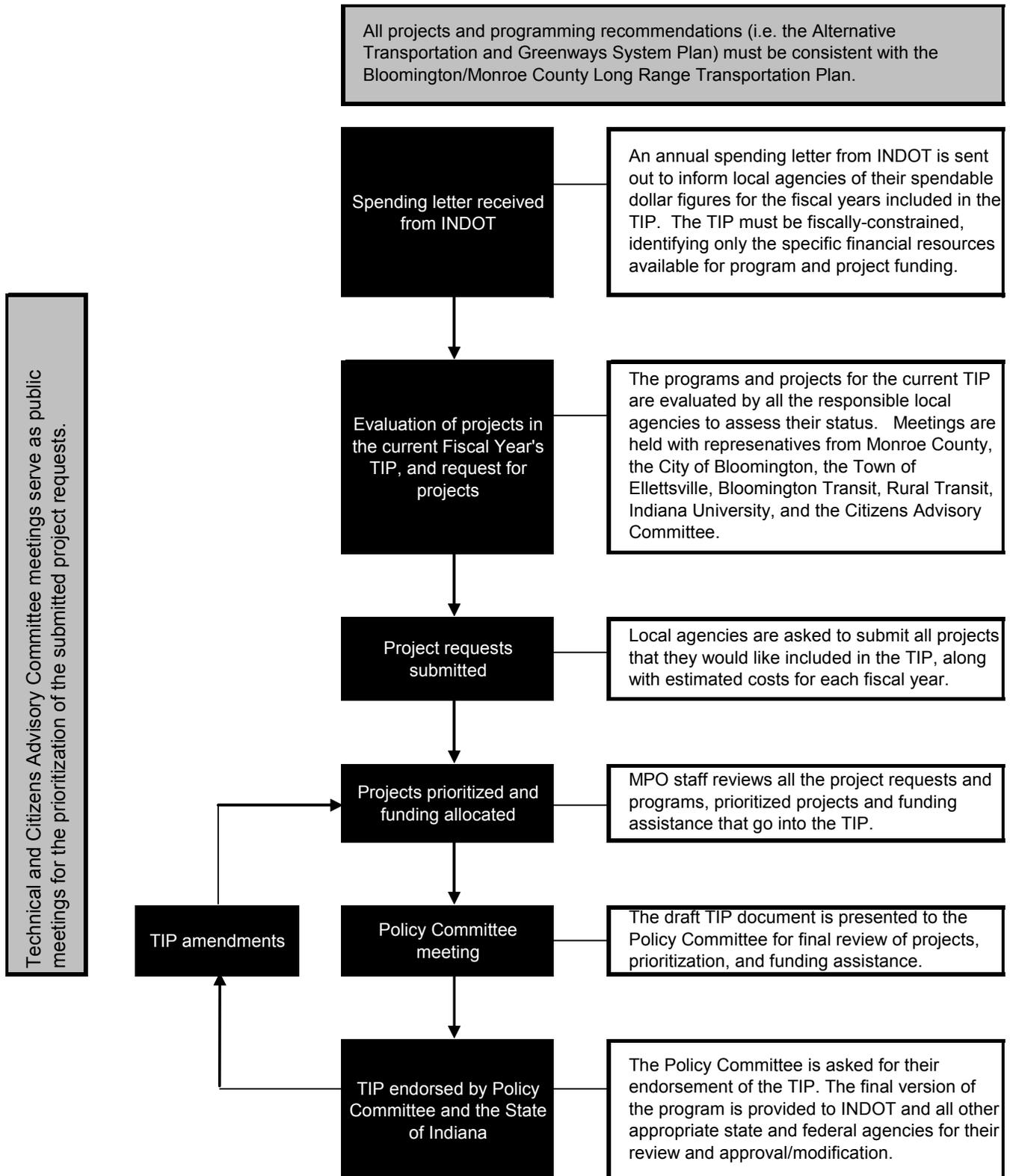
The TIP may be modified pursuant to the procedures outlined in the BMCMPPO's Public Participation Plan. The scope of TIP amendment will dictate the level of public participation solicited (major amendment, minor amendment, administrative modification). The TIP must be approved by the BMCMPPO and the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

FY 2012-2015 TIP Development Timeline

The following list provides a chronology of events and meetings that have taken place in development of this document:

<u>Date</u>	<u>Description</u>
1/14/2011	BMCMPO issues call for projects
1/20/2011	Meeting with LPAs to discuss project submittal process and application
1/28/2011	Meeting with LPAs to discuss anticipated project proposals and revenue projections
2/14/2011	Project submittals due/call for projects ends
2/16/2011	Meeting with LPAs to discuss project submittals and available budget
2/23/2011	First review of proposed project list by the Technical Advisory Committee and Citizens Advisory Committee
3/1-30/2011	30 day public review period (legal notice printed 3/1/11 in the Herald Times)
3/11/2011(anticipated)	First review of draft TIP by the Policy Committee
3/23/2011(anticipated)	Review of draft TIP by the Technical Advisory Committee and Citizens Advisory Committee
4/9/2011(anticipated)	Final review/anticipated adoption of the FY2012-2015 TIP by the Policy Committee
4/30/2011(anticipated)	Transmittal of TIP to the State for review and inclusion in the Statewide Transportation Improvement Program (STIP)

TIP Development Process



Local Revenue & Expenditure Summary

In order to remain fiscally constrained, the Transportation Improvement Program must balance estimated project expenditures with expected funding revenues. In addition, each particular source of funding must be used in a manner consistent with its designated purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the BMCMPPO stakeholders. The Fiscal Year used for the purposes of the TIP begins on July 1 and ends on June 30. Thus, Fiscal Year 2012 begins on July 1, 2011 and ends on June 30, 2012.

The tables in this section summarize the projected local revenues and expenditures for Fiscal Years 2012 through 2015. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the purview of the BMCMPPO. Non-local revenue forecasts are based on past receipts, projections from the FHWA, FTA, and INDOT, anticipated Federal spending authorization levels, and consultations with appropriate Federal and state funding agencies. Local funding forecasts are derived from a similar methodology and through extensive coordination with local agencies. Project expenditures are based on realistic cost estimates provided by the implementing agency for each project.

Projected Revenues for Local Projects

The table below summarizes the projected funding available, by funding source, for programming in the FY 2012-2015 TIP. The STP line highlights estimated spending authority available through FY 2015. This table does not include Federal revenues that may be added in the future through special Congressional earmarks, discretionary funding sources, or other grants. Any project utilizing such funds has been marked as "Illustrative" and is not counted in the fiscal constraint analysis.

Revenues

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
STP	\$ 5,643,908	\$ 3,004,666	\$ 3,004,666	\$ 3,004,666	\$ 14,657,906
TE	\$ 1,733,795	\$ 430,000	\$ 280,000	\$ 280,000	\$ 2,723,795
SRTS	\$ 325,000	\$ -	\$ -	\$ -	\$ 325,000
HSIP	\$ 662,187	\$ 227,847	\$ 227,847	\$ 227,847	\$ 1,345,728
Bridge	\$ 57,024	\$ -	\$ 103,680	\$ -	\$ 160,704
FTA 5307/09	\$ 7,405,798	\$ 4,847,473	\$ 6,206,573	\$ 6,491,807	\$ 24,951,650
FTA 5311	\$ 659,811	\$ 686,203	\$ 713,651	\$ 742,197	\$ 2,801,862
FTA 5316	\$ 183,803	\$ 191,155	\$ 198,802	\$ 206,754	\$ 780,514
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ 2,641,561	\$ 2,747,222	\$ 2,857,110	\$ 2,971,395	\$ 11,217,288
Farebox	\$ 1,488,479	\$ 1,548,018	\$ 1,609,939	\$ 1,674,336	\$ 6,320,772
Local	\$ 6,973,553	\$ 4,310,728	\$ 4,270,430	\$ 4,992,992	\$ 20,547,703
TOTAL	\$ 27,774,919	\$ 17,993,312	\$ 19,472,698	\$ 20,591,994	\$ 85,832,923

Programmed Expenditures for Local Projects

The table below summarizes the programmed local expenditures, by funding source, for projects in the FY 2012-2015 TIP. The available STP funding has been programmed to ensure a 5% reserve to cover project cost overruns. Any usage of funds from this reserve will be subject to the BMCMPPO’s Change Order Policy.

Expenditures

Funding Source	Fiscal Year				TOTAL
	2012	2013	2014	2015	
STP	\$ 5,643,908	\$ 3,004,667	\$ 3,004,666	\$ 3,004,673	\$ 14,657,915
TE	\$ 1,733,795	\$ 430,000	\$ -	\$ -	\$ 2,163,795
SRTS	\$ 325,000	\$ -	\$ -	\$ -	\$ 325,000
HSIP	\$ 90,000	\$ -	\$ -	\$ -	\$ 90,000
Bridge	\$ 57,024	\$ -	\$ 103,680	\$ -	\$ 160,704
FTA 5307/09	\$ 7,405,798	\$ 4,847,473	\$ 6,206,573	\$ 6,491,807	\$ 24,951,650
FTA 5311	\$ 659,811	\$ 686,203	\$ 713,651	\$ 742,197	\$ 2,801,862
FTA 5316	\$ 183,803	\$ 191,155	\$ 198,802	\$ 206,754	\$ 780,514
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ 2,641,561	\$ 2,747,222	\$ 2,857,110	\$ 2,971,395	\$ 11,217,288
Farebox	\$ 1,488,479	\$ 1,548,018	\$ 1,609,939	\$ 1,674,336	\$ 6,320,772
Local	\$ 6,973,553	\$ 4,310,728	\$ 4,270,430	\$ 4,992,992	\$ 20,547,703
TOTAL	\$ 27,202,732	\$ 17,765,466	\$ 18,964,852	\$ 20,084,154	\$ 84,017,204

Programmed Projects

The following tables provide a description of each project programmed in the Transportation Improvement Program for fiscal years 2012 to 2015. The tables are organized by implementing entity in the following order: Indiana Department of Transportation, Monroe County, City of Bloomington, Town of Ellettsville, Rural Transit, Bloomington Transit, and Indiana University Campus Transit. At the end of each agency’s section is a summary of programmed expenditures by funding source for each fiscal year.

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

Programmed Projects: State of Indiana

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

*Note: This segment of I-69 is the part that runs through the metropolitan planning area. This segment is part of the larger I-69 Section 4 project which runs from US 231 to SR 37 and costs \$546,500,000.



FY 2012 – 2015 Transportation Improvement Program
Bloomington/Monroe County Metropolitan Planning Organization

Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: State Road 45	PE	STP	\$ 1,600			
Location: Intersections of SR 45 and Libery Dr./Hickory Leaf Dr.		State	\$ 400			
Description: Intersection improvement with added turn lanes	ROW	STP		\$ 60,000		
		State		\$ 15,000		
DES#: 0400392	CON	STP				
Support: Non-Interstate Preservation		State				
Allied Projects: n/a		TOTAL	\$ 2,000	\$ 75,000	\$ -	\$ -



Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: State Road 46	PE	STP State				
Location: Intersection of SR 46 and Smith Road		STP State				
Description: Intersection improvements	ROW	STP State				
DES#: 0100773		STP State	\$ 478,278			
Support: Safety Improvements	CON	STP State	\$ 119,570			
Allied Projects: n/a		TOTAL	\$ 597,848	\$ -	\$ -	\$ -



Programmed Projects: State of Indiana

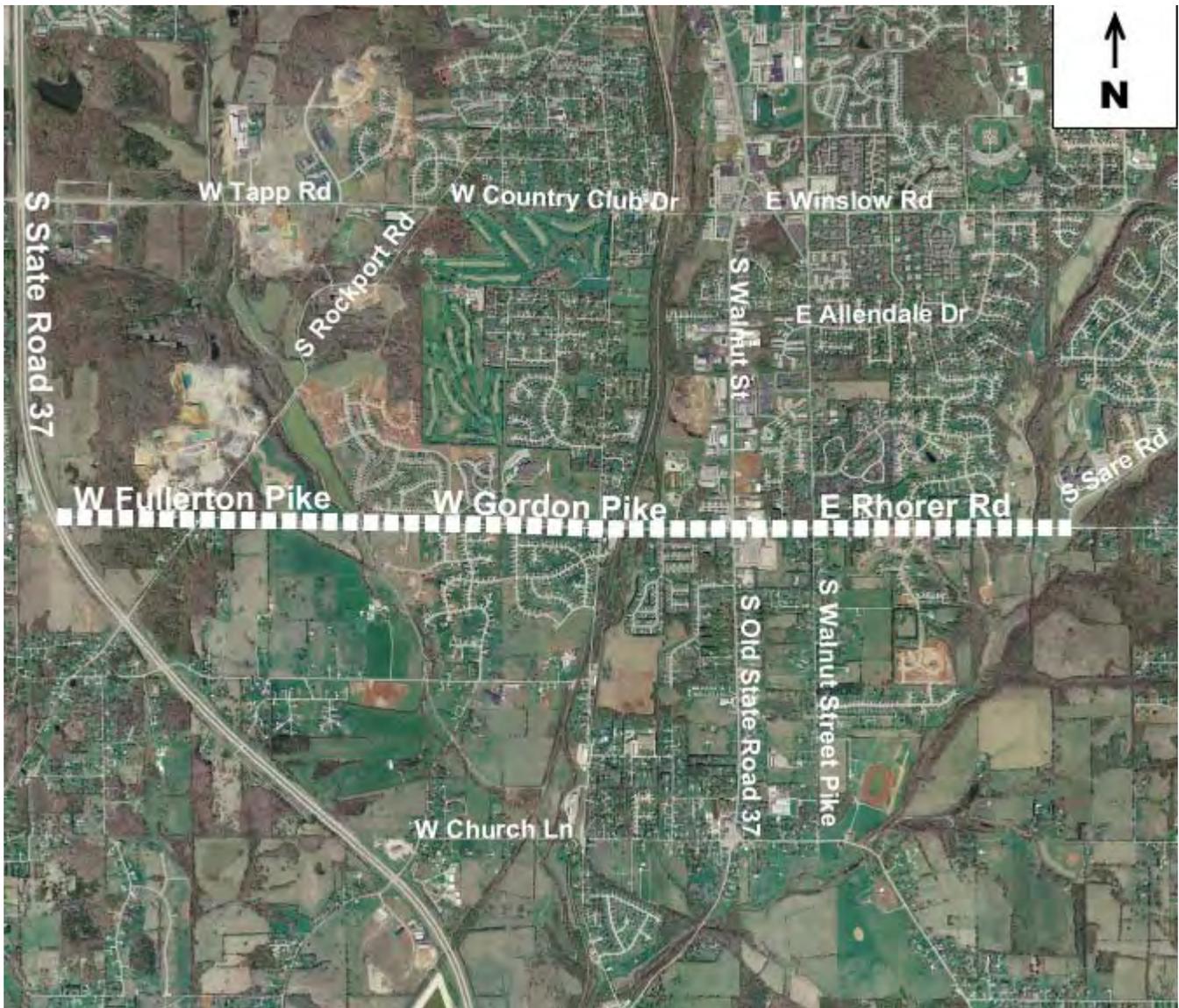
Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
NHS	\$ 2,496,000	\$ -	\$ -	\$ -	\$ 2,496,000
STP	\$ 479,878	\$ 60,000	\$ -	\$ -	\$ 539,878
TE	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 743,970	\$ 15,000	\$ -	\$ -	\$ 758,970
Local	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 3,719,848	\$ 75,000	\$ -	\$ -	\$ 3,794,848

Programmed Projects: Monroe County

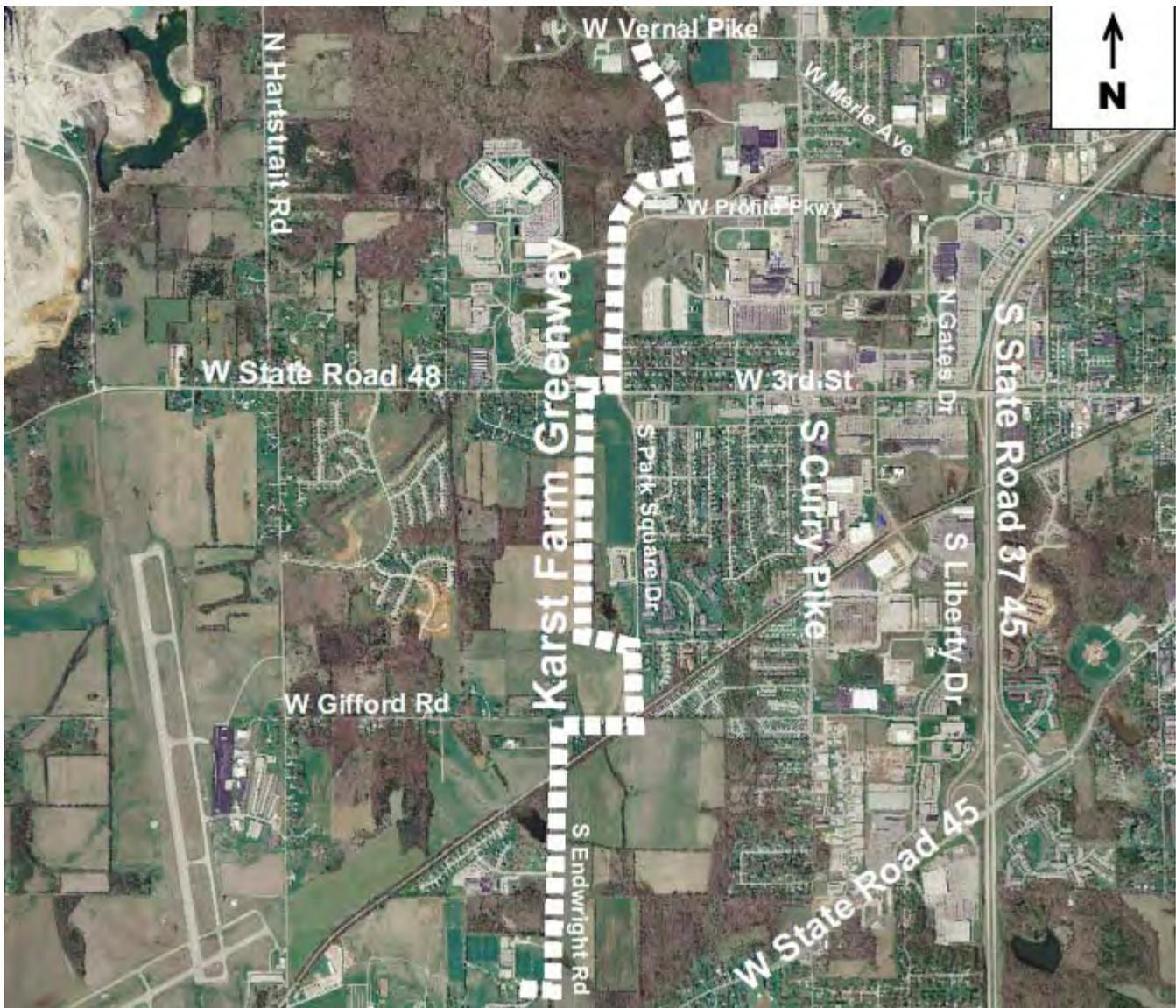
Monroe County Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: Fullerton Pike/Gordon Pike/Rhorer Rd.	Local	\$ 550,000	\$ 550,000	\$ 250,000	\$ 558,000
Location: SR 37 to Sare Road					
Description: Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long)	Local				\$ 300,000
	ROW				
	CON				
DES#: 0801059					
Support: GPP, LRTP					
Allied Projects: SR 37/I-69, Sare Road	TOTAL	\$ 550,000	\$ 550,000	\$ 250,000	\$ 858,000

*Note: This project is expected to incur \$15,892,000 in additional costs in outlying years (beyond those reflected in the project table). Refer to Appendix V for additional information.



