



CITIZENS ADVISORY COMMITTEE

May 26, 2010

6:30 – 8:00 p.m.

McCloskey Room (#135)

Suggested Time:

- 6:30 PM I. Call to Order and Introductions
- II. Approval of Minutes:
A. April 28, 2010
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
A. Performance Based Vision Score Prioritization
B. ADA and Accessibility
- 6:45 PM V. Reports from the MPO Staff
A. 2008 Crash Report
B. Progress Report (FY2010 3rd Quarter)
- 7:00 PM VI. Old Business
A. FY 2011-2012 Unified Planning Work Program
Recommendation Requested
- 7:30 PM VII. New Business
A. Highway Safety Improvement Program Guidelines Amendment
Recommendation Requested
- VIII. Communications from Committee Members (*non-agenda items*)
A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
A. Policy Committee – June 11, 2010 at 1:30 p.m. (McCloskey Room)
B. Technical Advisory Committee – June 23, 2010 at 10:00 a.m. (McCloskey Room)
C. Citizens Advisory Committee – June 23, 2010 at 6:30 p.m. (McCloskey Room)
- 8:00 PM Adjournment

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

Citizens Advisory Committee Meeting Minutes
April 28, 2010 McCloskey Conference Room 135, City Hall

Citizens Advisory Committee (CAC) Minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning Department for reference.

Attendance

Citizens Advisory Committee (Voting Members): Chair Patrick Murray (Prospect Hill NA), Vice-Chair Laurel Cornell (Prospect Hill NA), Jack Baker (McDoel Gardens NA), Sarah Ryterband (Prospect Hill NA), Elizabeth Cox-Ash (McDoel Gardens NA), Bill Milroy (Old Northeast NA), Joanne Henriot (Bryan Park NA), John Kehrberg (citizen), David Walter (6th & Ritter NA), Buff Brown (Bloomington Transportation Options for People), Ted Miller (citizen), Paul Ash (McDoel Gardens NA), and Natalie Wrubel (League of Women Voters).

Others In Attendance (including Non-Voting CAC Members): Larry Jacobs (Chamber of Commerce), Raymond Hess (BMCMPPO staff), and Scott Robinson (BMCMPPO staff).

- I. Call to Order and Introductions (~6:35 PM)**
- II. Approval of Minutes** - The March 24, 2010 meeting minutes were accepted.
- III. Communications from the Chair** – Mr. Murray stated that Mr. Paul’s absences will be excused so that he maintains his voting eligibility.
- IV. Reports from the Officers and/or Committees**
 - A. Performance Based Vision Score** – Mr. Robinson explained that a first draft of a scoring system was developed and it is included in the packet. Mr. Brown stated that the issue of weighting of each of the goals needs to be addressed. As the scoring system stands now, goals are not balanced because some have numerous questions and are consequently inflated in importance. Numerous ideas were suggested on how to weight the questions. The subcommittee will reconvene soon to finalize their suggestion on how to weight the questions.
 - B. ADA and Accessibility** – Ms. Milroy stated that the subcommittee had their first meeting. This group was formed in large part because of concerns about the lack of accessible features on the State’s Bypass project. Mr. Milroy stated that the subcommittee will likely try to develop a policy statement which ensures that projects address accessibility issues. Mr. Murray stated that the group can also serve a role of educating local public agencies as to how projects can be more accessible. Mr. Miller stated that the Complete Streets Policy should address accessibility. Mr. Murray responded that perhaps the language in the Policy could provide better direction.
- V. Reports from the MPO Staff**
 - A. 10th Street Mobility Study** – Mr. Hess stated the final 10th St. Mobility Study should be available by week’s end. Once received, he will post it online and send notification to all Committee members that it is available for download.
 - B. 2008 Crash Report** – Mr. Hess explained that the Crash Report is not yet complete.

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Ms. Ryterband mentioned that the City, with the help of volunteers, is currently conducting bicycle and pedestrian counts. Mr. Brown asked if Joe Fish could report on this effort at a future meeting.

Mr. Hess mentioned that Paul Ash is now a voting member of the CAC.

Mr. Robinson announced that the Complete Streets Policy was awarded the Outstanding Project of 2010 by the American Planning Association, Indiana Chapter. He thanked the CAC for their hard work in developing the policy.

VI. Old Business

A. Long Range Transportation Plan Readoption – Mr. Hess explained the current Long Range Transportation Plan (LRTP) expires March 2011. Staff recommends readopting the existing plan. The advantages of this course of action are that it allows for the collection of better data, the budgeting of future funds, and provides more time for a comprehensive LRTP and Travel Demand Model update. Mr. Hess gave an overview as to why the planning assumptions, goals, and objectives of the LRTP are still valid as well as the data for the Travel Demand Model. Mr. Hess also reviewed the timeline to develop a new LRTP. The timeline includes the formation of a task force, a visioning process, a gap analysis, the development of a new Travel Demand Model, numerous public input opportunities, and ultimately the adoption of a new LRTP by late 2013. Mr. Hess stated the CAC is requested to make a recommendation to the Policy Committee on the readoption of the LRTP and any feedback on the proposed timeline. Ms. Ryterband asked about the importance of Census data. Mr. Hess explained that the MPO's boundary and the building blocks of the Travel Demand Model (known as Transportation Analysis Zones) rely on the population figures generated by the Census. Mr. Brown gave a presentation on the importance of updating the Travel Demand Model and the LRTP now. He cited language from the Unified Planning Work Program which states that the MPO will update the LRTP this fiscal year. He also reviewed examples from Montgomery County, Portland, and Gainesville which show how a robust travel demand model that is sensitive to land use can reduce vehicle miles traveled, vehicle ownership, pollution, and achieve better mode split. Mr. Brown also stated that Census data only accounts for a small percentage (<10%) of the data that goes into the Travel Demand Model. Travel Survey Data is more important and is available now. Mr. Brown stated that a good update to the Travel Demand Model will cost upwards of \$250,000 but that 80% of this cost can be reimbursed with federal funds. Mr. Brown claimed that this area will continue to do car-oriented development until changes are made to local plans. Mr. Brown concluded with citations from Federal legislation which require that MPOs update the Long Range Plan every five years using the best data available.

Sarah made a motion to extend the meeting to 8:20pm. Joanne seconded the motion and it passed unanimously.

Mr. Miller asked if the course of action to readopt the Long Range Plan would violate federal legislation. Mr. Hess responded that this strategy was originally posed by Federal Highway Administration (FHWA) staff and that the idea was further vetted with INDOT and FWHA personnel at a coordination meeting last month. Mr. Hess clarified the

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budgeting issues by saying that the full project cost would have to be identified in a local departmental budget. Reimbursement is processed quarterly but goes back into the general fund and not back to the department. Mr. Milroy asked how difficult it is to amend the LRTP to which Mr. Hess replied that it can be amended at any time.

Mr. Baker motioned that the CAC recommend readoption of the Long Range Transportation Plan with no changes and that the MPO develop a procedure with timelines to develop a new Long Range Transportation Plan by the fall of 2013. Mr. Walter seconded the motion. The motion passed 11-2.

VII. New Business

A. FY 2009-2010 Unified Planning Work Program – Mr. Hess explained that Monroe County is in the process of updating aerial photography and elevation data layers for the Geographic Information Systems (GIS) used by the MPO, the County, and the City. The cost to perform this work is approximately \$250,000 and the County has just under \$150,000 available for this project. This leaves a shortfall of about \$105,000. The MPO is expected to have unspent federal funds at the end of this fiscal year, partly because of the decision to hold off on the update of the LRTP. Most of these funds will be lost if they are not spent by June 30th. Therefore, staff is suggesting an amendment to the UPWP to include the update to the County's GIS layers. Ms. Cornell motioned to approve staff's recommendation to amend the UPWP to include the update of the county-wide GIS layers. Ms. Cox-Ash seconded the motion. Mr. Baker asked for clarification on the funding issue, especially as it relates to the LRTP. Mr. Hess explained that the County budgeted for the update to the GIS layers. However, the budgeted amount was not enough to cover the entire cost. As for the LRTP, no money was budgeted for the LRTP by either the City or the County. Mr. Robinson clarified that the federal money through the MPO is reimbursement only and that project costs still must be spent with 100% local funds first – some local funds are budgeted for the GIS update; no local funds are budgeted for the LRTP update. The motion passed unanimously.

B. FY 2011-2012 Unified Planning Work Program outline – Due to lack of time this item was not discussed. Mr. Robinson encouraged CAC members to read the memo in the packet. A draft of the UPWP will be available next month. The tasks have been reorganized and there will be less funding available.