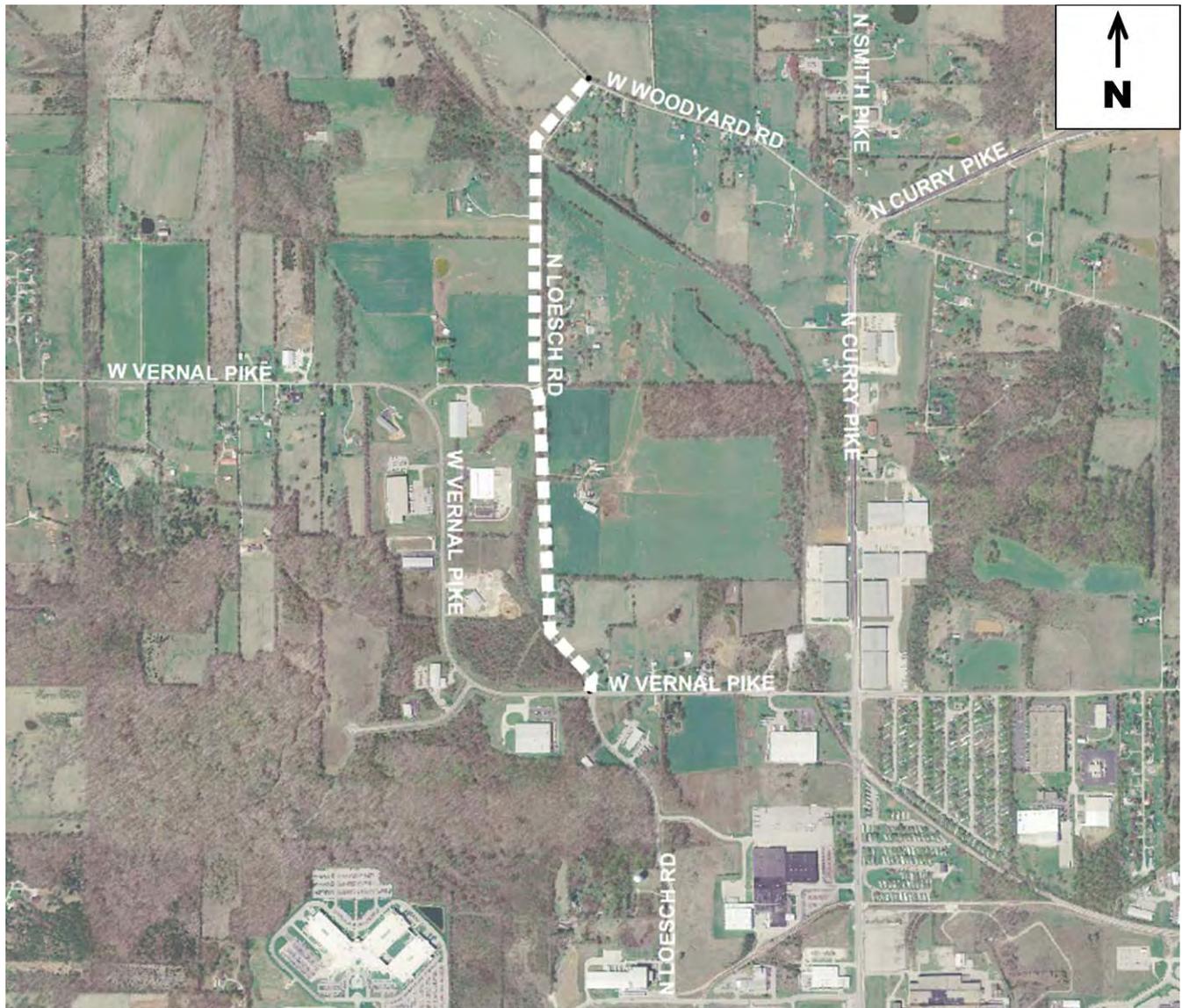
Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: Karst Farm Greenway (Phase I)						
Location: South of Vernal Pike to Karst Farm Park	PE					
Description: Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)	ROW	Local				
	CON	TE	\$ 1,000,000			
DES#: 0600370		Local	\$ 901,328			
Support: LRTP, MCATGSP, BATGSP, ERCP						
Allied Projects: Ellettsville Heritage Trail, B-Line Trail		TOTAL	\$ 1,901,328	\$ -	\$ -	\$ -



Programmed Projects: Monroe County

Monroe County Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: Karst Farm Greenway (Phase IIa)	Local	\$ 60,000	\$ 35,000		
Location: Vernal Pike to Woodyard Rd.	PE				
Description: Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~1.1 miles long)	Local		\$ 15,000		
DES#: <i>to be assigned</i>	TE		\$ 430,000		
Support: LRTP, MCATGSP, BATGSP, ERCP	Local		\$ 107,500		
Allied Projects: Ellettsville Heritage Trail, B-Line Trail	TOTAL	\$ 60,000	\$ 587,500	\$ -	\$ -



Programmed Projects: Monroe County

Monroe County Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: Mt. Tabor Road Bridge #33	Local	\$ 50,000			
Location: Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road	PE				
Description: Bridge replacement	Local		\$ 15,000		
DES#: 0801060	STP			\$ 1,676,000	
Support: Bridge Inventory & Safety Inspection, LRTP	Local			\$ 419,000	
Allied Projects:	TOTAL	\$ 50,000	\$ 15,000	\$ 2,095,000	\$ -



Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: Bridge Inventory (Phases I & II)	Throughout Monroe County	Local	\$ 14,256		\$ 25,920	
Location:		BR	\$ 57,024		\$ 103,680	
Description: Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.						
DES#: Project No. BR-NBIS (0901932)						
Support: LRTP						
Allied Projects: n/a		TOTAL	\$ 71,280	\$ -	\$ 129,600	\$ -

*Note: This project is expected to incur \$200,880 in additional costs in outlying years (beyond those reflected in the project table). Refer to Appendix V for additional information.

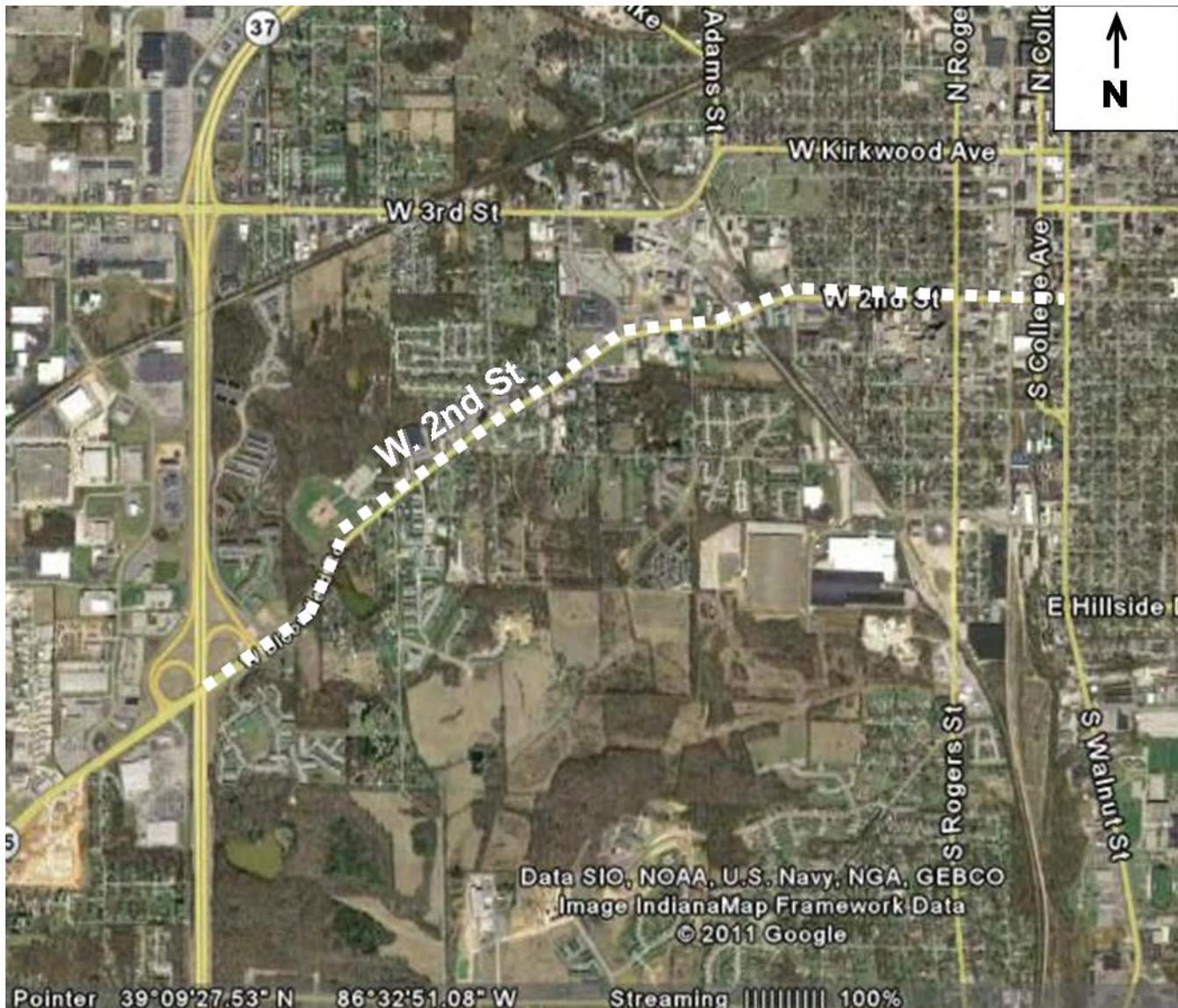
Programmed Projects: Monroe County

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
STP	\$ -	\$ -	\$ 1,676,000	\$ -	\$ 1,676,000
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 1,000,000	\$ 430,000	\$ -	\$ -	\$ 1,430,000
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP/HES	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ 57,024	\$ -	\$ 103,680		\$ 160,704
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,575,584	\$ 722,500	\$ 694,920	\$ 858,000	\$ 3,851,004
TOTAL	\$ 2,632,608	\$ 1,152,500	\$ 2,474,600	\$ 858,000	\$ 7,117,708

Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: W. 2nd Street Feasibility Study	PE	STP			\$ 100,000	
Location: W. 2nd St. from Walnut Street to Basswood Drive	Local	Local			\$ 25,000	
Description: Study to evaluate alternatives and designs for corridor improvements to W. 2nd St. with emphasis on Walnut St to Patterson Dr. because of Bloomington Hospital	ROW	STP				
DES#: to be assigned	Local	Local				
Support: LRTP	CON	Local				
Allied Projects: South Rogers Streetscape, B-Line Trail, W. 2nd Street Sidewalk Project	TOTAL		\$ -	\$ -	\$ 125,000	\$ -



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: 17th St. & Arlington Rd. Roundabout	PE	STP	\$ 70,928			
Location: Intersection of Arlington Road, W. 17th Street and N. Monroe Street		Local	\$ 17,732			
Description: Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	ROW	STP	\$ 700,000			
		Local	\$ 175,000			
DES#: 0900216	CON	STP		\$ 2,600,000		
Support: LRTP		Local		\$ 650,000		
Allied Projects: Crestline Development, Vernal Pike & Crescent Rd.		TOTAL	\$ 963,660	\$ 3,250,000	\$ -	\$ -

*Note: This project is expected to incur \$1,125,000 in additional costs in outlying years (beyond those reflected in the project table). Refer to Appendix V for additional information.



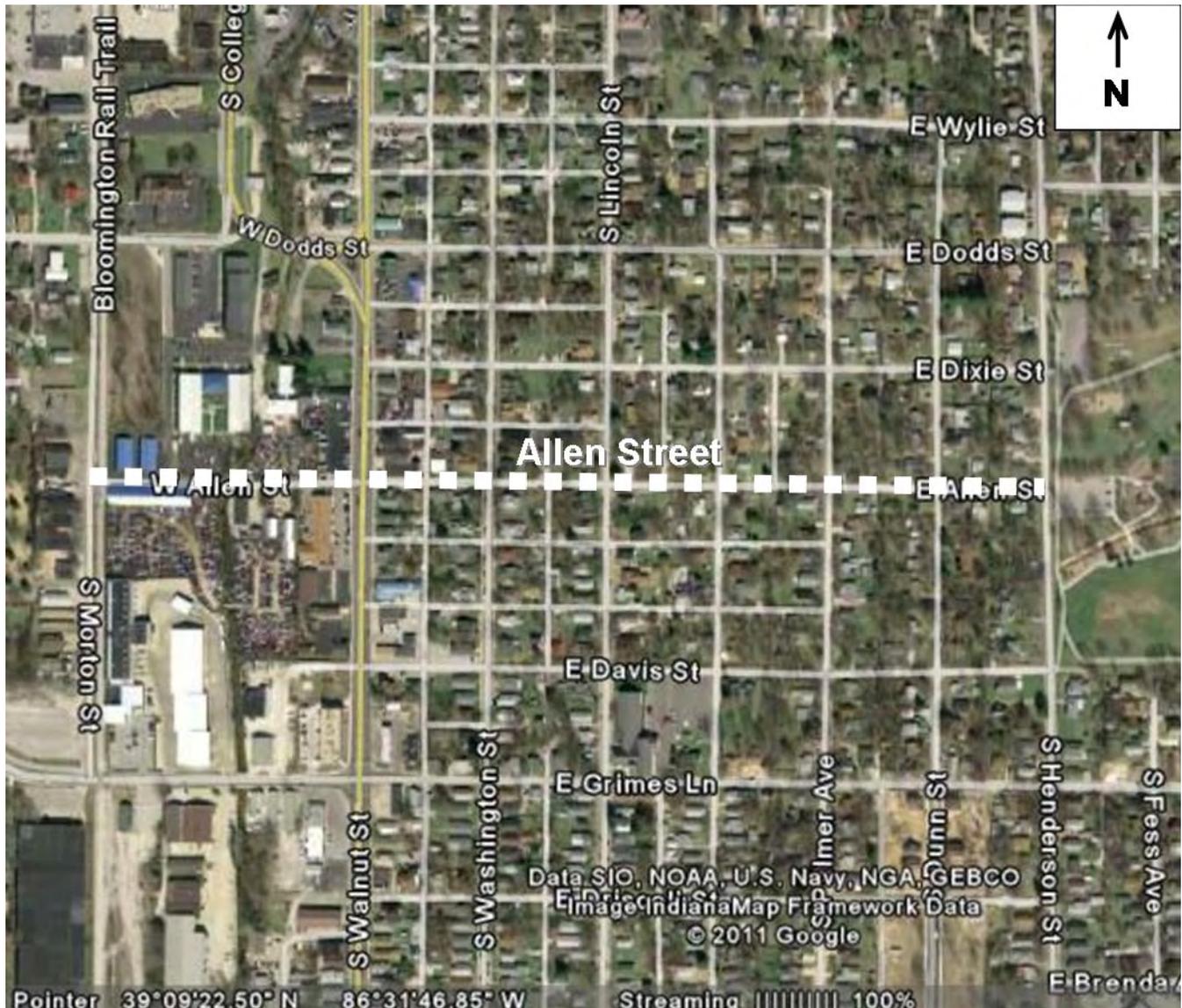
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: 17th St. & Jordan Ave.	PE	STP Local				
Location: Intersection of E 17th Street and N. Jordan Avenue	ROW	STP Local				
Description: Improve vertical geometry and sight distance at the intersection and on approaches	CON	STP Local				\$ 800,000
DES#: 0901710						\$ 200,000
Support: L RTP						
Allied Projects: 17th and Fee Intersection Realignment, SR45/46 Bypass		TOTAL	\$ -	\$ -	\$ -	\$ 1,000,000



Programmed Projects: City of Bloomington

City of Bloomington Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
Project: Allen Street Bicycle Blvd					
Location: Allen Street from South Henderson Street to the B-Line Trail	PE				
Description: Convert existing Allen Street from a local street to a bicycle boulevard to connect Bryan Park to the B-Line Trail	ROW				
DES#: To be assigned	CON	STP		\$ 212,867	\$ 274,000
Support: BATGSP		Local		\$ 53,216	\$ 68,500
Allied Projects: B-Line Trail	TOTAL		\$ -	\$ -	\$ 266,083
				\$ 266,083	\$ 342,500



Programmed Projects: City of Bloomington

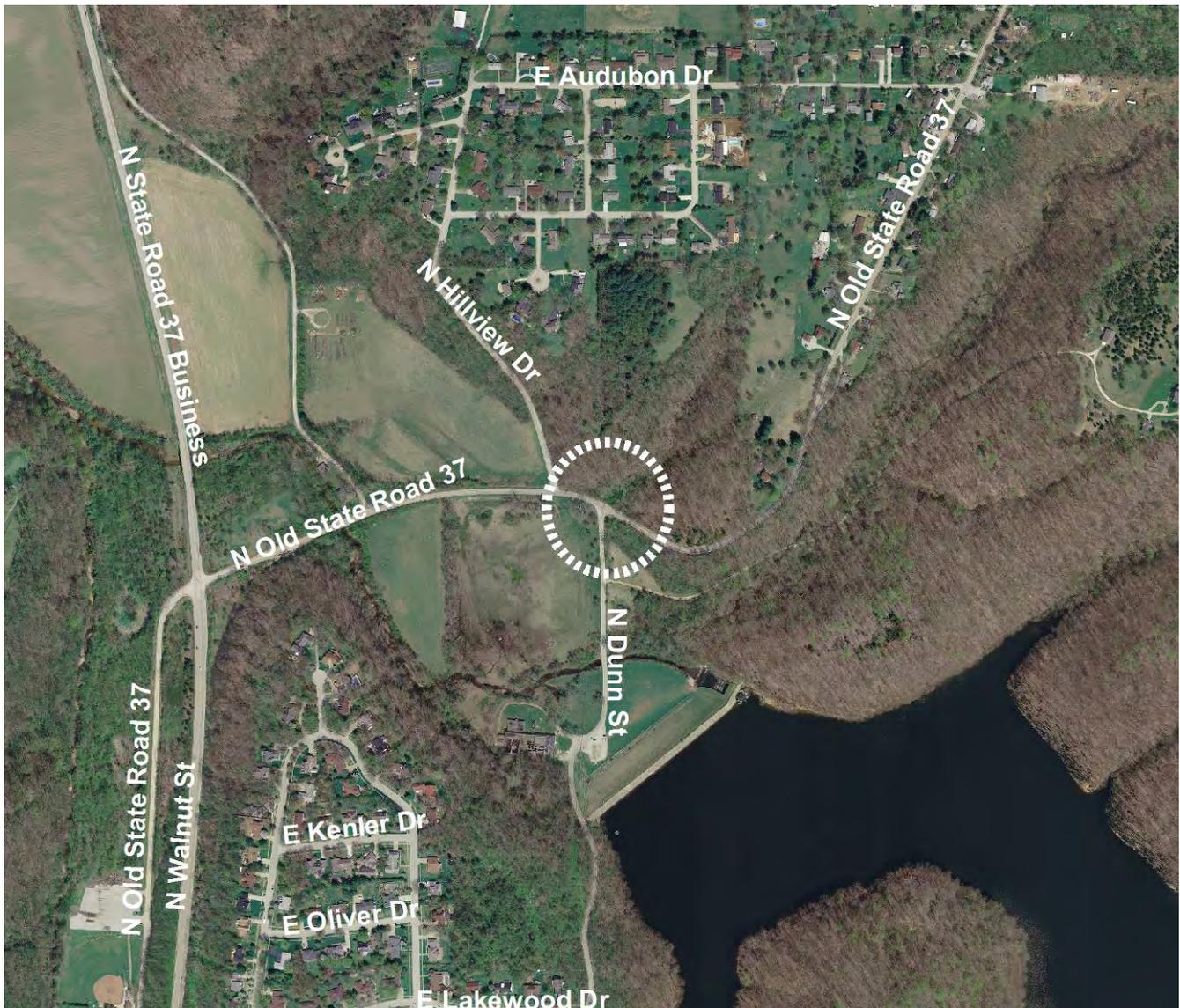
City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: Cascades Trail (Phase I)						
Location: Adjacent to Old SR 37 from Dunn St to Club House Dr. (approx 1.1 miles)	PE					
Description: Construction of a multi-use trail for non-motorized use, including site amenities (note: This is TE funding originally awarded to the Jackson Creek Trail).	ROW					
DES#: To be assigned	CON	TE	\$ 500,000			
Support: LRTP, GPP, BATGSP, PMP		Local	\$ 195,000			
Allied Projects: Clear Creek Trail, Bloomington Rail Trail, B-Line Trail		TOTAL	\$ 695,000	\$ -	\$ -	\$ -



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: Old SR 37 & Dunn St. Intersection Improvements	PE	STP				
Location: At the intersection of Old SR 37 & Dunn St.		Local	\$ 209,000			
Description: Improve horizontal and vertical geometry and sight distance at the intersection and on approaches		ROW				\$ 200,000
DES#: To be assigned	CON	STP				\$ 50,000
Support: LRTP		Local				
Allied Projects: Proposed development on Old SR 37		TOTAL	\$ 209,000	\$ -	\$ -	\$ 250,000

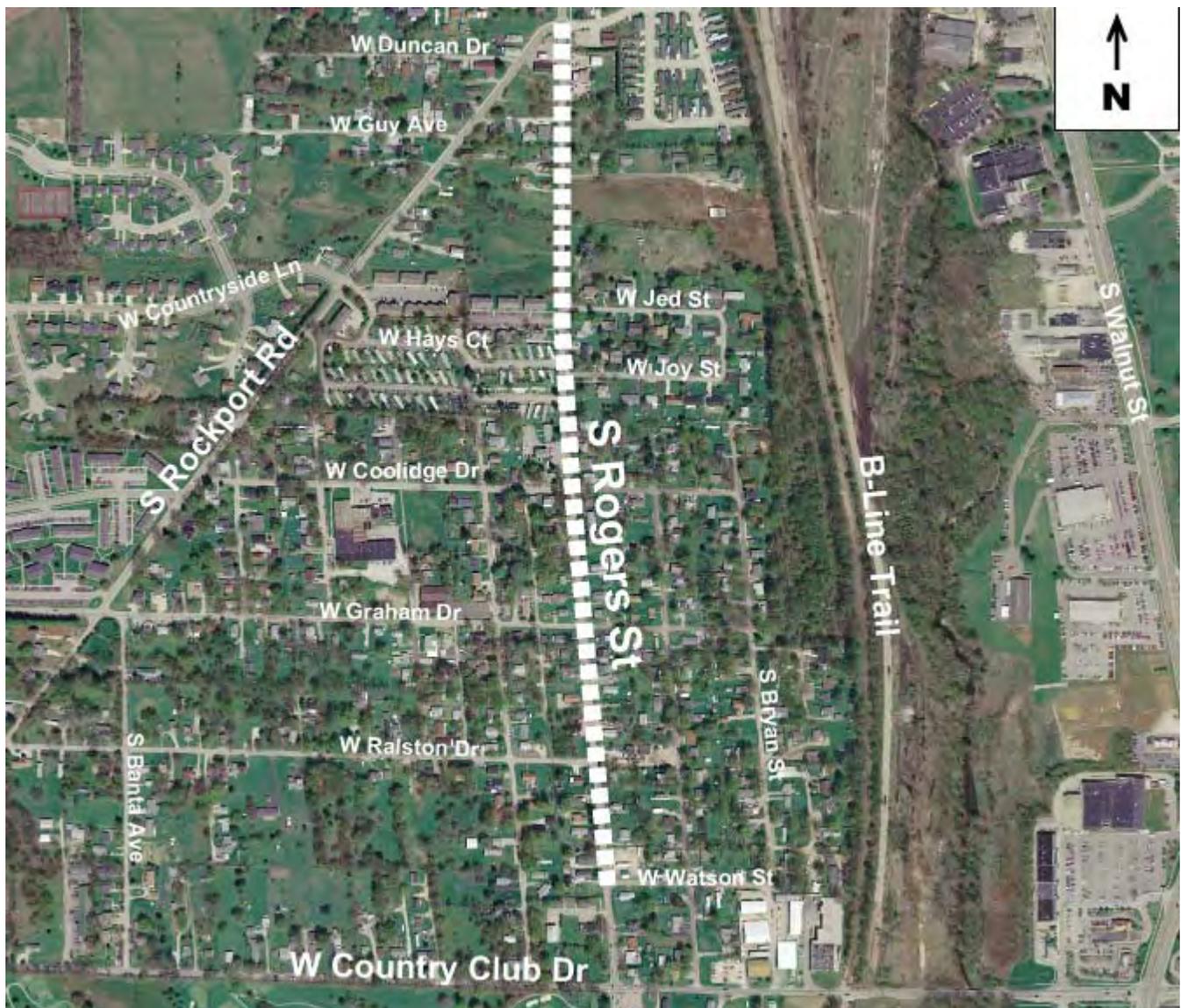
*Note: This project is expected to incur \$1,250,000 in additional costs in outlying years (beyond those reflected in the project table). Refer to Appendix V for additional information.



FY 2012 – 2015 Transportation Improvement Program
 Bloomington/Monroe County Metropolitan Planning Organization

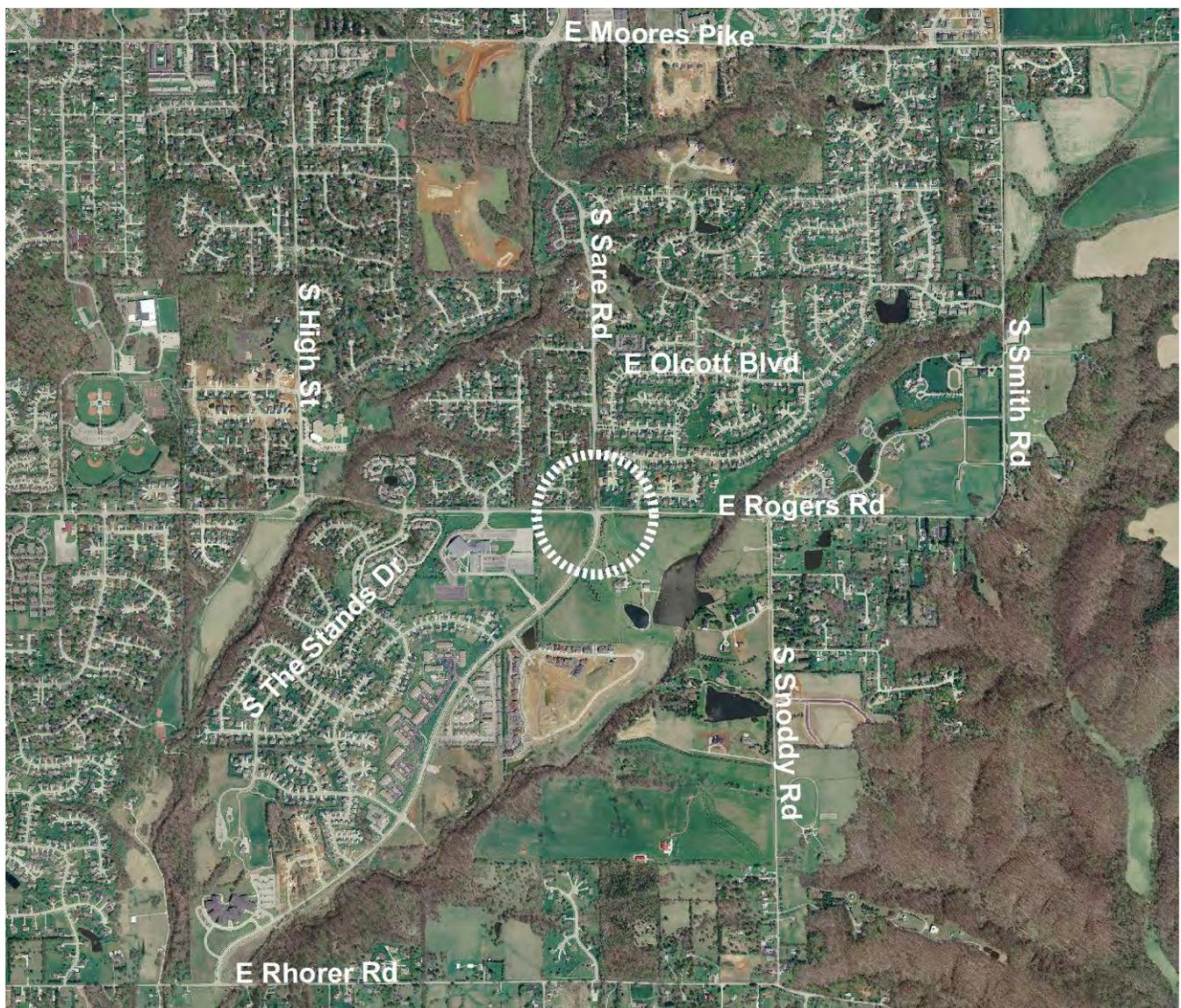
Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: S. Rogers Street	PE					
Location: Rockport Road to Watson Street						
Description: Roadway improvement (sidepath, sidewalk, curb & gutter, etc.) for 0.6 miles of S. Rogers Rd.	ROW	STP Local				
DES#: 0600496	CON	STP	\$ 2,780,747			
Support: LRTP, GPP, BBPTGSP		Local	\$ 695,188			
Allied Projects: Rogers & Country Club Intersection Improvement		TOTAL	\$ 3,475,935	\$ -	\$ -	\$ -



Programmed Projects: City of Bloomington

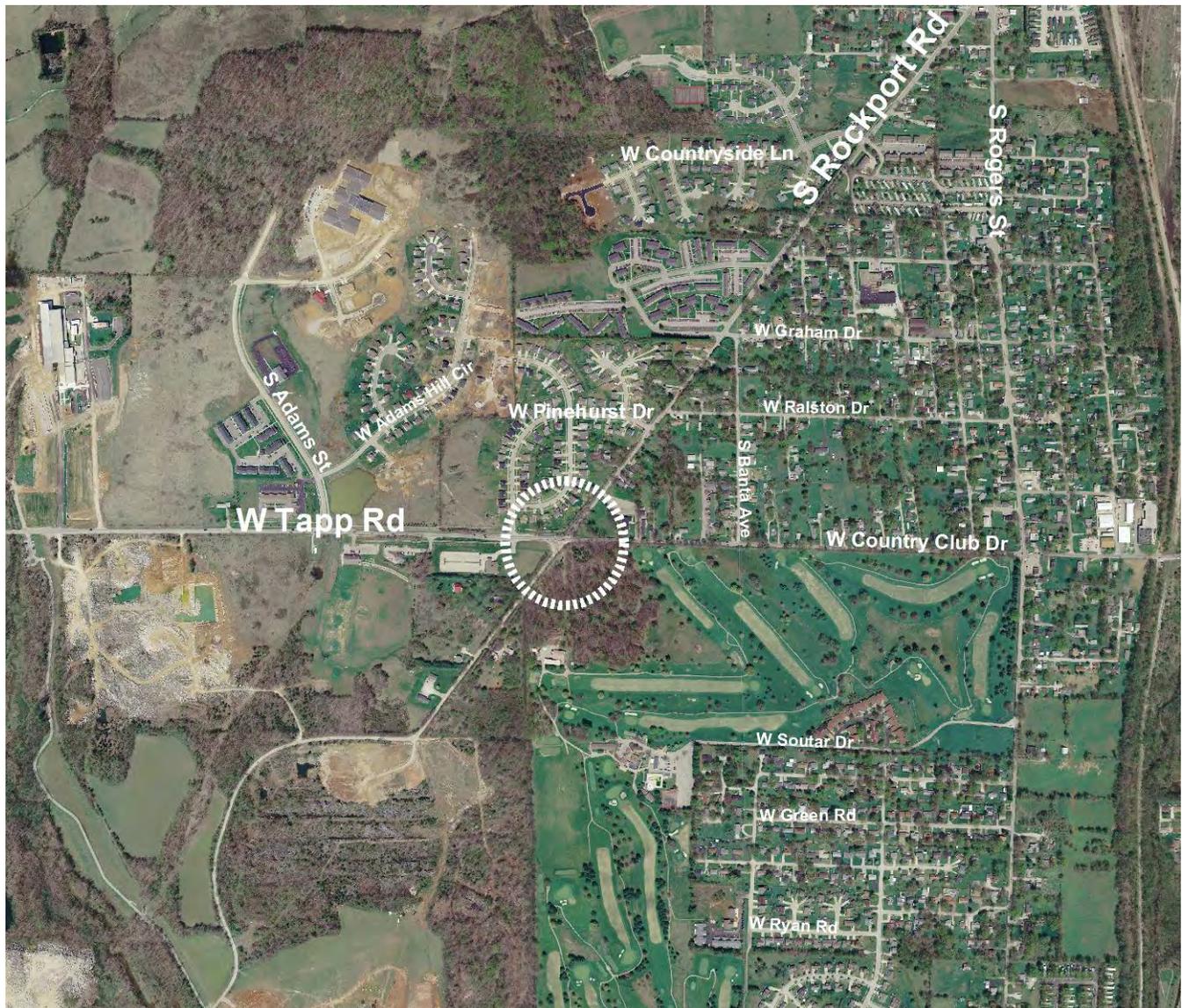
City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: Sare Rd and Rogers Rd Roundabout	PE	Local				
Location: Intersection of Sare Rd and East Rogers Rd						
Description: Upgrade 4-way stop controlled intersection to modern roundabout	ROW	Local				
DES#: 0900213	CON	STP	\$ 1,890,000			
Support: LRTP		Local	\$ 472,500			
Allied Projects: New waterline (CBU), Sare Road Ph 2		TOTAL	\$ 2,362,500	\$ -	\$ -	\$ -



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: Tapp Rd & Rockport Rd Intersection Improvements		STP	\$ 52,000			
Location: At the intersection of Tapp Rd/Country Club Dr. and Rockport Rd.	PE	Local	\$ 13,000			
Description: Modernize intersection and upgrade from 4-way stop to roundabout or signal	ROW	STP		\$ 254,434	\$ 865,566	
		Local		\$ 63,609	\$ 216,391	
DES#: 0901730	CON	STP				\$ 1,580,440
Support: LRTP, BBPTGSP		Local				\$ 395,110
Allied Projects: Tapp/Adams Roundabout, Rogers/Country Club Intersection Improvements		TOTAL	\$ 65,000	\$ 318,043	\$ 1,081,957	\$ 1,975,550

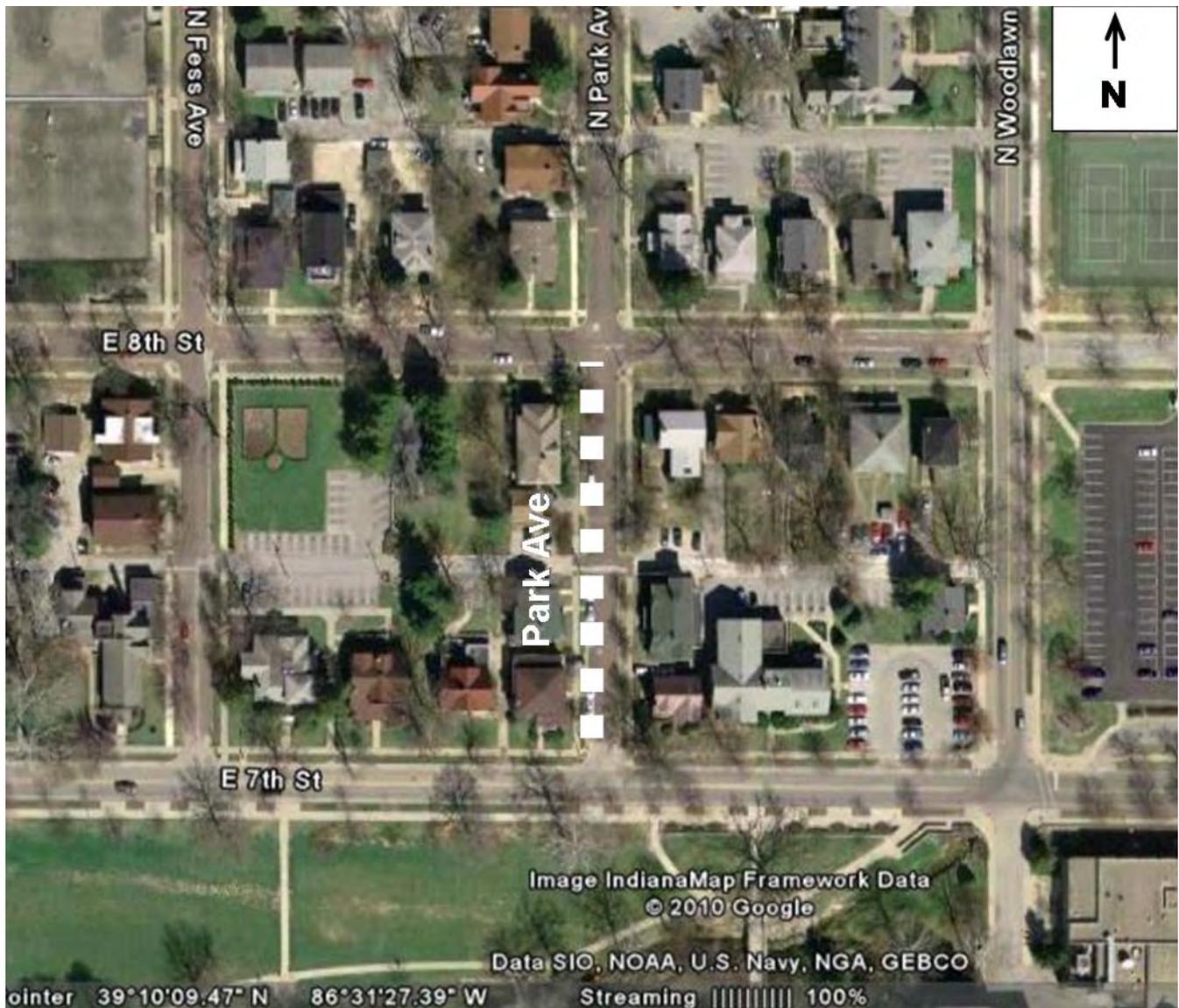
*Note: This project is expected to incur \$1,524,450 in additional costs in outlying years (beyond those reflected in the project table). Refer to Appendix V for additional information.