VIII. Communications from Committee Members

A. Topic Suggestions for future agendas – There were no suggestions.

IX. Upcoming Meetings

- A. Policy Committee – May 14, 2010 at 1:30pm (McCloskey Room)
- B. Technical Advisory Committee – May 26, 2010 at 10:00pm (McCloskey Room)
- C. Citizens Advisory Committee – May 26, 2010 at 6:30pm (McCloskey Room)

Adjournment (~8:20 PM)

*These minutes were _____ by the CAC at their regular meeting held on May 26, 2010.
(RCH: 5/26/2010)*

**Evaluation Form for Transportation Projects
Citizens Advisory Committee
Bloomington Monroe County MPO**

5/21/10 Draft

The CAC of the MPO is responsible for evaluating the relative worth of various transportation projects put before it. To make sure that we evaluate them fairly, transparently, and in accord with the principles expressed by our community we have developed the following evaluation form for our use as a committee.

By using this evaluation form we will use discrete, objective measures; do our work in a timely fashion; and provide a tool that will help citizens understand the importance and effects transportation projects have on our community.

This document is a tool developed by and for the Citizens Advisory Committee (CAC) of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO). It is based upon the goals of the Long Range Transportation Plan Vision Statement and intended to provide easy performance measures for everyday citizens to employ and inform others and community leaders on preferred implementation choices for community based transportation infrastructure investments.

The performance measures and their evaluation process are outlined herein. For reference, this tool and its respective methods shall be called "Performance Based Vision Score (PBVS)"

The purpose of this Performance Based Vision Score is:

- i. To create discrete, objective performance measures for transportation projects to effectively meet the community's vision;
- ii. To achieve an accountable policy that optimizes timely and economic implementation of the community's vision through transportation improvements; and
- iii. To provide a tool that will help citizens understand the importance and effects of transportation projects have on our community.

This evaluation form is based upon the core principles and goals of the Long Range Transportation Plan Vision Statement. They are as follows:

The **core principles** are:

- Community Sustainability
- Environmental Stewardship
- Fiscal Responsibility
- Connectivity for all forms of Transportation
- Economic Vitality and Economic Development
- Multi-modal Accessibility
- Cross-Jurisdictional Coordination

The **goals** are to:

- Develop a truly multi-modal system
- Create a fully developed network of alternative transportation facilities
- Reduce the number and length of auto trips
- Achieve a better relationship between land uses to reduce auto dependency
- Achieve the widest possible range of alternatives to the automobile
- Make transportation investments that are consistent with comprehensive plans
- Make transportation investments that protect the environment, promote energy conservation, and improve quality of life
- Increase safety for all users of the transportation system
- Support economic vitality through strategic transportation investments
- Improve the movement of goods through the transportation system
- Promote fiscally sound transportation investments and maximize financial resources
- Preserve existing transportation investments through operational improvements

These goals were analyzed and ranked by a subcommittee of the CAC. The rankings allowed each goal to be weighted. Goals which captured the priorities of the CAC were promoted in importance and given a weight greater than 1. Goals which were less of a priority to the CAC were demoted in importance and given a weight less than 1. The table below illustrates how each of the goals were ranked and the applied weight they were assigned.

Goal	Average Rank	Adjusted Rank	Applied Weight
Traffic Mitigation Goal 1: Reduce the number and length of auto trips	1.3	1	1.5
Mobility & Accessibility Goal 1: Develop a truly multi-modal system	1.7	2	1.5
Mobility & Accessibility Goal 2: Create a fully developed network of alternative transportation facilities	4.0	3	1
Traffic Mitigation Goal 3: Achieve the widest possible range of alternatives to the automobile	4.0	4	1
Land Use, Transportation & Quality of Life Goal 2: Make transportation investments that protect the environment, promote energy conservation, and improve quality of life	4.0	5	1
Finance Goal 1: Promote fiscally sound transportation investments and maximize financial resources	6.7	6	0.75
Land Use, Transportation & Quality of Life Goal 1: Make transportation investments that are consistent with comprehensive plans	8.0	7	0.75
Traffic Mitigation Goal 2: Achieve a better relationship between land uses to reduce auto dependency	8.7	8	0.75
Safety & Security Goal 1: Increase safety for all users of the transportation system	9.0	9	0.75
Economic Vitality Goal 1: Support economic vitality through strategic transportation investments	9.3	10	0.75
Economic Vitality Goal 2: Improve the movement of goods through the transportation system	9.7	11	0.75
Finance Goal 2: Preserve existing transportation investments through operational improvements	11.7	12	0.5

Transportation Project Evaluation Form

Transportation Project Name:

Number:

Date of Consideration:

Directions: Evaluate a transportation project using the following statements. Score each statement as follows: A negative five (-5) indicates that you strongly disagree with the statement, a positive five (+5) indicates you strongly agree with the statement, and points in between these values indicate moderate ranges of agreement (positive values) and disagreement (negative values). A score of zero (0) indicates you neither agree nor disagree with the statement. Once each statement is scored, add up the scores for the goal subtotal. Each subtotal is then divided by the number of questions for that goal to produce the adjusted totals. Next, the adjusted totals are multiplied by a weighting factor which represents the transportation priorities of the CAC. The weighted totals are then summed for the total project score.