FY 2012 – 2015 Transportation Improvement Program
Bloomington/Monroe County Metropolitan Planning Organization

Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: University Courts Brick St. Restoration	PE					
Location: Park Avenue from 7th St to 8th St. (~.1mi)						
Description: Phased restoration of brick streets in the University Ciourts Historic District including 8th St. intersection and replacement of sidewalks and curbing	ROW					
DES#: <i>to be assigned</i>	CON	TE	\$ 130,000			
Support: Historic Survey		Local	\$ 134,354			
Allied Projects:		TOTAL	\$ 264,354	\$ -	\$ -	\$ -



Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project:	Upgrade Signs					
Location:	Various locations	PE				
Description:	Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devices (MUTCD) retroreflectivity requirements on roadways	ROW				
DES#:	1006383	CON	HSIP	\$ 90,000		
Support:	MUTCD		Local	\$ 10,000		
Allied Projects:		TOTAL		\$ 100,000	\$ -	\$ -

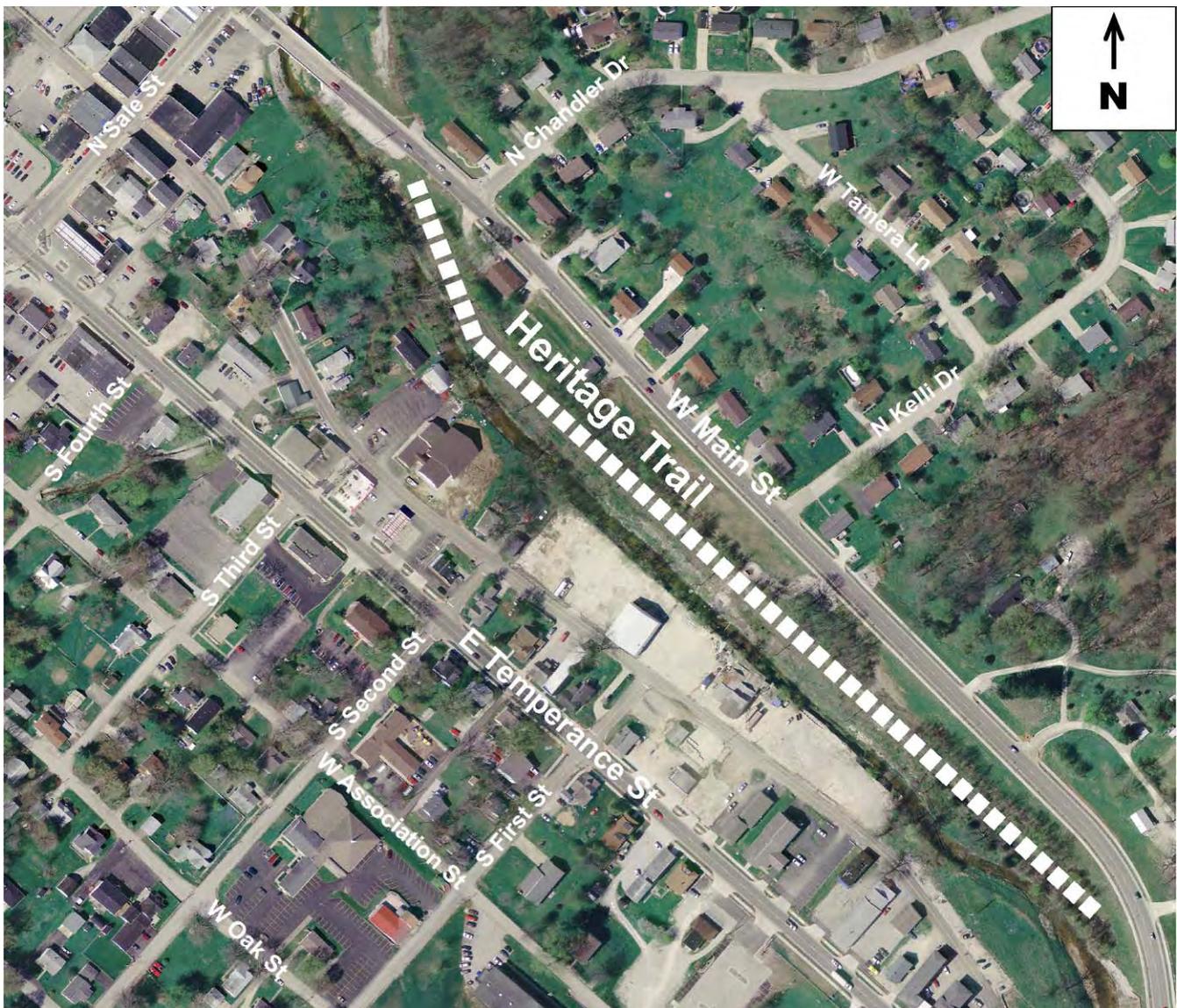
Programmed Projects: City of Bloomington

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
STP	\$ 5,493,675	\$ 2,854,434	\$ 1,178,433	\$ 2,854,440	\$ 12,380,982
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 630,000	\$ -	\$ -	\$ -	\$ 630,000
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ 90,000	\$ -	\$ -	\$ -	\$ 90,000
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,921,774	\$ 713,609	\$ 294,607	\$ 713,610	\$ 3,643,600
TOTAL	\$ 8,135,449	\$ 3,568,043	\$ 1,473,040	\$ 3,568,050	\$ 16,744,582

Programmed Projects: Town of Ellettsville

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: Ellettsville Heritage Trail (Ph I)	TE					
Location: Along former rail line from Main St. to Depot Rd.	Local					
Description: Construction of a multi-use trail for non-motorized use, including site amenities.	TE					
	Local					
DES#: 0301167	TE	\$ 103,795				
	Local	\$ 25,946				
Support: MCATGSP						
Allied Projects: B-Line Trail, Ellettsville-Stinesville Trail	TOTAL	\$ 129,741	\$ -	\$ -	\$ -	



Programmed Projects: Town of Ellettsville

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 103,795	\$ -	\$ -	\$ -	\$ 103,795
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 25,946	\$ -	\$ -	\$ -	\$ 25,946
TOTAL	\$ 129,741	\$ -	\$ -	\$ -	\$ 129,741

Programmed Projects: Community School Corporations

Richland-Bean Blossom Com. School Corp. Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project: RBBCSC Sidewalk Construction						
Location: Reeves Rd./Sale St., Edgewood Dr., Ridge Springs Ln.	PE	SRTS	\$ 33,000			
Description: Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods	ROW	SRTS	\$ 32,619			
DES#: 0800021	CON	SRTS	\$ 184,381			
Support: n/a						
Allied Projects: B-Line Trail, Ellettsville-Stinesville Trail	TOTAL		\$ 250,000	\$ -	\$ -	\$ -



Programmed Projects: Community School Corporations

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
Project:	MCCSC School Route Travel Plans	SRTS	\$ 75,000			
Location:	Highland Park El., Fairview El., Arlington El., University El, Binford/Rogers El., Tri-North Middle					
Description:	Conduct school route travel plans at several area schools to identify infrastructure and noninfrastructure projects which could provide safe routes to school					
DES#:	0810450					
Support:	MCATGSP BBPTGSP					
Allied Projects:	MCCSC Bike Ped Education	TOTAL	\$ 75,000	\$ -	\$ -	\$ -

Programmed Projects: Community School Corporations

Summary of Programmed Expenditures:

Funding Source	Fiscal Year					TOTAL
	2012	2013	2014	2015		
STP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ 325,000
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ 325,000

Programmed Projects: Rural Transit

Rural Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Operating Budget	FTA	\$ 659,811	\$ 686,203	\$ 713,651	\$ 742,197
Description: Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.	PMTF	\$ 287,423	\$ 298,919	\$ 310,875	\$ 323,310
	Local	\$ 469,408	\$ 488,184	\$ 507,711	\$ 528,019
DES#: n/a					
Support: Coordinated Plan	TOTAL	\$ 1,416,642	\$ 1,473,306	\$ 1,532,237	\$ 1,593,526

Programmed Projects: Rural Transit

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2012	2013	2014	2015	TOTAL
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/09	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ 659,811	\$ 686,203	\$ 713,651	\$ 742,197	\$ 2,801,862
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ 287,423	\$ 298,919	\$ 310,875	\$ 323,310	\$ 1,220,527
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 469,408	\$ 488,184	\$ 507,711	\$ 528,019	\$ 1,993,322
TOTAL	\$ 1,416,642	\$ 1,473,306	\$ 1,532,237	\$ 1,593,526	\$ 6,015,711

Programmed Projects: Bloomington Transit

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: 25 Foot Buses	FTA 5307	\$ 62,400	\$ 64,900		
Description: Purchase of one new 25-foot bus in 2011 and one 25-foot bus in 2012).	Local	\$ 15,600	\$ 16,225		
DES#: n/a					
Support: LRTP, TDP	TOTAL	\$ 78,000	\$ 81,125	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: 35 Foot Buses	FTA5309			\$ 1,600,000	
Description: Purchase of two new 35-foot hybrid electric buses.	Local			\$ 400,000	
DES#: n/a			<i>Note: The figures in italics represent illustrative funding</i>		
Support: LRTP, TDP	TOTAL	\$ -	\$ -	\$ 2,000,000	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: 40 Foot Hybrid Buses	FTA5309				\$ 1,700,000
Description: Purchase of two 40-foot hybrid electric buses	Local				\$ 425,000
DES#: n/a			<i>Note: The figures in italics represent illustrative funding</i>		
Support: LRTP, TDP	TOTAL	\$ -	\$ -	\$ -	\$ 2,125,000

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: BT Access Vehicles	FTA 5307	\$ 75,920	\$ 78,956	\$ 82,115	\$ 85,400
Description: Purchase replacement vehicles	Local	\$ 18,980	\$ 19,739	\$ 20,529	\$ 21,350
DES#: n/a					
Support: LRTP, TDP	TOTAL	\$ 94,900	\$ 98,695	\$ 102,644	\$ 106,749

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Fare Collection Equipment	FTA5309	\$ 800,000			
Description: Electronic registering equipment w/ swipe card & transfer printing capability for all BT & BT access buses & pass vending kiosk	Local	\$ 200,000			
DES#: n/a			<i>Note: The figures in italics represent illustrative funding</i>		
Support: TDP, ITS	TOTAL	\$ 1,000,000	\$ -	\$ -	\$ -

Programmed Projects: Bloomington Transit

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Financial Management Software	FTA 5307	\$ 40,000			
Description: Replace existing financial management and accounting software	Local	\$ 10,000			
DES#: n/a					
Support: LRTP, GPP, TDP	TOTAL	\$ 50,000	\$ -	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Maintenance	FTA 5307	\$ 69,594	\$ 72,378	\$ 75,273	\$ 78,284
Description: Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.	Local	\$ 17,399	\$ 18,095	\$ 18,819	\$ 19,572
DES#: n/a					
Support: LRTP, TDP	TOTAL	\$ 86,993	\$ 90,473	\$ 94,092	\$ 97,855

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Maintenance Equipment Rehab	FTA 5307	\$ 32,000			
Description: Rehabilitate existing vehicle hoists in BT & IU Campus Garage	Local	\$ 8,000			
DES#: n/a					
Support: LRTP, TDP	TOTAL	\$ 40,000	\$ -	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Next Bus Customer Info System	FTA5309		\$ 400,000		
Description: Purchase and install new Next Bus Customer Information System with web and cell phone applications	Local		\$ 100,000		
DES#: n/a					
Support: TDP, ITS	TOTAL	\$ -	\$ 500,000	\$ -	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Operational Assistance	FTA 5307	\$ 1,573,884	\$ 1,636,839	\$ 1,702,313	\$ 1,770,405
Description: Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.	FTA 5316	\$ 183,803	\$ 191,155	\$ 198,802	\$ 206,754
	PMTF	\$ 2,354,138	\$ 2,448,303	\$ 2,546,235	\$ 2,648,085
	Local	\$ 1,522,862	\$ 1,583,776	\$ 1,647,127	\$ 1,713,012
	Fares	\$ 1,488,479	\$ 1,548,018	\$ 1,609,939	\$ 1,674,336
DES#: n/a					
Support: LRTP, GPP, TDP	TOTAL	\$ 7,123,166	\$ 7,408,091	\$ 7,704,416	\$ 8,012,592

Programmed Projects: Bloomington Transit

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Passenger Shelters	FTA 5307			\$ 24,000	\$ -
Description: Purchase 5-10 passenger shelters for BT fixed route stops.	Local			\$ 6,000	\$ -
DES#: n/a					
Support: LRTP, GPP, TDP	TOTAL	\$ -	\$ -	\$ 30,000	\$ -

Bloomington Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Security Equipment	FTA 5307	\$ 40,000			
Description: Purchase of surveillance camera technology for Grimes Lane operations facility	Local	\$ 10,000			
DES#: n/a					
Support: TDP	TOTAL	\$ 50,000	\$ -	\$ -	\$ -

Programmed Projects: Bloomington Transit

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				TOTAL
	2012	2013	2014	2015	
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ 2,693,798	\$ 2,253,073	\$ 3,483,701	\$ 3,634,088	\$ 12,064,660
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ 183,803	\$ 191,155	\$ 198,802	\$ 206,754	\$ 780,514
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ 2,354,138	\$ 2,448,303	\$ 2,546,235	\$ 2,648,085	\$ 9,996,761
Farebox	\$ 1,488,479	\$ 1,548,018	\$ 1,609,939	\$ 1,674,336	\$ 6,320,772
Local	\$ 1,802,841	\$ 1,737,835	\$ 2,092,474	\$ 2,178,933	\$ 7,812,083
TOTAL	\$ 8,523,059	\$ 8,178,384	\$ 9,931,151	\$ 10,342,197	\$ 36,974,791

Programmed Projects: Indiana University Transit

Indiana University Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Bus Replacement	FTA5309	\$ 4,592,000	\$ 2,469,600	\$ 2,593,080	\$ 2,722,734
Description: Replace existing bus fleet with 35 foot low floor hybrid-electic buses	Local	\$ 1,148,000	\$ 617,400	\$ 648,270	\$ 680,684
DES#: n/a		<i>Note: The figures in italics represent illustrative funding</i>			
Support: n/a	TOTAL	\$ 5,740,000	\$ 3,087,000	\$ 3,241,350	\$ 3,403,418

Indiana University Transit Projects		Fiscal Year			
		2012	2013	2014	2015
Project: Bus Shelters	FTA 5309	\$ 120,000	\$ 124,800	\$ 129,792	\$ 134,984
Description: Replace existing shelters and construct additional shelters on campus	Local	\$ 30,000	\$ 31,200	\$ 32,448	\$ 33,746
DES#: n/a		<i>Note: The figures in italics represent illustrative funding</i>			
Support: n/a	TOTAL	\$ 150,000	\$ 156,000	\$ 162,240	\$ 168,730

Programmed Projects: Indiana University Transit

Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2010	2011	2012	2013	TOTAL
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/09	\$ 4,712,000	\$ 2,594,400	\$ 2,722,872	\$ 2,857,718	\$ 12,886,990
Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,178,000	\$ 648,600	\$ 680,718	\$ 714,430	\$ 3,221,748
TOTAL	\$ 5,890,000	\$ 3,243,000	\$ 3,403,590	\$ 3,572,148	\$ 16,108,738

Appendices

- I. Abbreviations and Acronym List
- II. Complete Streets Compliance
- III. Total Expenditure Charts
- IV. Listing of Local Public Agency Projects by Year
- V. MPA/UAB Boundary Map
- VI. Self Certification Statement
- VII. Adoption/Amendment Resolutions (*forthcoming*)

Appendix I**Abbreviations and Acronyms List**

3C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
BATGSP	Bloomington Alternative Transportation & Greenways System Plan
BL	City of Bloomington
BMCMPO	Metropolitan Planning Organization
CAC	Citizens Advisory Committee
BR	Bridge Replacement and Rehabilitation
BT	Bloomington Transit
CDBG	Community Development Block Grant
CMAQ	Congestion Mitigation and Air Quality
CON (or CN)	Construction
EJ	Environmental Justice
ERCP	Ellettsville Rural Community Plan
EV	Town of Ellettsville
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (for the TIP: July 1 through June 30)
GPP	Growth Policies Plan
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
IN	State of Indiana
INDOT	Indiana Department of Transportation
INSTIP	Indiana Statewide Transportation Improvement Program
ITS	Intelligent Transportation System (Architecture)
IU	Indiana University
LPA	Local Public Agency
L RTP	Long Range Transportation Plan
MC	Monroe County
MCATGSP	Monroe County Alternative Transportation and Greenways System Plan
MCCSC	Monroe County Community School Corporation
MPA	Metropolitan Planning Area
MTP	Master Thoroughfare Plan
NHS	National Highway System
PC	Policy Committee
PE	Preliminary Engineering
PMP	Parks Master Plan
PMTF	Public Mass Transportation Fund
RBBCSC	Richland-Bean Blossom Community School Corporation
ROW (or RW)	Right-of-Way
RT	Rural Transit
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SRTS	Safe Routes to School
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDM	Travel Demand Model
TEA-21	Transportation Equity Act for the 21 st Century
TE	Transportation Enhancements
TIF	Tax Increment Financing District
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TOD	Transit Oriented Development
UAB	Urbanized Area Boundary
UPWP	Unified Planning Work Program

Appendix II

Complete Streets Compliance

The following table illustrates a project’s compliance with the Complete Streets Policy as determined by the Policy Committee.*

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
MC	Fullerton Pike/Gordon Pike/Rhorer Rd.	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long)	●		
MC	Karst Farm Greenway (Phase I)	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			●
MC	Karst Farm Greenway (Phase IIa)	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)			●
MC	Mt. Tabor Road Bridge #33	Bridge replacement and road realignment	●		
MC	Bridge Inventory	Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.			●
BL	W. 2nd Street Feasibility Study	Study to evaluate alternatives and designs for corridor improvements to W. 2nd St. with emphasis on Walnut St to Patterson Dr. because of Bloomington Hospital			
BL	17th St. & Arlington Rd. Roundabout	Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	●		
BL	17th St. & Jordan Ave.	Improve vertical geometry and sight distance at the intersection and on approaches			●
BL	Allen Street Bicycle Boulevard	Convert existing Allen Street from a local street to a bicycle boulevard to connect Bryan Park to the B-Line Trail			
BL	Cascades Trail	Construction of a multi-use trail for non-motorized use, including site amenities.			●
BL	Old SR 37 & Dunn St. Intersection Improvements	Improve horizontal and vertical geometry and sight distance at the intersection and on approaches	●		
BL	S. Rogers Street	Roadway improvement (sidepath, sidewalk, curb & gutter, etc.) for 0.6 miles of S. Rogers Rd.			●
BL	Sare Rd and Rogers Rd Roundabout	Upgrade 4-way stop controlled intersection to modern roundabout	●		
BL	Tapp Rd & Rockport Rd Intersection Improvements	Modernize intersection and upgrade from 4-way stop to roundabout or signal	●		
BL	University Courts Brick Street Restoration	Phased restoration of brick streets in the historic University Courts neighborhood			●

Complete Streets Compliance of Local Projects					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
BL	Upgrade Signs	Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devices (MUTCD) retroreflectivity requirements on roadways			●
EV	Ellettsville Heritage Trail (Ph I)	Construction of a multi-use trail for non-motorized use, including site amenities.			●
RBBCSC	RBBCSC Sidewalk Construction	Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods			●
MCCSC	MCCSC School Route Travel Plans	Conduct school route travel plans at several area schools to identify infrastructure and noninfrastructure projects which could provide safe routes to school			●
RT	Operating Budget	Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.			●
BT	25 Foot Buses	Purchase of one new 25-foot bus in 2011 and one 25-foot bus in 2012).			●
BT	35 Foot Buses	Purchase of two new 35-foot hybrid electric buses.			●
BT	40 Foot Hybrid Buses	Purchase of two 40-foot hybrid electric buses			●
BT	BT Access Vehicles	Capitalize BT Access vehicles used in paratransit service by service provider.			●
BT	Fare Collection Equipment	Electronic registering equipment w/ swipe card & transfer printing capability for all BT & BT access buses & pass vending kiosk			●
BT	Financial Management Software	Replace existing financial management and accounting software			●
BT	Maintenance	Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.			●
BT	Maintenance Equipment Rehab	Rehabilitate existing vehicle hoists in BT & IU Campus Garage			●
BT	Next Bus Customer Info System	Purchase and install new Next Bus Customer Information System with web and cell phone applications			●
BT	Operational Assistance	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight service.			●
BT	Passenger Shelters	Purchase 5-10 passenger shelters for BT fixed route stops.			●

Complete Streets Compliance of Local Projects (continued)					
LPA	Project	Brief Description	Compliant*	Exempt*	Not Applicable*
BT	Security Equipment	Purchase of surveillance camera technology for Grimes Lane operations facility			●
IU	Hybrid Buses	Replace existing bus fleet with 35 foot low floor hybrid-electric buses			●
IU	Bus Shelters	Replace existing shelters and construct additional shelters on campus			●

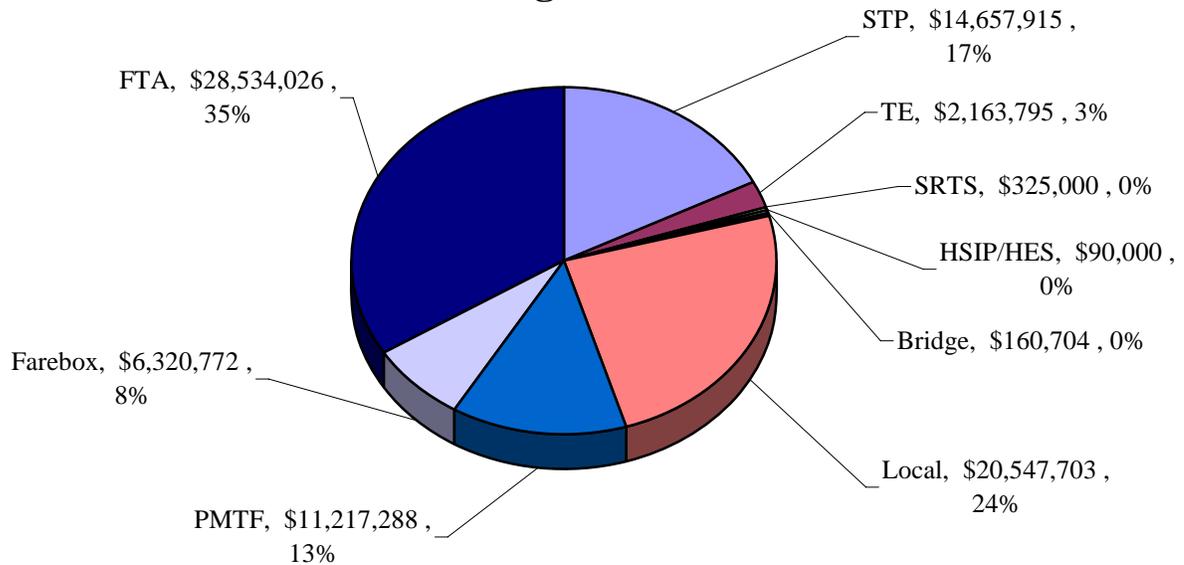
*Compliance with the Complete Streets Policy is determined by the Policy Committee at the time of adoption of this document or when new local projects are amended into the TIP.

Appendix III

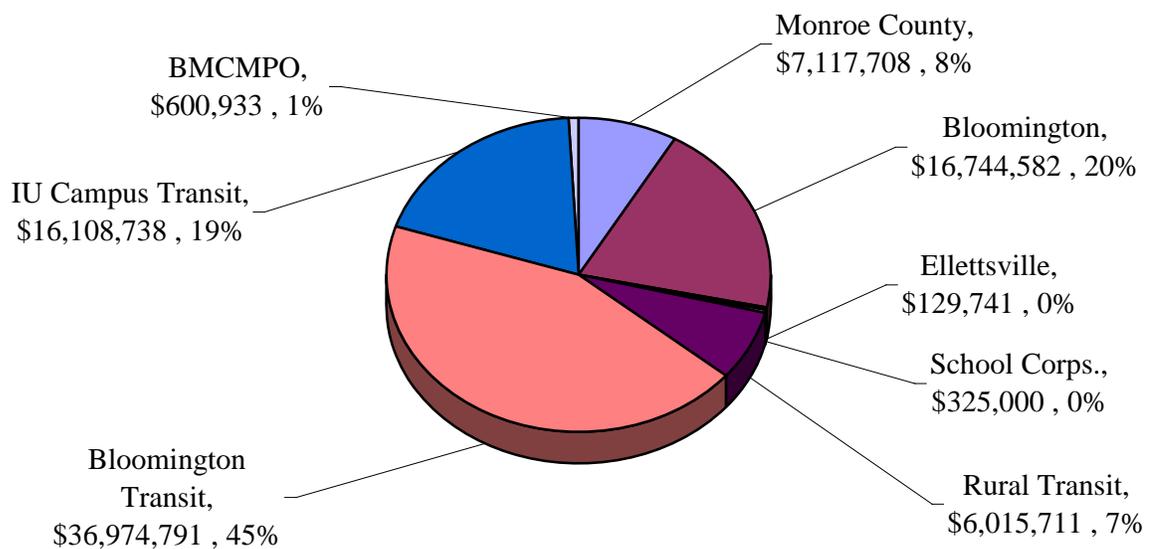
Total Expenditure Charts

The following charts illustrate how transportation funding will be spent as identified in this document. It should be noted that revenues and expenditures related to transit include operational expenses and illustrative projects. Expenditures for School Corps. include project costs for both Monroe County Community School Corporation and Richland-Bean Blossom Community School Corporation.

FY 2012-2015 Total Expenditures for Local Projects by Funding Source



FY 2012-2015 Total Expenditures for Local Projects by Implementing Agency



Appendix IV

Listing of Projects by Year

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

FY2012 Project Listing

FY2012 Projects	Phase	STP/NHS	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
IN I-69 Section 4 segment	RW	\$ 2,496,000											\$ 624,000	\$ 3,120,000
IN State Road 45	PE	\$ 1,600											\$ 400	\$ 2,000
IN State Road 46	CN	\$ 478,278											\$ 119,570	\$ 597,848
MC Fullerton Pike/Gordon Pike/Rhorer Rd	PE												\$ 550,000	\$ 550,000
MC Karst Farm Ph I	CN		\$ 1,000,000										\$ 901,328	\$ 1,901,328
MC Karst Farm Ph IIa	PE												\$ 60,000	\$ 60,000
MC Mt. Tabor Rd. Bridge #33	PE												\$ 50,000	\$ 50,000
MC Bridge Inventory	PE					\$ 57,024							\$ 14,256	\$ 71,280
BL 17th & Arlington Roundabout	PE	\$ 70,928											\$ 17,732	\$ 88,660
BL 17th & Arlington Roundabout	RW	\$ 700,000											\$ 175,000	\$ 875,000
BL Cascades Trail	CN		\$ 500,000										\$ 195,000	\$ 695,000
BL Dunn St & Old 37 Intersection Improv	PE												\$ 209,000	\$ 209,000
BL S. Rogers St.	CN	\$ 2,780,747											\$ 695,188	\$ 3,475,935
BL Sare & Rogers Roundabout	CN	\$ 1,890,000											\$ 472,500	\$ 2,362,500
BL Tapp & Rockport Roundabout	PE	\$ 52,000											\$ 13,000	\$ 65,000
BL U. Courts Historic Street Restoration	CN		\$ 130,000										\$ 134,354	\$ 264,354
BL Upgrade of Signs	CN				\$ 90,000								\$ 10,000	\$ 100,000
EV Heritage Trail	CN		\$ 103,795										\$ 25,946	\$ 129,741
MCC MCCSC School Travel Plans	PE			\$ 75,000										\$ 75,000
RBB RBBSC Sidewalk Construction	PE			\$ 33,000										\$ 33,000
RBB RBBSC Sidewalk Construction	RW			\$ 32,619										\$ 32,619
RBB RBBSC Sidewalk Construction	CN			\$ 184,381										\$ 184,381
RT Operating Budget	n/a							\$ 659,811			\$ 287,423		\$ 469,408	\$ 1,416,642
BT 25 Foot Buses	n/a						\$ 62,400						\$ 15,600	\$ 78,000
BT BT Access Vehicles	n/a						\$ 75,920						\$ 18,980	\$ 94,900
BT Fare Collection Equipment	n/a						\$ 800,000						\$ 200,000	\$ 1,000,000
BT Financial Management Software	n/a						\$ 40,000						\$ 10,000	\$ 50,000
BT Maintenance	n/a						\$ 69,594						\$ 17,399	\$ 86,993
BT Maintenance Equipment Rehab	n/a						\$ 32,000						\$ 8,000	\$ 40,000
BT Operating Assistance	n/a						\$ 1,573,884		\$ 183,803		\$ 2,354,138	\$ 1,488,479	\$ 1,522,862	\$ 7,123,166
BT Security Equipment	n/a						\$ 40,000						\$ 10,000	\$ 50,000
IU Bus Shelters	n/a						\$ 120,000						\$ 30,000	\$ 150,000
IU Hybrid Buses	n/a						\$ 4,592,000						\$ 1,148,000	\$ 5,740,000
MPO 5% Change Order Reserve	n/a	\$ 150,233												\$ 150,233
TOTAL of local projects only		\$ 5,643,908	\$ 1,733,795	\$ 325,000	\$ 90,000	\$ 57,024	\$ 7,405,798	\$ 659,811	\$ 183,803	\$ -	\$ 2,641,561	\$ 1,488,479	\$ 6,973,553	\$ 27,202,732

FY2013 Project Listing

FY2013 Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
IN	SR45 & Liberty Intersection Improveme	CN	\$ 60,000										\$ 15,000	\$ 75,000
MC	Fullerton Pike/Gordon Pike/Rhorer	PE											\$ 550,000	\$ 550,000
MC	Karst Farm Trail Phase IIa	PE											\$ 35,000	\$ 35,000
MC	Karst Farm Trail Phase IIa	RW											\$ 15,000	\$ 15,000
MC	Karst Farm Trail Phase IIa	CN		\$ 430,000									\$ 107,500	\$ 537,500
MC	Mt. Tabor Road Bridge #33	RW											\$ 15,000	\$ 15,000
BL	17th & Arlington Roundabout	CN	\$ 2,600,000										\$ 650,000	\$ 3,250,000
BL	Tapp & Rockport	RW	\$ 254,434										\$ 63,609	\$ 318,043
RT	Operating Budget	n/a					\$ 686,203				\$ 298,919		\$ 488,184	\$ 1,473,306
BT	25 Foot Buses	n/a					\$ 64,900						\$ 16,225	\$ 81,125
BT	BT Access Vehicles	n/a					\$ 78,956						\$ 19,739	\$ 98,695
BT	Maintenance	n/a					\$ 72,378						\$ 18,095	\$ 90,473
BT	Next Bus System	n/a					\$ 400,000						\$ 100,000	\$ 500,000
BT	Operating Assistance	n/a					\$ 1,636,839		\$ 191,155		\$ 2,448,303	\$ 1,548,018	\$ 1,583,776	\$ 7,408,091
IU	Bus Shelters	n/a					\$ 124,800						\$ 31,200	\$ 156,000
IU	Hybrid Buses	n/a					\$ 2,469,600						\$ 617,400	\$ 3,087,000
MPO	5% Change Order Reserve	n/a	\$ 150,233											\$ 150,233
	TOTAL of local projects only		\$ 3,004,667	\$ 430,000	\$ -	\$ -	\$ 4,847,473	\$ 686,203	\$ 191,155	\$ -	\$ 2,747,222	\$ 1,548,018	\$ 4,310,728	\$ 17,765,466

FY2014 Project Listing

FY2014 Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
MC	Fullerton Pike/Gordon Pike/Rhorer	PE											\$ 250,000	\$ 250,000
MC	Mt. Tabor Road Bridge #33	CN	\$ 1,676,000										\$ 419,000	\$ 2,095,000
MC	Bridge Inspection	PE				\$ 103,680							\$ 25,920	\$ 129,600
BL	W. 2nd St. Feasibility Study	CN	\$ 100,000										\$ 25,000	\$ 125,000
BL	Allen Street Bicycle Boulevar	PE	\$ 212,867										\$ 53,216	\$ 266,083
BL	Tapp & Rockport Roundabout	CN	\$ 865,566										\$ 216,391	\$ 1,081,957
RT	Operating Budget	n/a						\$ 713,651			\$ 310,875		\$ 507,711	\$ 1,532,237
BT	35 Foot Hybride Buses	n/a					\$ 1,600,000						\$ 400,000	\$ 2,000,000
BT	BT Access Vehicles	n/a					\$ 82,115						\$ 20,529	\$ 102,644
BT	Mainteance	n/a					\$ 75,273						\$ 18,819	\$ 94,092
BT	Operating Assistance	n/a					\$ 1,702,313		\$ 198,802		\$ 2,546,235	\$ 1,609,939	\$ 1,647,127	\$ 7,704,416
BT	Passenger Shelters	n/a					\$ 24,000						\$ 6,000	\$ 30,000
IU	Bus Shelters	n/a					\$ 129,792						\$ 32,448	\$ 162,240
IU	Hybrid Buses	n/a					\$ 2,593,080						\$ 648,270	\$ 3,241,350
MPO	5% Change Order Reserve	n/a	\$ 150,233											\$ 150,233
	TOTAL of local projects only		\$ 3,004,666	\$ -	\$ -	\$ 103,680	\$ 6,206,573	\$ 713,651	\$ 198,802	\$ -	\$ 2,857,110	\$ 1,609,939	\$ 4,270,430	\$ 18,964,852

FY2015 Project Listing

FY2015 Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
MC	Fullerton Pike/Gordon Pike/Rhorer	PE											\$ 558,000	\$ 558,000
MC	Fullerton Pike/Gordon Pike/Rhorer	RW											\$ 300,000	\$ 300,000
BL	17th & Jordan Intersection Improvement	CN	\$ 800,000										\$ 200,000	\$ 1,000,000
BL	Allen Street Bike Blvd	CN	\$ 274,000										\$ 68,500	\$ 342,500
BL	Old SR37 & Dunn St. Intersection	RW	\$ 200,000										\$ 50,000	\$ 250,000
BL	Tapp & Rockport Roundabout	CN	\$ 1,580,440										\$ 395,110	\$ 1,975,550
RT	Operating Budget	n/a						\$ 742,197			\$ 323,310		\$ 528,019	\$ 1,593,526
BT	40 Foot Hybrid Buses	n/a					\$ 1,700,000						\$ 425,000	\$ 2,125,000
BT	BT Access Vehicles	n/a					\$ 85,400						\$ 21,350	\$ 106,749
BT	Maintenance	n/a					\$ 78,284						\$ 19,572	\$ 97,855
BT	Operation Assistance	n/a					\$ 1,770,405		\$ 206,754		\$ 2,648,085	\$ 1,674,336	\$ 1,713,012	\$ 8,012,592
IU	Bus Shelters	n/a					\$ 134,984						\$ 33,746	\$ 168,730
IU	Hybrid Buses	n/a					\$ 2,722,734						\$ 680,684	\$ 3,403,418
MPO	5% Change Order Reserve	n/a	\$ 150,233											\$ 150,233
TOTAL of local projects only			\$ 3,004,673	\$ -	\$ -	\$ -	\$ 6,491,807	\$ 742,197	\$ 206,754	\$ -	\$ 2,971,395	\$ 1,674,336	\$ 4,992,992	\$ 20,084,154

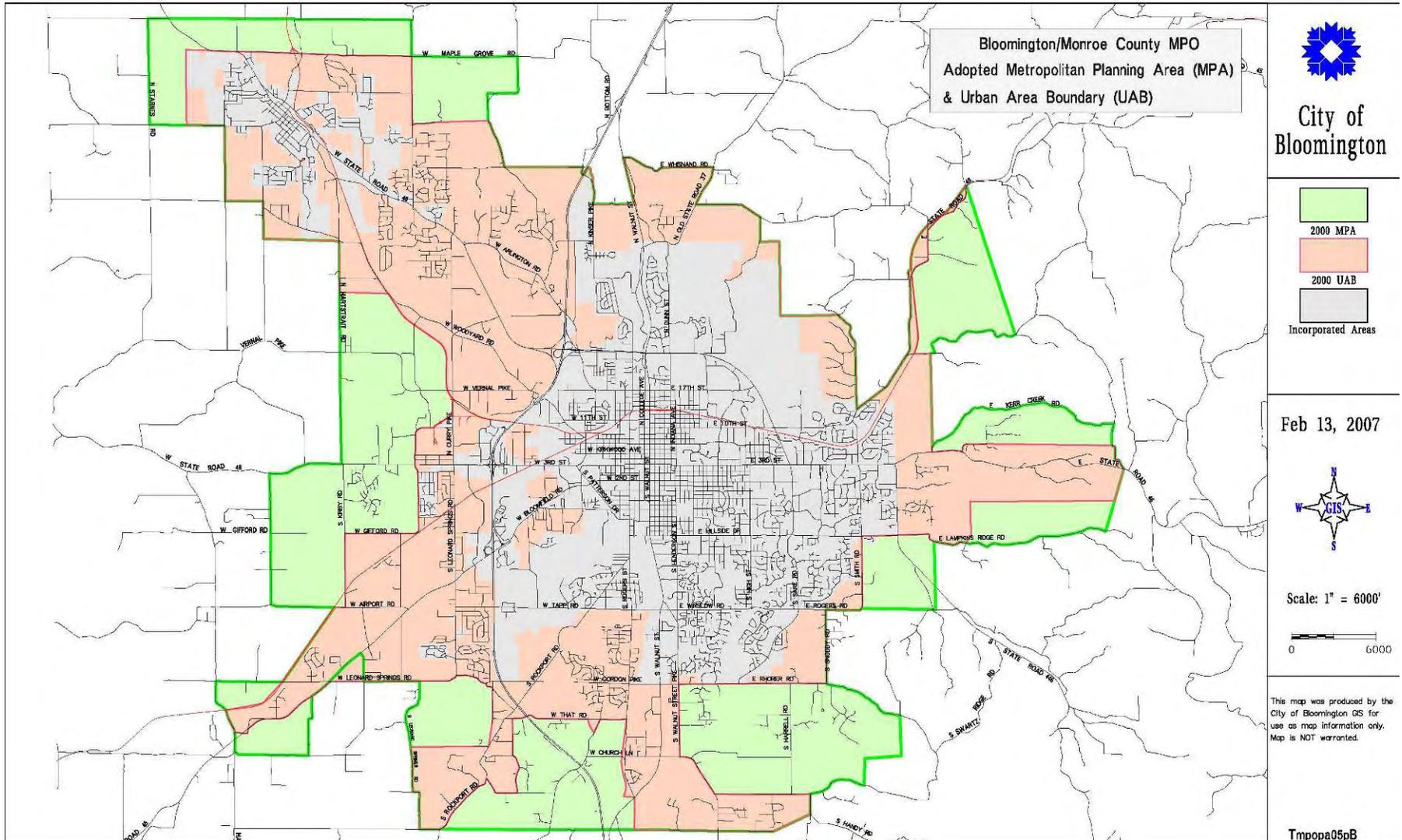
Outlying Years (FY2016 and beyond) Project Listing

Outlying Year Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
MC	Bridge Inspection	PE				\$ 40,176							\$ 160,704	\$ 200,880
MC	Fullerton Pike/Gordon Pike/Rhorer	RW											\$ 1,172,000	\$ 1,172,000
MC	Fullerton Pike/Gordon Pike/Rhorer	CON	\$ 11,776,000										\$ 2,944,000	\$ 14,720,000
BL	17th & Arlington Roundabout	CN	\$ 900,000										\$ 225,000	\$ 1,125,000
BL	Dunn St & Old 37 Intersection Improvement	CN	\$ 1,000,000										\$ 250,000	\$ 1,250,000
BL	Tapp & Rockport Roundabout	CN	\$ 1,219,560										\$ 304,890	\$ 1,524,450
IU	Bus Shelters	n/a					\$ 140,383						\$ 35,096	\$ 175,479
IU	Hybrid Buses	n/a					\$ 1,037,031						\$ 212,404	\$ 1,249,435
TOTAL of local projects only			\$ 1,219,560	\$ -	\$ -	\$ -	\$ 1,177,414	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 552,390	\$ 2,949,364

Appendix V

MPA/UAB Boundary Map

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



FY 2012 – 2015 Transportation Improvement Program
Bloomington/Monroe County Metropolitan Planning Organization

Appendix VI
Self Certification Statement

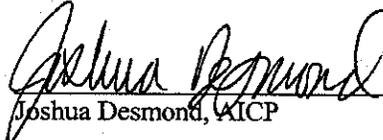
TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

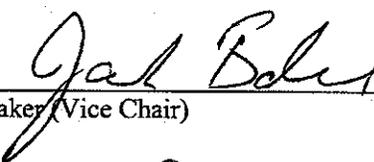
FY 2011-2012 Transportation Planning Process Certification

MPO DIRECTOR


 Joshua Desmond, AICP 5/26/10

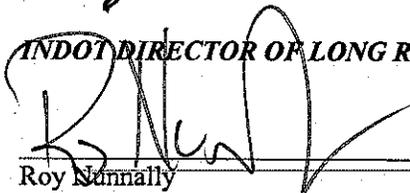
 Date

POLICY BOARD


 Jack Baker (Vice Chair) 5/26/10

 Date

INDOT DIRECTOR OF LONG RANGE PLANNING AND MODELING


 Roy Nunnally 6/1/10

 Date

Bloomington/Monroe County Metropolitan Planning Organization

THE CITY OF BLOOMINGTON'S BICYCLE & PEDESTRIAN SAFETY COMMISSIONTIP COMMENTS

March 11, 2011

Commission Contact: Jim Rosenbarger, jrosenbarger@sbcglobal.net

General Comments

Our Commission is disappointed and concerned with the City's overall selection and style of projects. Recent developments such as the appointments of both City and I.U. staff to pursue sustainability, the City's adopted goal of achieving a platinum bicycle ranking, and the strong efforts of many other cities to increase alternative modes of transportation, had led us to reasonably hope that Bloomington would be investing much greater resources in those directions. Instead, not only is the large funding going to motorized traffic projects, many projects will encourage driving and driving speeds at the expense of pedestrians and cyclists and are contradictory to creating a compact, walk-able, bike-able, and sustainable city.

We've added another transportation acronym: 'SIP', Sprawl Inducing Project. SIP's induce sprawl in several ways. They are expensive and take money that needs to be spent on things like sidewalk projects. They damage the pedestrian environment with high vehicular speeds and wide crossing distances. They use up a lot of space and discourage uses like corner stores and other compact development. Instead of helping to build up a city, SIPs spoil and drain it.