PROJECT CRITERIA		SCORE (-5 to +5)	ADJUSTED TOTALS	WEIGHTED TOTALS
Reduce the number and length of auto trips				
The project will result in fewer and shorter auto trips			subtotal / 1	adjusted total x 1.5
Goal Subtotal		0		
Develop a truly multi-modal system				
The project will provide options for pedestrians			subtotal / 3	adjusted total x 1.5
The project will provide viable options for cyclists				
The project will provide viable options for transit users				
Goal Subtotal		0		
Create a fully developed network of alternative transportation facilities				
The project will significantly contribute infrastructure to the network for alternative transportation facilities			subtotal / 1	adjusted total x 1
Goal Subtotal		0		
Achieve the widest possible range of alternatives to the automobile				
The project's scope of work includes a comprehensive assessment of solutions to implement that focus on modes other than the automobile			subtotal / 1	adjusted total x 1
Goal Subtotal		0		
Make transportation investments that protect the environment, promote energy conservation, and improve quality of life				
The project will protect important environmental assets			subtotal / 6	adjusted total x 1
The project will reduce the reliance on fossil fuels and promotes energy conservation				
The project will overall improve the quality of life for everyone				
The project will meet environmental justice objectives by targeting infrastructure investments that will benefit minority and lower income communities				
lower income communities				
The project will meet environmental justice objectives by increasing job access and quality of life amenities to minority and lower income communities				
Goal Subtotal		0		

PROJECT CRITERIA	SCORE (-5 to +5)	ADJUSTED TOTALS	WEIGHTED TOTALS
Promote fiscally sound transportation investments and maximize financial resources			
The anticipated cost of the project is a reasonable expense compared to overall needs and priorities		subtotal / 4	adjusted total x .75
cost benefit evaluations			
The project investment benefits will lead to reduced VMT			
The project investment benefits will lead to energy consumption and greenhouse gas reductions			
Goal Subtotal	0		
Make transportation investments that are consistent with comprehensive plans			
The project is consistent with the policy guidance found within the local jurisdictions comprehensive plan		subtotal / 1	adjusted total x .75
Goal Subtotal	0		
Achieve a better relationship between land uses to reduce auto dependency			
For urban area projects - the project will support mixed-use, high density, urban development; or for rural area projects – the project will sustain low intensity land uses and curtail sprawl		subtotal / 3	adjusted total x .75
The project area’s current or anticipated land use context (e.g. rural, suburban, urban, downtown, campus) is consistent with the planned infrastructure improvements			
The project will support locally anticipated land use patterns			
Goal Subtotal	0		
Increase safety for all users of the transportation system			
The project will improve safety for all users/modes within the project area		subtotal / 2	adjusted total x .75
The project will improve safety for all uses/modes beyond the project area			
Goal Subtotal	0		
Support economic vitality through strategic transportation investments			
The project will create a long-term community-wide economic benefit		subtotal / 2	adjusted total x .75
The project will help balance economic vitality through access and mobility for blighted areas			
Goal Subtotal	0		
Improve the movement of goods through the transportation system			
The project will improve the movement of local goods to regional markets and provide a regional-wide benefit		subtotal / 2	adjusted total x .75
The project will improve the movement of local goods to local markets and provide a community-wide benefit			
Goal Subtotal	0		
Preserve existing transportation investments through operational improvements			
The project scope of work gives priority to a comprehensive assessment of operational improvements over added capacity improvements		subtotal / 1	adjusted total x .5
Goal Subtotal	0		
TOTAL PROJECT SCORE (weighted)			0