The Commission would like to see priority given to projects that walk (and bike) the talk we've been hearing. The Allen St. Bicycle Boulevard is a vital part of a low stress, bicycling and walking network, and it shouldn't be delayed for years as scheduled in the proposed TIP.

In general, the TIP lacks projects that could transform Bloomington into a more sustainable city. A missing example: The Planning Department wrote a 'Pedestrian Accessibility Study' for the College Mall area that focused on making that area a more walk-able and sustainable neighborhood. The study identifies many of the serious infrastructure problems with walking around and to College Mall. Yet the study also found that much of the area has an extremely high 'walk-ability index' (A measure of potential for walking to a wide variety of destinations). In other words, with some infrastructure improvements, driving trips could be significantly reduced.

There are other areas within the city where the potential for motorized trip reduction is high. We mention W. 17th below. We also think that it is feasible to begin to develop mixed-use, neighborhood centers in areas where walk-able destinations don't exist. These areas should be given priority in our transportation plans.

State Projects

INDOT is designing projects that do not seriously consider environmental or sustainability goals. Their projects damage local transportation networks, and they are unwilling to respond to community input.

Monroe County (Outside the City)

Fullerton-Gordon-Rhorer Road: Very expensive, sprawl inducing project (SIP*)

Areas outside the City have huge needs for sidewalks and other pedestrian and bicycle infrastructure. The cost of this project largely excludes that possibility.

Total costs +++ 20 million

Karst Farm Greenway

This project has transportation possibilities though sidewalks serving denser uses might have been a higher priority.

Hopefully, parking lots aren't a necessary part of the project.

Note that Profile Parkway already has a slightly detached sidewalk along one side. W. 3rd has no sidewalks between Profile and Curry Pike.

Also, note that Curry Pike lacks a sidewalk on its east side in the block just north of 3rd. A pedestrian was killed crossing Curry in this location a few years ago.

City of Bloomington**West 2nd Feasibility Study**

The timing seems to indicate a lower priority. This study could be important for Bloomington and Bloomington Hospital.

Arlington Rd, - W17th Roundabout (SIP*)

\$ 5,300,000. This project takes a huge piece of current and future available funding. Intended to improve safety, this project near the edge of the edge of the City, is an example of how City residents end up subsidizing suburban and rural development. The design demonstrates that keeping traffic moving quickly out of town is very expensive.

Has a cost-benefit analysis been performed? Are other far cheaper techniques possible such as stop signs, slowing traffic, or a signal?

W. 17 St. shouldn't be treated like a highway at this location. The section just east of this project should be transformed to an urban street / neighborhood center with streetscape improvements such as continuous sidewalks, on-street parking, and opportunities for more

intensive, urban style development. Urbanizing the street would also help to slow west bound traffic and help alleviate the safety problem.

E. 17th & N. Jordan (SIP*)

This is a continuation of the City's effort to create faster speeds on the north side of campus. For example, the recently reworked intersection at 17th and Fee is intimidating to pedestrians because of wide crossing distances and high traffic speeds through the intersection.

Traffic calming could slow traffic on E.17th to mitigate sight distance issues. Costs would be far less. Stop signs could also be a reasonable alternative.

Allen St. Bicycle Boulevard

This is a crucial component of a city wide network of low stress walking and biking urban greenways. It connects to the B-line trail and extends east and west across Bloomington.

The late construction date is a blow to Bloomington's attempt to increase bicycling. A new bike-ped. refuge in Walnut needs to be installed before or soon after the opening of the B-line extension this Spring. Other boulevard treatments, such as a HAWK signal, can come later.

Cascades:

Ok project, but prioritized too highly.

Doesn't serve practical transportation needs. 'Connecting the parks' is a recreational concept, and will probably increase driving to the park. Cascades is already very bike-able. Walking could be enhanced with traffic calming, especially north of the concrete plant, at less cost and without additional pavement.

Old State Road 37 and N. Dunn (SIP*)

We question the value of the cost of \$ 1,709,000 for this project? Two of the Commission's members regularly bicycles through this intersection. It requires careful attention but so does crossing College at W. Kirkwood.

While Old State Road 37 has a serious accident history, aren't the problem accidents occurring northeast of this intersection?

S. Rogers St Sidewalks, Curbs, and Storm Drainage.

This essential project will provide an alternative mode of transportation to nearby destinations.

It isn't cheap to convert poorly built, county roads to urban streets. This cost, borne by City residents, is one of the essential lessons of sprawl.

Rogers Rd. and Sayre Rd. Roundabout (SIP*)
\$2,400,00

Tapp and Rockport Roundabout (SIP*)
\$4,000,000
Yet another very expensive roundabout.

*SIP: Sprawl Inducing Project

Comments on Transportation Improvement Program

Jacob Sinex

Bicycle and Pedestrian Safety Commission Member

General Thoughts

The title of the report, Transportation Improvement Program, suggests that the projects it contains will provide benefits to the transportation infrastructure in Monroe County and the City of Bloomington. Too many of the projects in this report make little or no useful contribution to the transportation needs of residents of this community. Recreational multi-use paths, as designed in many of these projects, perform more of the function of a city or county park as places for people to get outdoors and exercise than to provide any benefit toward users who have a goal of traveling from one place to another. Projects that do not have a meaningful benefit toward transportation uses should be replaced with projects that serve the goal of improving the transportation system in our community.

Karst Farm Greenway

The Karst Farm Greenway is a highly recreational, minimally transportation-focused project. Building trails in the country makes for a scenic walk or bike ride but does not reduce motor vehicle usage and may increase usage as trail users drive motor vehicles to trailheads.

A more effective project, in terms of benefits for transportation use, would focus on getting people to and from popular destinations on the west side of Bloomington (i.e. Ivy Tech Community College, West 2nd and West 3rd Street shopping areas) and connect these areas to other parts of the city (such as downtown Bloomington and the IU campus). A good example of a project with this effect is the Southwest Commuter Trail in Madison, WI.

When I was working at a local bike shop last year, a man pursuing his education at Ivy Tech stopped by the shop to ask how he could get from his home on the west side of Bloomington to school. He had purchased a bicycle from me a few months earlier and we had spent several hours configuring the bicycle to meet his needs. We studied the City of Bloomington bicycle map for over 20 minutes trying to find a way for him to ride his bike to school without spending significant time riding on very busy streets but we were not successful.

He said that he loved the bike he had purchased from our shop and would ride it to school anyway. I hope he keeps riding his bike to school long enough to eventually have a safe way to get there. He and other students like him should have a community that provides support in their efforts to use independent and sustainable means of transportation.

17th St. & Jordan Ave

The intersection of North Jordan Ave and 17th Street is a heavily used pedestrian area (IU students) and thoroughfare for recreational bicyclists on their way to Lake Griffey and beyond. The needs of these users should be considered in any project that affects this area. This project may make traffic speeds faster by improving the feeling of safety for drivers to the detriment of pedestrians and bicyclists.

Planning for this project should be redone with emphasis toward using less expensive

means to obtain a similar level of transportation safety. A lowering of traffic speeds in this area should be considered a positive benefit as far as it helps improve safety for pedestrians and cyclists. Funds saved through redesign should be used to implement bicycle boulevard-type projects in other areas of the city.

Allen Street Bicycle Blvd

The City of Bloomington has a stated goal to become a League of American Bicyclists Platinum City by 2016. The Allen Street Bicycle Blvd project is a key component toward being recognized at the highest level of bicycle-friendly cities. However, the Allen Street project is not planned to begin until 2014 and be completed until 2015. Under this timeline, the City will certainly not have time to plan or fund any other bicycle boulevard projects before the 2016 self-imposed goal deadline is reached. An application that shows the City was only able to complete one bicycle boulevard in a five-year span (from 2011 to 2016) will jeopardize the chance of being recognized at the platinum level in 2016.

This project should receive higher priority and plans should be made for subsequent bicycle boulevard projects to be completed in advance of the 2016 goal for obtaining platinum bicycle-friendly certification.

Cascades Trail (Phase I)

This project has almost no transportation value and can only be considered marginally useful as a recreational project to provide a means for dog park users to walk their dogs to Cascades Park and vice-versa. If this project attracts any users, they will have to drive their cars to the trailhead, which is not consistent with sustainability goals of the City of Bloomington.

This project should be cancelled and funds saved should be used for bike boulevards, bike paths and pedestrian safety projects that have a demonstrable positive impact on transportation in Bloomington.

From: **B-TOP** <greg@b-top.org>
Date: Mon, Mar 21, 2011 at 9:47 AM
Subject: B-TOP's comments on the draft MPO TIP 2012-2015
To: mpo@bloomington.in.gov

(please send back an acknowledgement to this email, just so I know that it did not get gobbled by spam filters - thanks!)

Dear MPO members -

B-TOP is excited that the Allen Street Bicycle Boulevard is funded in the draft 2012 MPO TIP! We believe that it has great potential as the first instance in Bloomington where a mode other than the automobile is given preferential treatment on any street.

Unfortunately we note that this substantial step forward is balanced by several expensive roundabout projects. Properly-designed roundabouts can be safe for pedestrians because they force cars to slow down, but the design for roundabouts favored in Bloomington (and already proposed for some of these intersections -- the proposal for Sare & Rogers in particular has multiple vehicular lanes) has not been effective at slowing car traffic and is thus actually a hazard to pedestrians and cyclists.

Even if the roundabouts were to be redesigned with pedestrian safety in mind, they would still present a dramatic increase in the car-carrying capacity of some of the affected roads. This will have the effect of encouraging greater use of the car while simultaneously discouraging pedestrian activity. To top it off, these roundabout projects are very expensive, much more so than the pedestrian-oriented projects in the TIP.

We also note that large portions of the Karst Farm Greenway and Cascades Trail run parallel to existing safe and popular cycling routes. These paths may be a boon to recreational users, but they represent the bulk of the money assigned to non-motorized transport while providing little transportation utility. The city faces such a large number of challenges to non-motorized transportation that it seems unfortunate to spend so much money on projects which will not address real transportation needs. In order to get a better bang for our buck, we must focus on safe access to destinations such as shopping, employment, and education.

We think the TIP should include projects which provide alternatives to highways for accessing destinations near the edge of town, such as a route parallel to West 3rd Street for crossing SR 37. The suburbs on the south-east side of town also present an opportunity for improvement, as their poor connectivity (too many cul-de-sacs) provides very few alternatives to dangerous and unpleasant suburban highways such as Winslow Road and Rhorer Road.

B-TOP suggests that the projects in the TIP should be scored for compliance with the MPO mission statement and complete street guidelines. We also suggest that projects

which did not make it into the TIP be similarly evaluated. Then it would be known if the projects that made it into the TIP represent the ones that most closely fit the stated goals of the MPO, or if they have been selected by a different metric.

If Bloomington is to be a platinum bicycle city, we need to ensure that our money is spent on projects that encourage cycling as a viable alternative to the automobile rather than on projects which create dangerous high-speed intersections. The Allen Street Bicycle Boulevard is a significant step forward.

As gas prices continue to increase, people will be investigating alternatives. We owe it to them to ensure that options will be in place sooner, rather than later.

Thank you for your attention in this matter,

Bloomington Transportation Options for People

Buff Brown's Comments to 2012 – 2015 Bloomington MPO TIP March 30, 2011

The local projects in the TIP (Transportation Improvement Program) are counter-productive to the long-term goals, growth and environmental policies of Bloomington. Our community only gets about \$3 million in federal transportation funds every year to support new infrastructure. This TIP unnecessarily exhausts many years of that money for car-oriented, Sprawl-Inducing Projects (SIPs), at a time where we need to be spending significant sums of money to make bicycling, walking and transit more enticing, and car-driving less enticing.

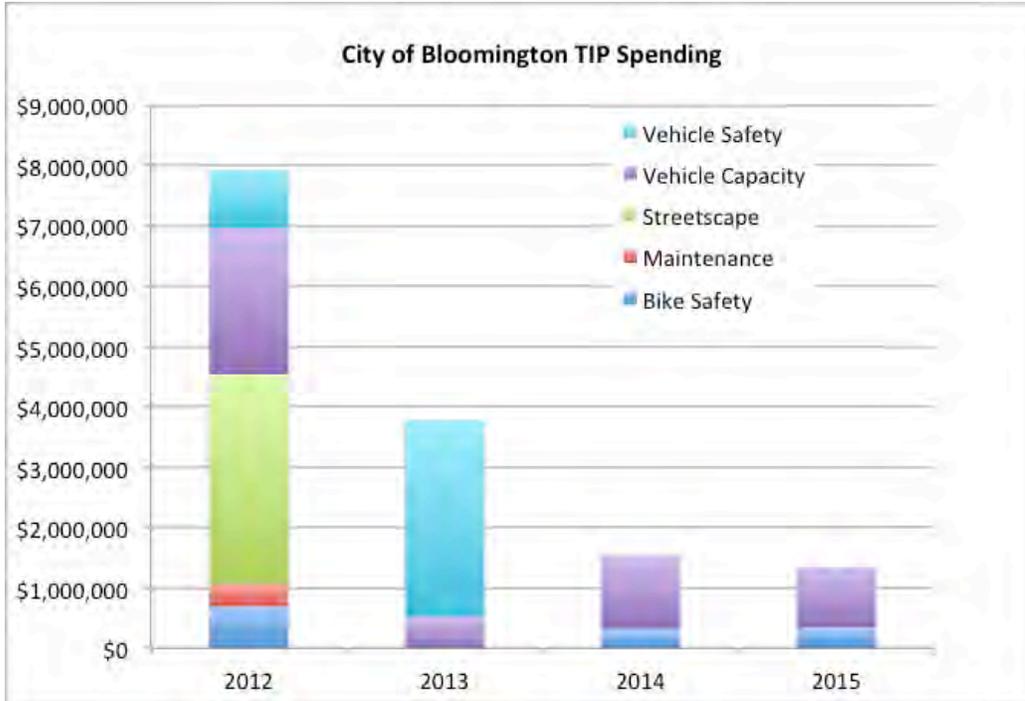
Worse yet, these SIPs will encourage developments in areas that have been specifically noted for their environmental assets and sensitivities.

Below are detailed descriptions of suggested changes. If these changes don't happen and the TIP moves forward without major changes -- Bloomington will get "bigger and worse" and LESS bike-friendly, which is opposed to our GPP, opposed to the mayor's promise of "bigger is not better", and opposed to our desire to make Bloomington a Platinum city by 2016.

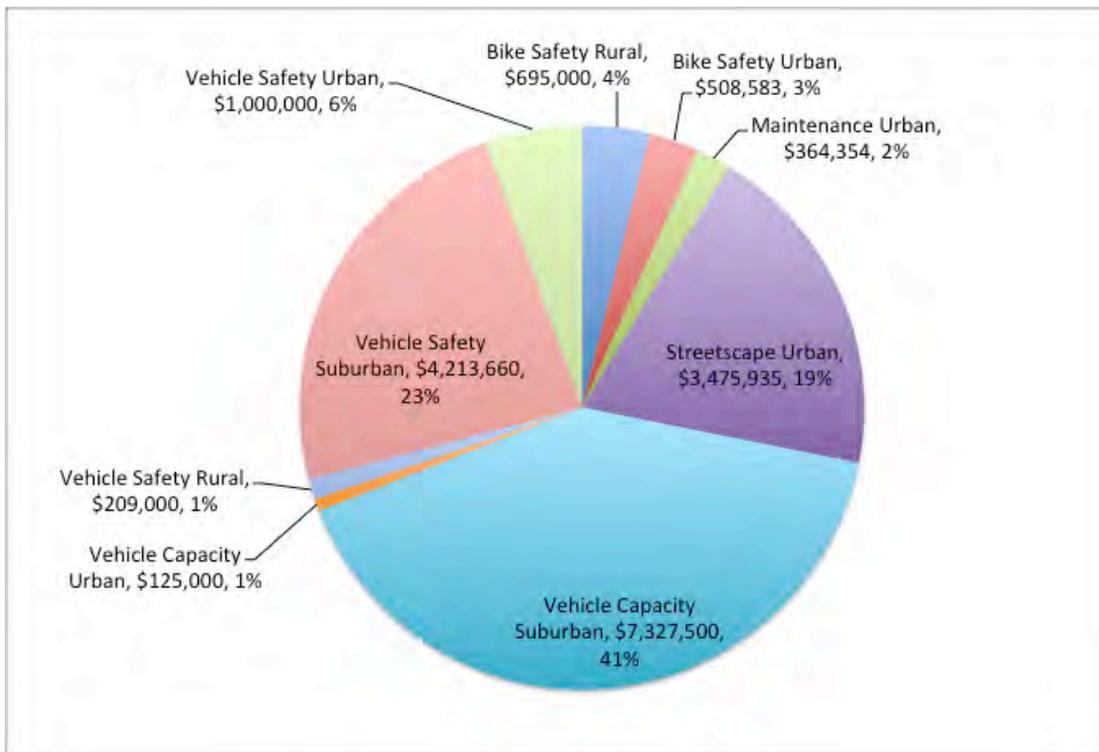
Mia Birk, Bike Planner extraordinaire, came and spoke in Bloomington three weeks ago. She emphasized the massive amounts of bike infrastructure needed in order to make Bloomington Platinum by 2016. She also indicated the amount of time these changes require, although she thought that 2016 was doable if the effort was comprehensive and very substantial. However, this TIP is exhausts years of transportation funding for three enormously-expensive, car-oriented roundabouts, virtually precluding any substantial funding for bike infrastructure for years.

TIP overall Spending

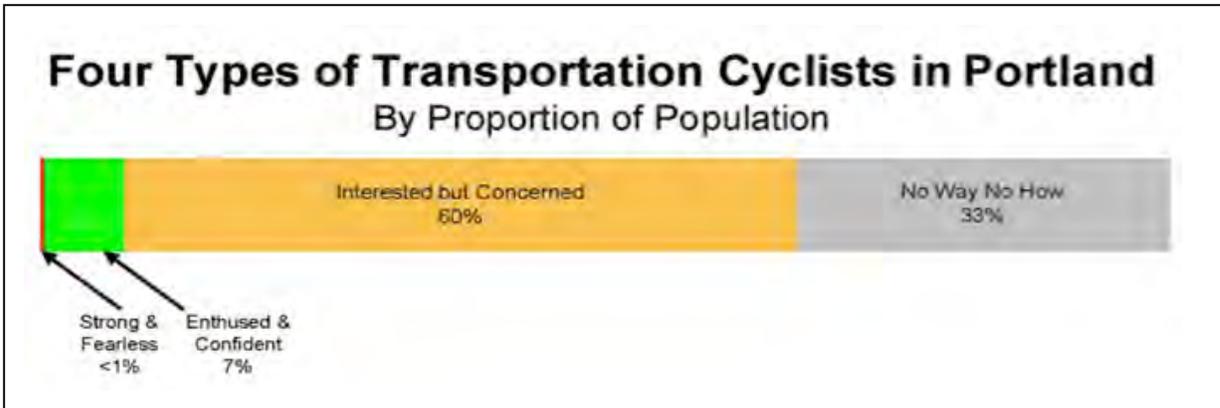
This comment document focuses on city of Bloomington projects. The MPO has over \$3 Million per year, but it is share with Monroe County and the town of Ellettsville. The first year shows significantly more than \$3 Million because of additional federal-funding-source pots, and projects tagged with former-year dollars have been delayed, so this money is expected to be spent in fiscal year 2012.



The money is, as always, being spent to an enormous extent on vehicle capacity and vehicle safety projects (see pie chart below). Bicycle safety projects do show up, but they are a tiny fraction of the spending. The “Bike Safety Rural” slice is for recreational trails, and only the “Bike Safety Urban” slice is for transportation and would move our city toward “Platinum”; the above chart shows this only in 2014 & 2015.



Mia Birk says that 60% of the population are “interested but concerned” about riding a bike for transportation. Only 33% are “No way No how” ever going to ride a bike. (see chart below)



This means there is a significant latent demand for cycling, but since we’ve made our roads so car friendly and bike unfriendly, this population segment drives.

Strategy shift

We need to (1) stop building for the car, and (2) start building for the bike & pedestrian. The lack of options has forced potential cyclists off their bikes and into their car, ultimately creating congestion and unsafe roads.