*Bloomington/Monroe County
Metropolitan Planning Organization*

Crash Report

Calendar Years 2006 through 2008

May 2010



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Executive Summary

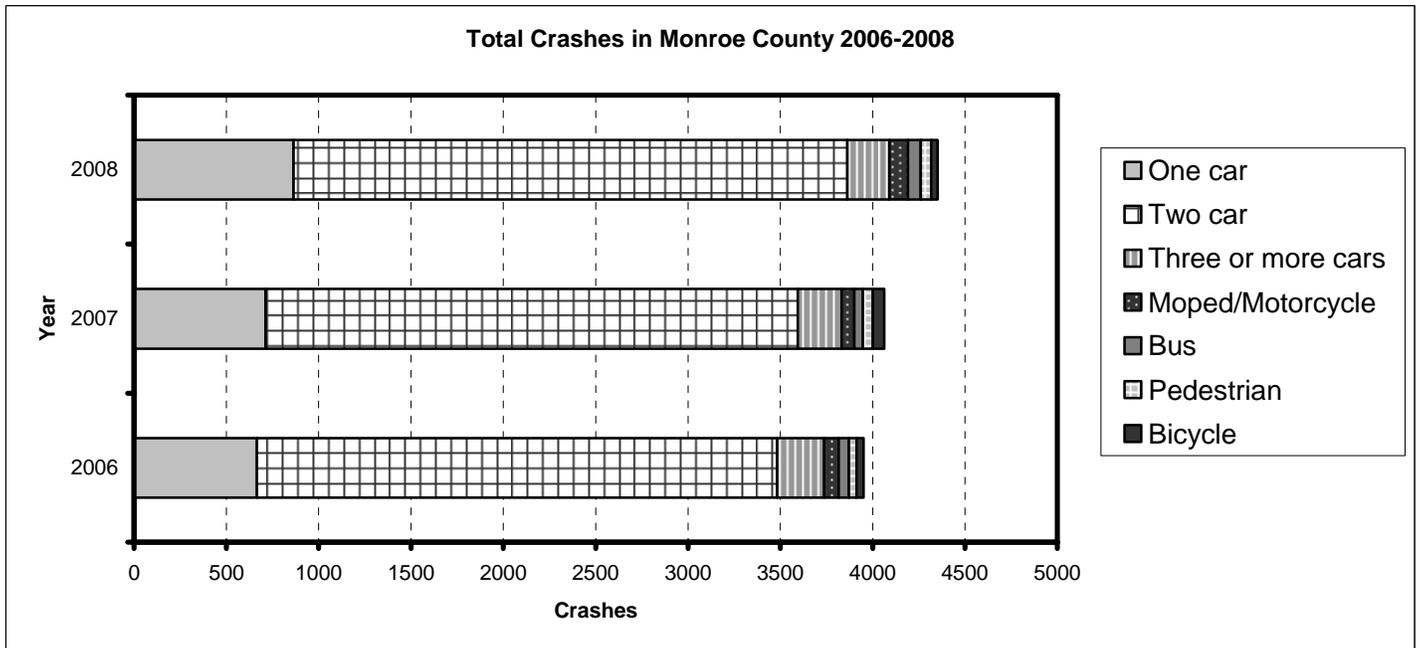
The 2008 Bloomington/Monroe County MPO Crash Report continues the series of ongoing annual reporting on the predominant causes and trends of motor vehicle crashes in Monroe County from 2006 to 2008. The Bloomington/Monroe County Metropolitan Planning Organization (MPO) issues an annual crash report that covers a three year timeframe each year such that effective time-series analyses of crashes within Monroe County are documented.

The findings of this report, and past reports, have been compiled to provide information to the Citizen’s Advisory Committee, Technical Advisory Committee, and Policy Committee of the MPO. Additionally, the report(s) will be available to local government agencies, Indiana University, and the general public through the MPO website and the office of the Bloomington Planning Department.

A summary of the crash trends reported within Monroe County is provided below to highlight general information on crash data within Monroe County. In the following sections of this report, detailed tables, charts, and summaries are provided to highlight information on the frequency, severity, and other related characteristics of crashes that occurred from 2006 to 2008. Additionally, the appendix contains information and analysis aimed to assist target user groups of this report that other users may also find beneficial.

Summary of Crash Trends 2006 to 2008

A total of 12,366 crashes were reported between 2006 and 2008 (Table 1). This is slightly higher (3.4%) than the 11,961 crashes reported between 2005 and 2007. Total crashes for 2008 marked a 7.1% increase over total crashes for 2007. However, annual crash totals may decline for calendar year 2009 with recent national trends in lower vehicle miles traveled together with higher gas prices. Just over three quarters of the total crashes reported no injuries (property damage or unknown) and the rest reported various levels of severity in injuries sustained.



A further breakdown of the total 12,366 crashes provides useful insights to trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, and crashes that resulted in fatalities. Over the course of the three years analyzed, there were 30 fatalities (Table 4). This data is consistent with previous trends, but the total fatal crashes were slightly more than the 28 fatalities reported in the previous three year period. This is a noteworthy statistic to keep track of in future reports because typically fatality totals have ranged from 4 to 15 annually. Of the 30 fatalities, half (15) were from single vehicle crashes, seven involved mopeds/motorcycles, four involved two or more cars, and four involved pedestrians.