This current TIP represents a continuation of the status quo. It is virtually no different, and maybe worse, than previous TIPs -- spending enormous resources increasing vehicle capacity, particularly in suburbia, and on vehicle-safety spot projects that do little or nothing for other modes.

Approving this TIP will dedicate \$11.5 million on 3 massive suburban roundabouts, two of which are sprawl-inducing projects, and another which is designed for safety issues which could be solved much cheaper, allowing the money to be used to meet livability and Platinum goals.

Simply put:

If you build for the car, you will get them.

If you build for the bike & pedestrians, you will get them.

If you build for the car in suburbia, you will get sprawl.

Bike Infrastructure Spending

So, what would be the necessary amount to spend on bike infrastructure to move us toward Platinum. Portland is a large city about 10 times Bloomington’s size in population. Portland officials estimate the replacement cost of their bike

infrastructure is around \$60 Million.¹ Logically, we might estimate ours at 1/10 that or \$6 Million.

TIP Amendments

The following changes suggest TIP amendments to delay and reconsider sprawl-inducing, drive-inducing projects, while funding and prioritizing Platinum-oriented bike/ped projects.

Sare Road Roundabout

The Sare Road roundabout is especially egregious in its effect. It is a suburban, vehicle-capacity project. This intersection is mildly congested and is THE GATEWAY to the southeast part of the county. The design is a massive roundabout with high-speed, right-turn bypass lanes. This will reduce the existing safety for pedestrians and bikes while encouraging car travel through reduced travel time & higher speeds. In addition, it creates an intersection where no person or business would like to be. A traditional intersection on these arterials would be highly desired for businesses, but roundabouts like this will push businesses down the road; no one locates their business or home on a highway interchange. Please see my comments to this roundabout in the Appendix.

This roundabout was design with an annual growth rate expectation of 1.5% for the life of the intersection. This follows the “if you build it, they will come” adage. We DON’T WANT this growth rate in this area, but yet we cause it with such construction projects, and we make bike & ped so unattractive to keep “interested but concerned” citizens in their cars.

This area has been reported by our own city documents as an area to preserve because it has the largest contiguous forests in the county, and it is within the Lake Monroe watershed. Certainly we don’t want to encourage development in this area. Capacity adding is THE major catalyst for sprawl. In addition, this is a \$2.4 million dollar project.

Suggested TIP Amendment:

At the least, these right-turn bypass lanes should be reconsidered – both their effect on bike/ped safety and their contribution to an undesired vehicle capacity. The construction of this project should be delayed to 2013, and some money should be placed in PE for a redesign.² The cost of a smaller design would be less, so it also makes sense to lower the construction cost, freeing some funding for bike/ped projects.

¹ Article on Portland bike infrastructure costs:
<http://www.politifact.com/oregon/statements/2011/mar/19/sam-adams/portland-mayor-sam-adams-says-portlands-spent-its-/>

² Please see my comments to the Sare Rd / Rogers intersection (in appendix) where a solution is provided that is an improvement for bikes, peds and transit, shrinks the current intersection footprint, improves the current car-throughput, and creates a desirable intersection for development.

17th and Monroe Roundabout

The 17th Street roundabout is incredibly expensive at nearly \$4.2 Million, and this intersection does not have the requisite traffic counts to need such treatment, and the project only mildly helps bike/ped in a corridor that is quite pedestrian hostile.³ This safety problem could be solved for less than \$500K.

For example, if 17th St/Arlington is realigned to create a squared-up, 4-way stop with Monroe (see picture below). This would have an immense improvement for pedestrians, allowing much safer walking to Tri-North, among other destinations. It would make exiting from Monroe and West 17th far safer while slowing traffic and discouraging sprawl development out Arlington.

Meanwhile, this change makes available money that could not only be used for other things, but could save lives far beyond the initial roundabout project.



Existing



Proposed Roundabout



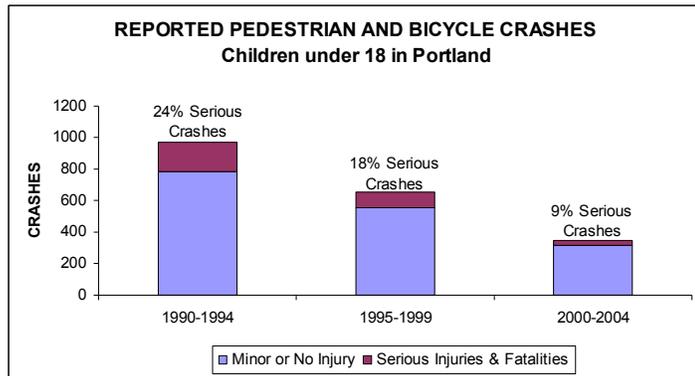
An option: 4-way stop w/ bike lanes (millions cheaper and safer for bike/ped)

³ Note that the Sare Rd intersection is currently a 4-way stop which is fairly pedestrian-friendly, while 17th and Monroe has fast-moving cars on 17th and no ped accommodations.

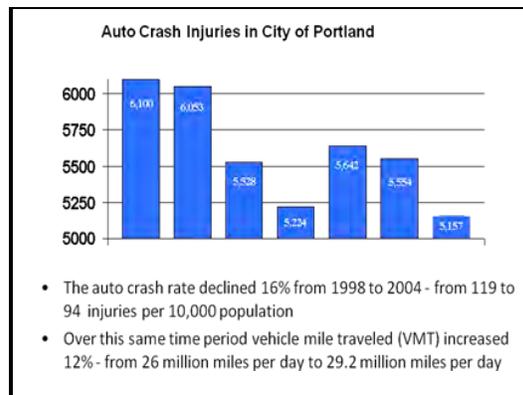
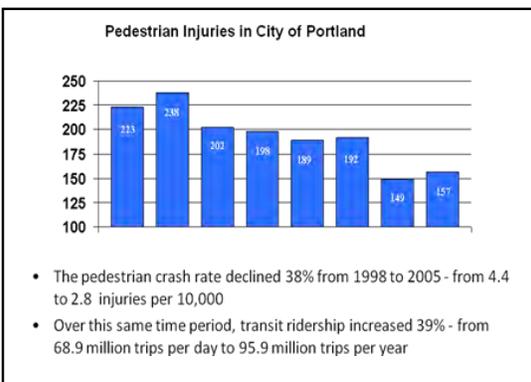
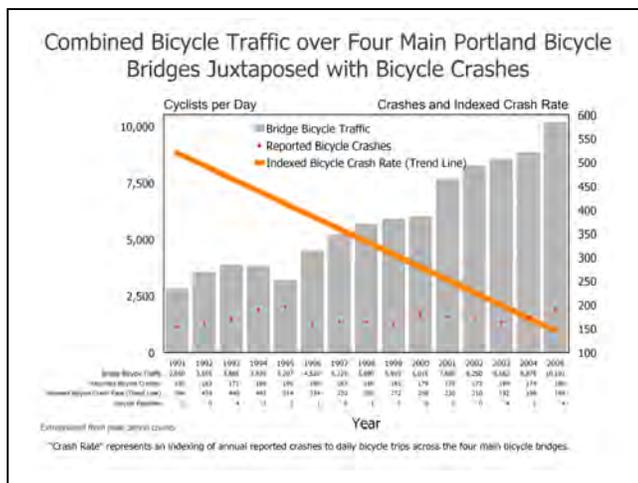
Safety

Portland & New York City have shown that putting bikes and pedestrians out on the street improve safety for all modes throughout the city. New York, after 4 years of building bike lanes has the lowest traffic death toll since 1929. Portland has seen drops from all modes as well.⁴

Portland Pedestrian and Bike Crash Trend



Data indicates the best bang for the safety buck is not expensive car-friendly spot fixes, but ubiquitous bike/ped-encouraging infrastructure. The neighboring graphs, although dated, indicate the overall safety results throughout Portland that has occurred since their bike, pedestrians and transit counts have skyrocketed.



Roundabouts are not favored in Portland, because they are land-consuming, sprawl-inducing, car-oriented, extremely expensive, not bike/ped friendly, and thus, do not move their livability and sustainability goals forward. Shouldn't we be modeling our transportation after Portland?

⁴ Article on Portland Crash reductions: http://www.portlandtribune.com/news/story.php?story_id=123862324414288300

Cost

I think the important thing to note is that this project costs \$4.2 million dollars; an unprecedented cost for an intersection. The cost of a signalized intersection improvement usually runs around \$1 million. The point of this project was to make the intersection safer.

Benefit

This intersection is listed in the 2007-2009 Crash Report as the 35th worst intersection in the Bloomington area, and the 19th worst of the intersections where both streets are city jurisdiction (the worst intersections are generally on state roads). It averages 14 crashes per year of the 4140 average crashes per year in the Bloomington area: 0.35% of the area crashes.

Roundabouts are still focusing on making the car safer, and we're using \$4.2 million dollars to affect 0.35% of the area's crashes, and doing very little for bike/ped, if anything. This is business-as-usual policy and practice, continuing to exhaust our resources trying to make roads more forgiving for drivers.

You will NOT find this policy recommendation (continue to make intersections safer for cars) in the Growth Policy Plan, the Peak-Oil Report or in the recommendations by Commission on Sustainability. These documents recommend we stop pouring money into car-infrastructure and start putting it into other modes (bike, ped, transit) and making the pedestrian & bike environment more welcoming.

Benefit/Cost of Bike Infrastructure

Portland's data shows, with the bike infrastructure they put in, a 16% reduction in overall vehicle crashes. This amount of money put toward bike infrastructure would be comparable to what Portland put in. Portland put about \$60 Million into a community about 10 times our size. For this dollar amount, we could expect to see about 45 times (16%/0.35%) the safety return on the dollar (with the unreasonable assumption that the roundabout eliminates all crashes from that intersection). 16% of 4140 crashes/year is 662 crashes/year!

Simply put (modified):

If you build for the car, you will get them, and decrease overall safety.

If you build for the bike & pedestrians, you will get them, and improve overall safety.

If you build for the car in suburbia, you will get sprawl.

So, if the question is -- will this roundabout work to improve the safety of this intersection?... the answer is yes. But if the question is, does this match the overall policy goals of the city?... the answer is NO, and have we optimized the use of this money for safety purposes?...the answers is absolutely NO.

Traffic

The traffic counts have gone down significantly since the construction of SR46 from the bypass to Ellettsville. Counts on Arlington dropped from 10,000 to 5000 after the construction. The intersection of 17th/Monroe/Arlington sees about 10,000 cars/day. The 4-way stop intersections of 7th and Rogers sees about 15,000 cars/day, and Sare & Rogers also sees 15,000/day.

Project Options

This project is where a significant amount of bike infrastructure money could become available to make Bloomington "Platinum" by the deadline. As noted earlier, Mia Birk estimates bike boulevards cost approximately \$250K/mile, and thus, \$4 million could be used to create 16 miles of bike boulevards. If it is spent for bike lanes, many many miles could be built. This amount of money would be very helpful. Well planned bike infrastructure projects could be all that is necessary to make Bloomington Platinum, as long as other comprehensive efforts were made, like bike parking, promotional campaigns, supportive Safe Routes to School are done, also.

Another option that would be more localized would be using the balance for a pedestrian/bike-friendly streetscape. In particular, the area on 17th Street from College to Monroe is quite ugly and pedestrian unfriendly. This would a boon for this community, which has suffered for years from pedestrian unfriendliness, and has many walkers – IU students, Tri-North students, and a fairly high-level of non-car-owners, and transit users.

Suggested TIP Amendment:

This project has not been through all the processes (Preliminary Engineering & Right-of-Way purchasing) that the Sare Rd project has, which is good; it's less far along. A roundabout was initially a reasonable concept, but who would have known it was going to cost \$4.2 Million?

It is reasonable to suggest that we rethink this because it an enormous amount of resources for the resulting benefit, when that same benefit plus more (lives saved & Platinum attainment) could result upon redirecting these resources.

So, at the least, delay the start of this project for year similar to the Sare Rd TIP suggestion so we can reconsider this design and spending. At best, change the cost of the 17th Street project to a total of \$500,000 or best guess, and redirect the balance for bikeway projects in 2012 which will start with a feasibility study of the bike/ped Plan to determine costs and benefit, and develop projects, project costs and priorities to be constructed in 2013.

Moving the Sare Rd roundabout to 2013 and shrinking its costs will also allow money to become available for these projects. This might allow the 17th St streetscape project to be programmed as well.

Cascades Multiuse Path

It has become a practice in many areas of the state to put TE (Transportation Enhancement) funds in the control of Parks & Rec departments, and thus the projects are commonly directed to recreational trails. This can be unfortunately when there are limited funds considered for bikeways, and bike transportation is a community priority. As a result of the city doing this, TE funds are being used almost exclusively for rural trails in the TIP and are not supporting the city's Platinum goal.

There are a couple of suggestions for this project. One is to make Cascades Rd itself much more bike-friendly. If it were covered with ubiquitous speed humps, it would become a very slow road, and will attract less through trips, and will allow people to cross it safer and ride bikes on it safely, as well. Putting a path off the road continues to allow cars to travel quickly through an area that has families and children regularly playing near the road. Putting speed-humps kills 3 birds with one stone; (1) provides for bikes, (2) slows the traffic down, and (3) leaves a significant amount of TE money for Platinum projects.

In general, it is a best practice (in the long run) to put cyclists on the street rather than getting them off the street via sidepaths. Sidepaths have a higher rate of injuries because of street-crossing conflicts. Cyclists on the street, once the quantity of cyclist is high, tends to have a major calming effect on drivers and teaches drivers how to share the road with bikes. Ultimately, this leads to the results of Portland and NYC – less crashes and injuries for all modes of transportation.

Suggested TIP Amendment:

The appropriate change to the TIP would be to reduce the cost of the Cascades project while moving some money to Platinum-oriented projects.

Conclusion

First and foremost, the Sare Road roundabout should not move forward as designed. It is a perfect example of a Sprawl-Inducing Project (SIP) that benefits vehicle capacity and speeds, and makes walking & biking more dangerous and less desirable. Worse yet, it opens up an environmentally sensitive area of town.

Secondly, we need bike/ped projects for our Platinum-city goals to be developed now, which requires them to be programmed now and funded now.

Thank you for considering these changes.

Buff Brown
3/30/2011

APPENDIX

Buff Brown's Comments on Sare/Rogers Intersection Plan

Never in my history of construction projects have I found a design to be so antithetical to the goals of our community as this proposed roundabout design that was unveiled last month.

Growth Policies Plan

Let me begin by informing you of the policy statements in the GPP. Here are just a few of the GPP statements that request us to deemphasize car travel and sprawl policies while emphasizing other modes and encouraging dense, mixed use development:

“Bloomington must strive to reduce the number of vehicle trips traveled per resident. Reducing automobile trip-making not only reduces congestion but improves air quality, saves energy, and increases bicycle and pedestrian safety within the transportation system.” (GPP, p. 14)

It continues:

“Bloomington... has an opportunity to change the pattern of automobile trip-making over time by embracing alternative forms of transportation. Walking is a widely underestimated mode of alternative transportation. Walking trips generally out-number biking and transit trips by about ten to one. In an effort to mitigate traffic, support for walking should be paramount. Additionally, trip-making patterns can also be altered through increasing mixed land use development, pursuing a compact development strategy, and achieving more interconnected street systems.” (GPP, p. 14)

Further elaboration can be found under ***Policy 2: Enhance Bicycle and Pedestrian Transportation Facilities:***

“If walking is to compete with driving, the sidewalk environment must be very inviting.” (GPP, p. 15)

Along with the GPP is the adoption of the Peak-Oil Report which again reiterates the importance that we discourage car-use and encourage walk, bike and transit use. Also, our mayor is a signatory of the Mayors Climate Protection Agreement, which again, reiterates these same goals. Here are two:

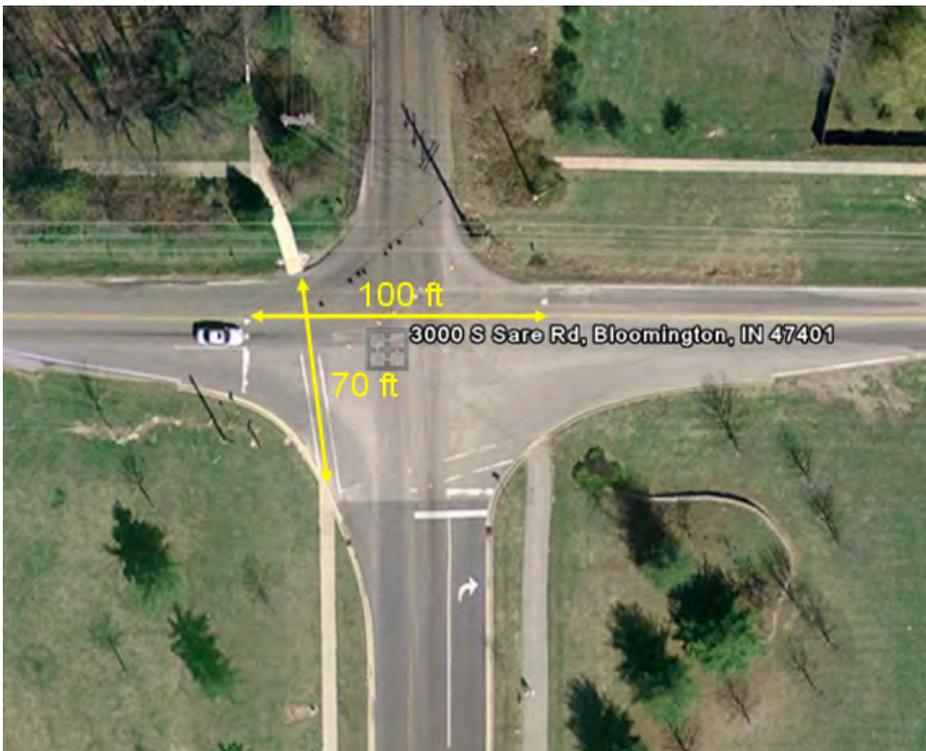
2. Adopt and enforce land-use policies that reduce sprawl, preserve open space, and create compact, walkable urban communities;
3. Promote transportation options such as bicycle trails, commute trip reduction programs, incentives for car pooling and public transit;

The Current Intersection

The current intersection is a 4-way stop. This is the best type of intersection for pedestrians as a general rule, especially congested ones where cars are moving quite slowly and drivers have opportunities to see pedestrians. Pedestrian right-of-way is mostly granted in these situations. Of course, this intersection is large and pedestrians crossing are up to 70 ft long, there are two legs with right-turn lanes and the radii are large on these legs, especially, and this reduces the safety and comfort for pedestrians.

The Intersection is also very large for cars. It is 100 ft from the west to east stop bars on Rogers. This large of an intersection causes the vehicle movements to be slow and inefficient because the time for vehicles to traverse and clear the intersection is long. These distances also makes it difficult to determine whose turn it is, so driver decision-making is slow.

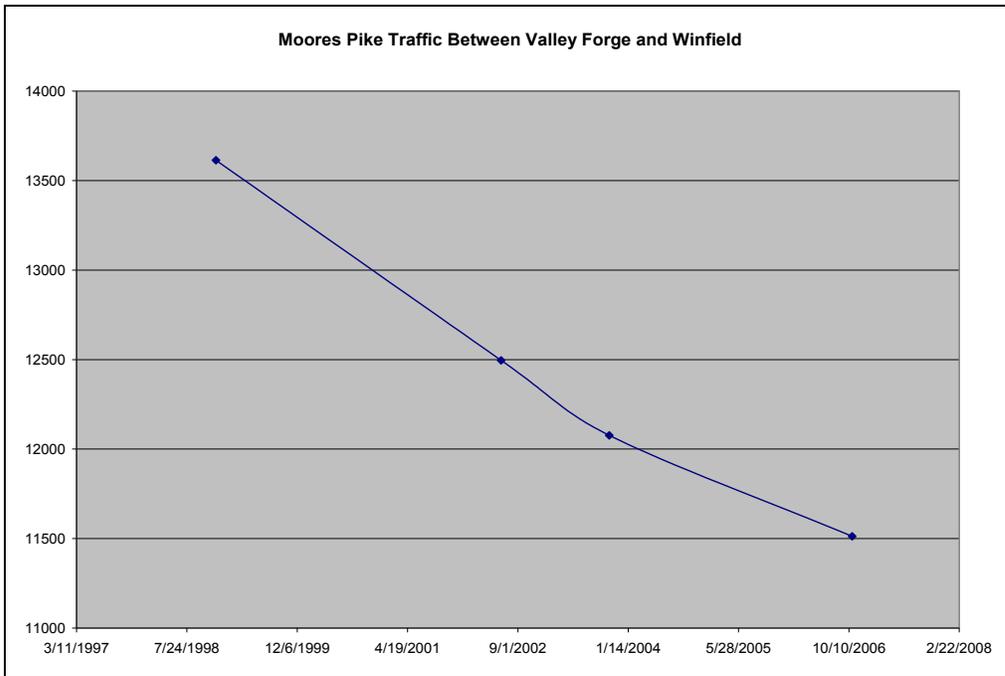
There has been an effort to make Sare Road (notably south of Rogers) a very bike and pedestrian-friendly area. There are nice sidewalks and a multi-use path, medians and square curbs; all of these contribute successfully to an atmosphere that does, in fact, draw pedestrians and recreational users. There is also a school and there is a city program (SRTS) with the specific goal of encouraging people to walk to school in line with the GPP, etc.. Also, there are some developments south of Rogers that are fairly high density, house significant college-student populations, and have contributed to the transit ridership growth of Bloomington Transit Route 5 which services this area.



The Initial Proposal

The initial proposal is a massive roundabout; larger and designed for more cars than any currently in Bloomington. This is for an intersection that in 2006 had 14,500 trips through it; this is barely more than the roundabout on Moores Pike sees; however, the roundabout is massive in comparison.

The predicted growth used for the roundabout on Moores Pike was 2.5% annual growth. However, here’s a graph of the actual growth on Moores Pike according to the data on the traffic count database on the city’s website.

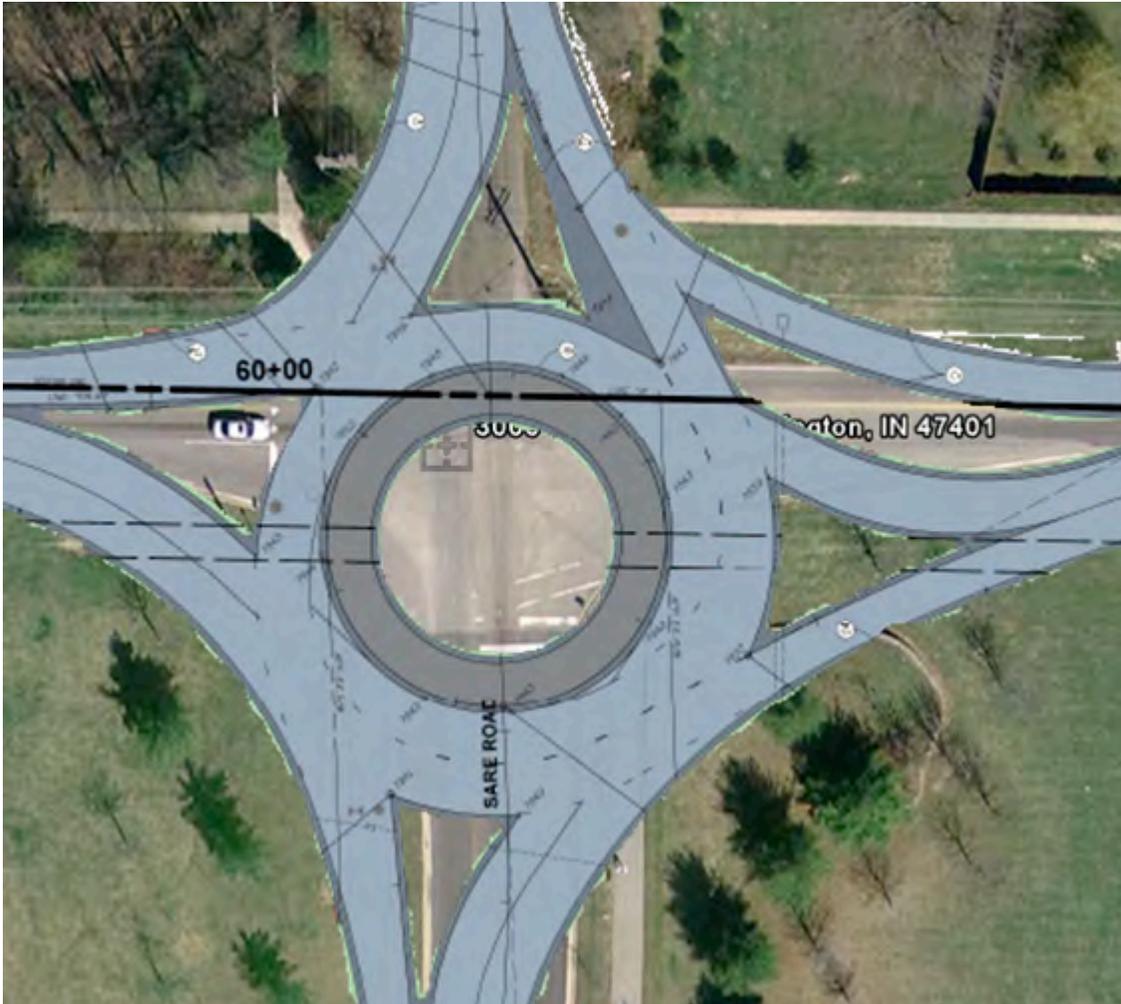


The engineer for the Sare Rd proposal informed me that the current annual growth projections used for the design of the roundabout is 1.5%. I could only find data to 2006, so I suspect for the last 4 years the growth of that area has not met this value. Also, if you incorporated the [adopted] Peak-Oil Report’s projections, this growth level is unreasonable. Also, what we do with this intersection will affect the development to the southwest. This is an area that should be protected from growth because it is on the town edge and growth represents sprawl, but also because it encroaches in the Lake Monroe watershed and moves into some of the best and contiguous greenspace in the county.

The question we must ask ourselves when we design a road is not how many cars will be there -- as if it is independent from our design – but, what do we want this area to look like and how do we want it to function; how do we want people to move around? As designed, this proposal will do three things exactly counter to our GPP;

- 1) Encourage vehicle trips while discouraging bike and ped & transit trips (Traffic Mitigation).
- 2) Discourage development near the intersection and encourage sprawl development in the southeast side of town (Compact Form)
- 3) Encourage the destruction of existing forested areas and encourage pollution in the city's water supply. (Environmental Protection)

This intersection is around twice the footprint of the existing intersection, which is already unnecessarily large.

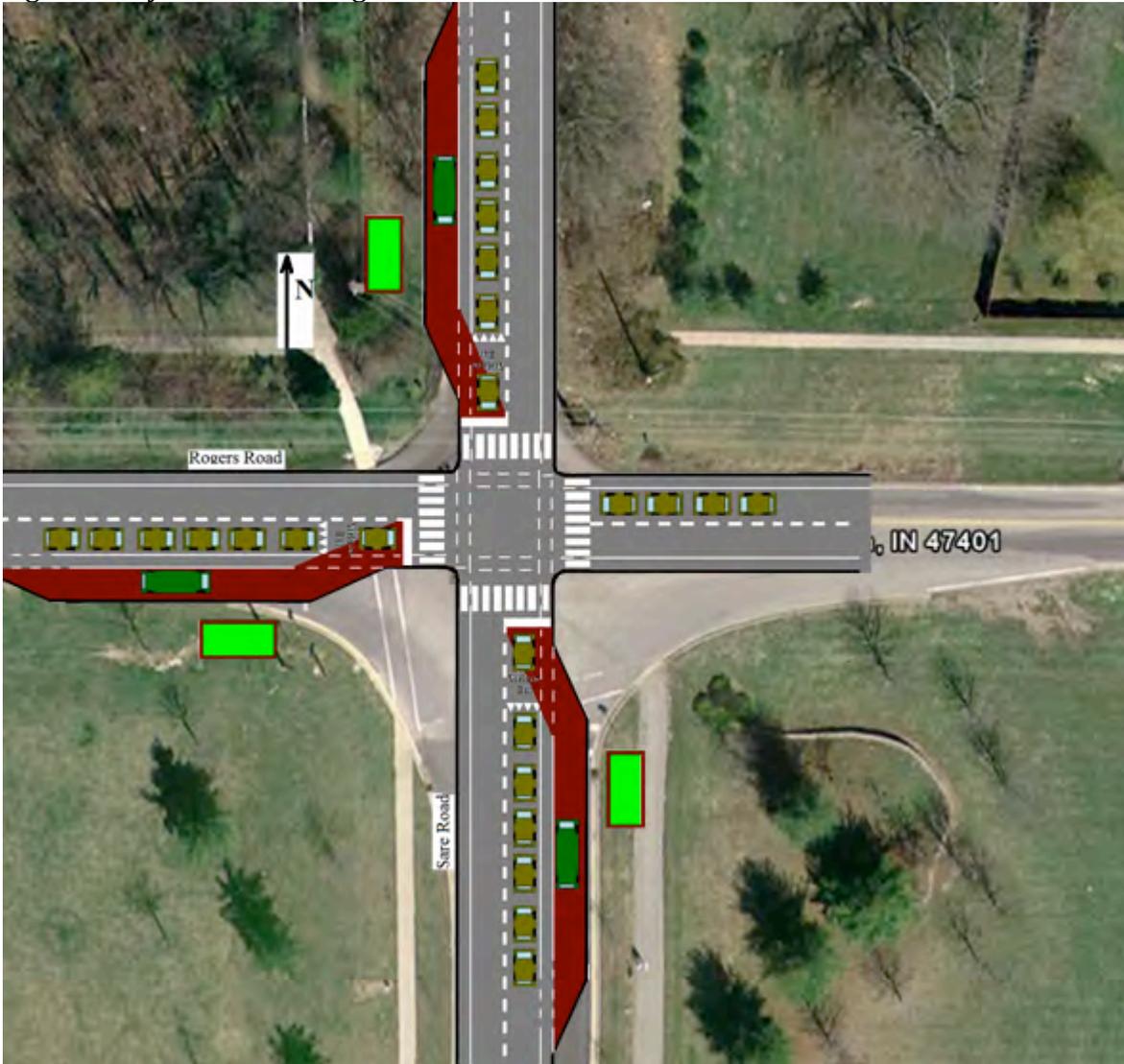


This will increase the danger to pedestrians and will discourage pedestrians traffic due both to the added lanes to cross, the add cars speeds, and the eventually induced traffic volumes. Bicycles do not feel especially comfortable in roundabouts and when crossing multiple lanes in such a multi-lane, high-speed roundabout, bicycling will also be discouraged.

This design is a car-friendly, car-speed-friendly, alternative transportation-unfriendly design. Pedestrians will not want to be around this. Bus stops will not want to be near this. And businesses will not want to locate near this either.

Recommend Design Proposal

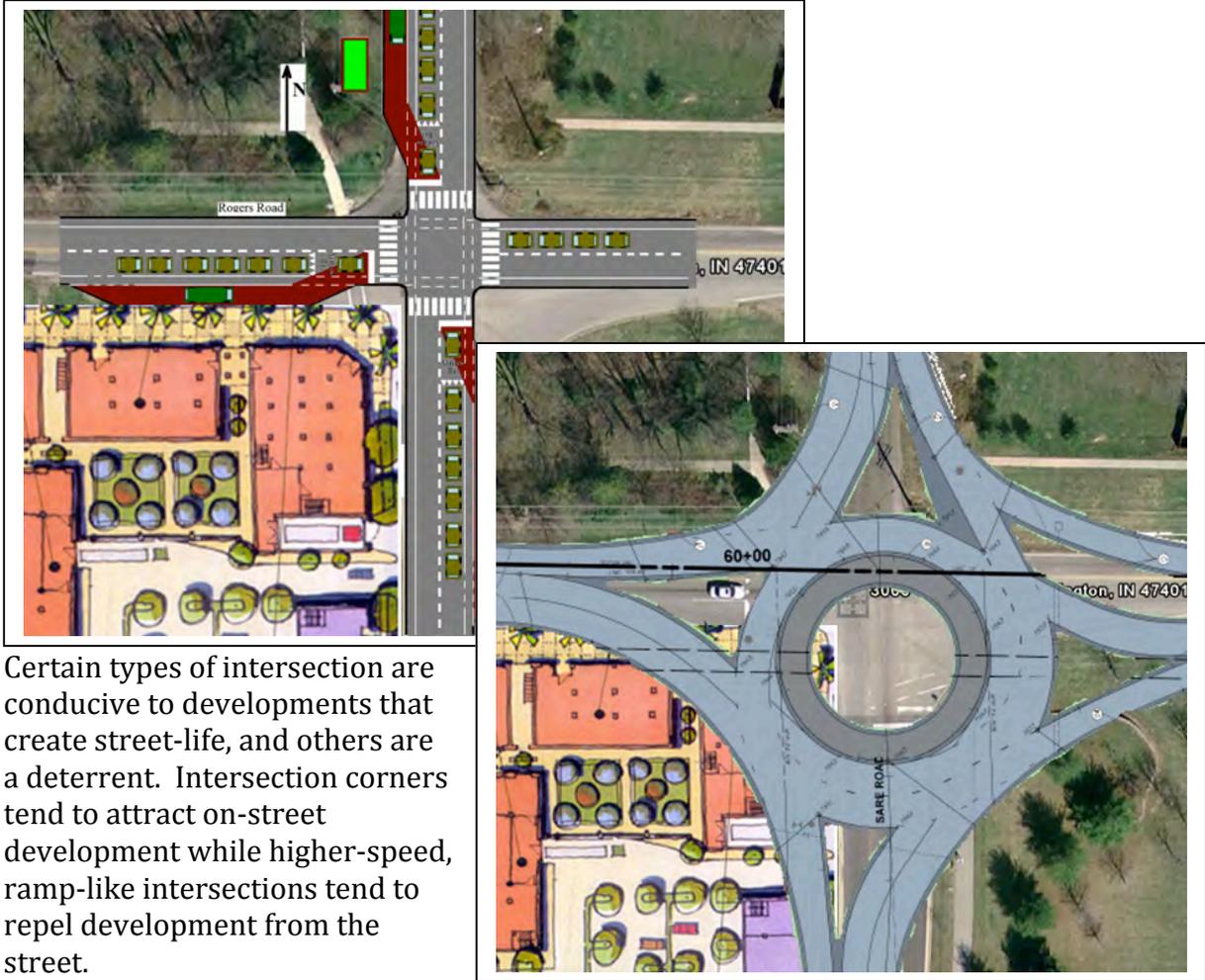
Below you will find a design proposal that actually meets our growth policies; it improves things for drivers, pedestrians, bicyclists and bus riders, but it significantly enhances things for the desirable modes.



This is a smaller 4-way stop intersection, about 1/3 the footprint of the existing intersection. One that runs more efficiently for cars; that shortens pedestrian crossing distances from 70 to 30 ft and has only slow-moving vehicles. One that has bike lanes; bike lanes that have markings that go through the intersection to remind drivers where bikes might be.

This design has a queue-jumping lane that allows buses to have cuts, giving bus riders a time advantage over drivers. This type of intersection encourages the development of buildings and shops on the corner, creating places for people, as opposed to create place no business or people want to be near. (see pictures on the next page).

The cost of this intersection would be a fraction of the cost of the roundabout and would be a transit-oriented design, and would encourage transit-oriented development, which is another demand of our GPP⁵.



Certain types of intersection are conducive to developments that create street-life, and others are a deterrent. Intersection corners tend to attract on-street development while higher-speed, ramp-like intersections tend to repel development from the street.

Conclusion

I recommend that you scrap phase II of this design, and start over with a new criteria of community building based on our city’s growth policies rather than road building based on vehicle convenience and eternal vehicle-volume growth.

⁵ Bloomington’s GPP, p 13, MT-1, “Develop transit-oriented site planning standards as a required component of development and redevelopment projects.”

From: **Stephen Volan** <volans@bloomington.in.gov>
 Date: Wed, Mar 30, 2011 at 3:27 PM
 Subject: Comment on the revisions to the TIP
 To: Josh Desmond <desmondj@bloomington.in.gov>
 Cc: Isabel Piedmont <piedmoni@bloomington.in.gov>, Dave Rollo <rollod@bloomington.in.gov>, Andy Ruff <ruffa@bloomington.in.gov>, Susie Johnson <johnsons@bloomington.in.gov>

Josh --

I am opposed to the advancement of the 2012-2015 TIP with the Sare Road and 17th Street roundabouts included. I believe they are too big, too expensive, and contrary to the long-stated goals of the 2002 Growth Policies Plan, which prioritizes mitigating private motor vehicle traffic rather than inducing it.

Today I have asked Susie Johnson for a meeting this week, to seek the delay of the roundabouts for at least one year so that less expensive and impactful proposals can be considered.

I know this opinion is shared by more than one member of the City Council, but I will let them speak for themselves. I wanted to make sure my comment was included in the comments for the TIP before 5 pm. I am looking forward to being a part of this discussion between now and the MPO meeting on April 8.

Thanks == Steve Volan

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From: **Isabel Piedmont** <piedmoni@bloomington.in.gov>
 Date: Wed, Mar 30, 2011 at 7:00 PM
 Subject: Re: Comment on the revisions to the TIP
 To: Stephen Volan <volans@bloomington.in.gov>
 Cc: Josh Desmond <desmondj@bloomington.in.gov>, Dave Rollo <rollod@bloomington.in.gov>, Andy Ruff <ruffa@bloomington.in.gov>, Susie Johnson <johnsons@bloomington.in.gov>

I agree with Steve.
 Isabel

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--
 Isabel Piedmont-Smith
 City Council Representative, District 5
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MPO – TIP Public Comments

3-30-2011

By: Marc Cornett
Phone: 325-5964
Email: marccornett@yahoo.com

I attended the Citizens Advisory Committee meeting last Wednesday night, 3-23-11, at City Hall and while some of the presentation discussed projects that could help the community in its stated goals to become more sustainable/green/multi-modal, ie pedestrian and bike friendly/etc., several of the largest projects fail/ignore these stated goals. I was particularly disappointed with the roundabouts (Sare/Rogers, W 17th/Arlington and Tapp/Rockport) in particular as they are auto oriented, sprawl inducing projects.

These types of projects undermine the Mayors' State of the City Address with regard to a sustainable community, his interest in and goals for the Platinum Bicycle designation, his appointing of a Sustainability Coordinator and many other stated goals and interests in truly helping the community retain and enhance its' Quality of Life...

The MPO adopted a Complete Streets program recently and the roundabout projects completely ignore this stated goal. If the City is to maintain the integrity of this program they must look at alternative designs for these intersections. Emphasis should be placed on other means of mobility, ie. walking, bicycling, transit in particular while also looking to reduce car trips (NOT INCREASE THEM).

The other part of the decision making process regarding these types of projects involves City Planning. Road and Intersection Design is a complex system and if Complete Streets is a stated goal then planning is a key component. Complete Streets mandates that the context be considered. This means that the areas adjacent to the road/street are a part of the design decision process. None of these things are being considered and it appears that traffic engineering for "carflow" is setting Public Works and City Planning Policy.

Another recognized strategy is Context Sensitive Design, (CSD). This implies that any road design be integrated into its' existing or future planned context. The roundabouts are a one type fits all strategy that ignores this idea. A CSD approach would allow for the Growth Policies Plan's, (GPP) stated policies to be implemented. Compact Urban Form, Nurture Environmental Integrity, Preserve Community Character, Leverage Public Capital, Mitigate Traffic, Sustain Economic and Cultural Vibrancy, Etc...

The GPP Policy of Mitigate Traffic clearly states in the Goals section

- Enhance the community transportation (transit, peds, bikes) system in a manner that reduces auto dependency..... (GPP page 25)

Allowing for a diverse, accessible, culturally and economically vibrant community with walkable and bikeable streets should be at the heart of Public Works and City Planning projects. Our streets are the primary public space in our community and we need to begin to allow them to do more than provide pavement for driving. Aligning our stated GPP goals and policies with the actual MPO-TIP projects is not only necessary but will help us make a good community great.