The peak frequency rate of crashes continues to follow a predictable pattern. The greatest number of crashes occurred during weekday rush hours between 3:00 P.M. and 6:00 P.M. with an average slightly greater than 1 crash per hour (Figure 1). Similarly the weekend also follows a predictable pattern where the crash rate has a more even distribution through the day and early evening hours, with the exception being the hours between 7pm and 4am in which the weekend experiences a higher crash frequency than the rest of the week. Friday continued to have the highest crash frequency, while Sunday also continued to have the lowest number of crashes (Figure 2).

State highways are predominantly featured in the list of problematic intersections (Table 2). This could be attributable to several factors, but higher traffic volumes on these roads are likely a primary factor. The intersection at Bloomfield Rd and State Road 37 topped the list of problematic intersections followed by Vernal Pike and State Road 37 and then College Ave/Walnut St. and the Bypass. Because these intersections continue to exhibit high numbers of crashes from year to year, safety improvements should be considered. Other locations that do not involve state managed highways, such as 10th Street and Fee Lane, but show a high number of crashes should also be considered for safety improvements. The only road segment that had high crash numbers is Anderson Rd. between Dora Road and Lydy Road which had 2 fatalities. Other locations may be eligible for future safety improvements with a more in-depth analysis. Future reports need to develop a reliable methodology to normalize the total numbers of crashes for each location to volumes of traffic, road classification, and/or some other value so ranking problematic locations and intersections are not solely based on total crashes.

The leading cause of crashes during the study period was once again failure to yield right of way with 2,595 incidents (Table 3). This may be due to poor conditions such as intersection design, sight lines, signage, or pavement markings. Other leading causes include reaction to other driver behaviors, following too closely, and unsafe backing which together total 4,342 collisions. These causes may be reduced through law enforcement and education efforts as well as through using some physical improvements that can mitigate these causes. Running off the right side of the road and speeding in adverse weather rank in the top ten causes with a total of 898 incidents. These types of causes do present opportunities for physical safety improvements such as guard rails, rumble strips, and interactive signage and should be explored further to possibly reduce crashes of this nature.

Bicycle and pedestrian crashes are an important consideration due to a relatively high number of non-motorized trips in the area, and the sensitivity to injury of individuals using these modes. It is well understood that when compared to other types of crashes, those involving bicyclists and pedestrians are much more likely to result in a fatality or incapacitating injury. Therefore, reducing the frequency of these crashes is a priority. Three of the top five locations that reported crashes with bicycles and pedestrians are along Jordan Avenue on the Indiana University Campus (Table 6 and Figure A2). Numerous locations along Jordan Avenue should therefore be considered for future safety improvements. Although none resulted in a fatality in this area (Table 5), the Jordan corridor should be given a high priority to investigate the possible causes and solutions associated with these crashes.

Introduction

Increased mobility continues to be a defining aspect of life in the United States and around the world. Investment in transportation infrastructure has led to new opportunities for trade, travel, recreation, relocation, and economic growth. The enactment of the American Recovery and Reinvestment Act of 2009 speaks to the importance that transportation infrastructure plays in our society. The BMCMPPO received approximately \$3.1 million through this federal legislation to invest in our local transportation network. The benefits of these investments have yet to materialize, but should pay benefits in the years to come. However, the effectiveness of our transportation system continues to be undermined by human, economic, and financial costs attributable to motor vehicle crashes.

Motor vehicle crashes are a significant cause of death, injury, property loss and productivity loss in the United States. Preliminary data for 2007 shows that unintentional accidents were the 5th leading cause of death overall, and of the 117,075 total unintentional accidents reported, 45,832 (39.1%) are attributed to transportation¹. While it may not be possible to completely eliminate motor vehicle crashes, gaining a better understanding of their causes can help transportation planners and engineers to reduce their frequency and severity. This report attempts to characterize the motor vehicle crashes in Monroe County, Indiana, providing the basis for informed transportation policies and infrastructure investments.

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

The report uses two time periods for analysis: 2008 and 2006-2008. Data from 2008 alone is used to give a “snapshot” of crash statistics in Monroe County, while data from 2006 to 2008 is used to illustrate trends and to establish baseline values. Additionally, it is often necessary to consider a longer time horizon (2006-2008) where data from a single year appears to be random. This is typically the case for bicycle and pedestrian crashes, fatalities and incapacitating injuries, and location analysis, where the number of crashes or individuals is comparatively small.

Methodology and Data Considerations

The data for the Bloomington/Monroe County Crash Report originates from the “Automated Report and Information Exchange System” (ARIES) of the Indiana State Police. This system contains crash data from police reports since 2003. The police report data is organized by collisions, units (vehicles), and individuals. These entities are related to one another based on the collision, but can also be analyzed independently. It is possible to retrieve information regarding collisions (e.g., where and when did the greatest number of crashes occur?), vehicles involved (e.g., how many crashes involved

¹ Centers for Disease Control, National Center for Health Statistics. National Vital Statistics Reports – Deaths: Preliminary Data for 2007. Volume 58, Number 1. http://www.cdc.gov/nchs/data/nvsr/nvsr58/nvsr58_01.pdf. Accessed on May 6, 2010.

bicycles?), and individuals involved (e.g., how old were the crash victims?). It is also possible to perform more complex analyses using attributes from each of these entities (e.g., which location had the most fatalities?).

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

A significant effort was made to correct data errors and validate results (e.g. location, geo coding, street names, etc.). It is important to note that the methodology used to assign a crash to a location was improved for this report. This will account for fluctuations in crash assignments between the last report and this report. Even though the new methodology resulted in different rankings than in the past, the list of problematic intersections remains relatively consistent. Consequently, some minor inconsistencies exist when comparing crash reports over several years because these quality control measures change when compared from previous reports. Therefore, it is understood that the most recent Crash Report issued reflects the best and most accurate crash information.

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

When reading the report, it is important to understand the distinction between “crashes” and “individuals.” The term “crash” is used when the characteristics of the crash itself are under consideration, whereas the terms “individual” and “fatality” are used when the focal point is the people involved. For example, the “Fatal Injury” column of Table 1 (“Crash by Type and Severity, 2006-2008”) shows how many crashes resulted in a fatal injury in 2008, but it would be incorrect to interpret this column as the number of fatalities in 2008, since more than one fatality can result from a single crash.

Analysis

Crash Characteristics

This section provides a summary of crash characteristics in Monroe County, including the type and severity of crashes from 2006-2008. These factors reflect trends in the overall safety of the transportation system.

In 2008, a total of 4,352 motor vehicle crashes were reported in Monroe County (Table 1). Of these, 11 resulted in one or more fatalities, while 47 caused incapacitating injuries. For the vast majority of crashes (3,460), injuries were not reported. Two-car crashes were the most common, comprising 68.9% of the total. One-car crashes and those involving three or more cars were also common, accounting for 19.9% and 5.2% of total crashes reported, respectively. Pedestrian, cyclist, moped/motorcycle, and bus crashes were much less frequent..

The overall number of crashes shows a slight increase each year from 2006 to 2008 with an average of 4,122 per year. The portion of crashes resulting in fatalities or incapacitating injury has shown a roughly 17% decrease year over year from 2006 to 2008. This figure should be monitored in future years to see if this trend continues.

Table 1. Crash by Type and Severity, 2006-2008

Crash Type	Severity				Annual Total	Percent of Annual Total	
	Fatal Injury	Incapacitating Injury	Non-incapacitating	No injury/unknown			
2006	One car	8	15	197	446	666	16.9%
	Two car	1	17	584	2215	2817	71.3%
	Three or more cars	0	10	99	145	254	6.4%
	Moped/Motorcycle	2	11	51	16	80	2.0%
	Bus	0	1	10	44	55	1.4%
	Pedestrian	1	10	29	1	41	1.0%
	Bicycle	0	4	33	1	38	1.0%
	Total	12	68	1003	2868	3951	100.0%
	Percent of Annual Total	0.3%	1.7%	25.4%	72.6%	100.0%	
2007	One car	2	10	161	540	713	17.5%
	Two car	0	28	495	2359	2882	70.9%
	Three or more cars	0	3	83	150	236	5.8%
	Moped/Motorcycle	1	11	46	11	69	1.7%
	Bus	0	0	4	43	47	1.2%
	Pedestrian	0	6	42	5	53	1.3%
	Bicycle	0	7	50	6	63	1.6%
	Total	3	65	881	3114	4063	100.0%
	Percent of Annual Total	0.1%	1.6%	21.7%	76.6%	100.0%	
2008	One car	4	10	170	680	864	19.9%
	Two car	1	19	449	2530	2999	68.9%
	Three or more cars	0	4	73	149	226	5.2%
	Moped/Motorcycle	3	9	64	27	103	2.4%
	Bus	0	0	6	63	69	1.6%
	Pedestrian	3	4	41	8	56	1.3%
	Bicycle	0	1	31	3	35	0.8%
	Total	11	47	834	3460	4352	100.0%
	Percent of Annual Total	0.3%	1.1%	19.2%	79.5%	100.0%	
3-Year	Total	26	180	2718	9442	12366	
	Percent of 3-Year Total	0.2%	1.5%	22.0%	76.4%	100.0%	

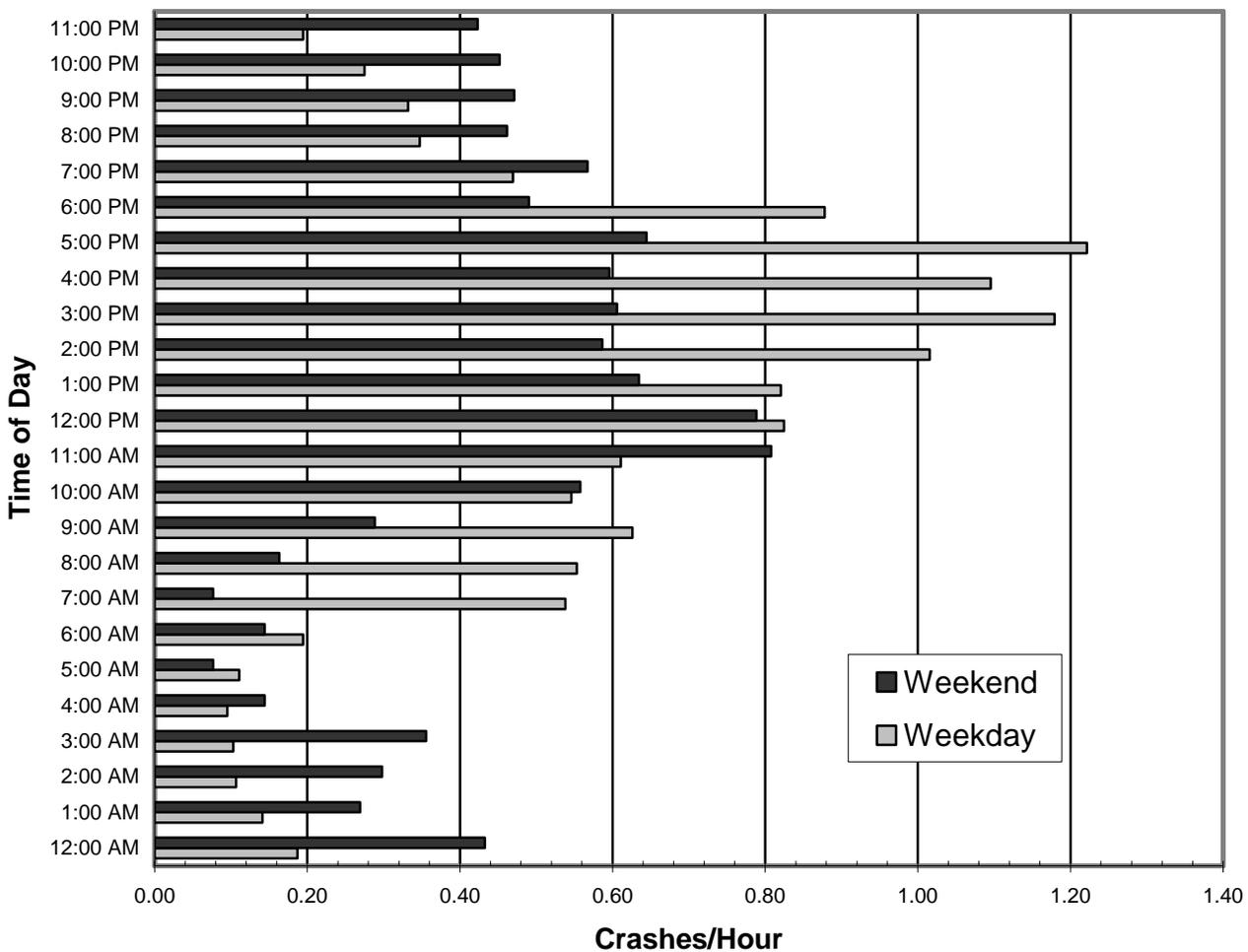
Time of Crashes

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

On weekdays in 2008, the number of crashes typically increased in conjunction with traffic from the morning and noon rush hours – 7:00 AM to 9:00 AM, and 12:00 PM to 1:00 PM (Figure 1).² Hourly crashes also increased from 1:00 PM until around 5:00 PM. The late afternoon was the most likely time for a crash to occur, with roughly one per hour.

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

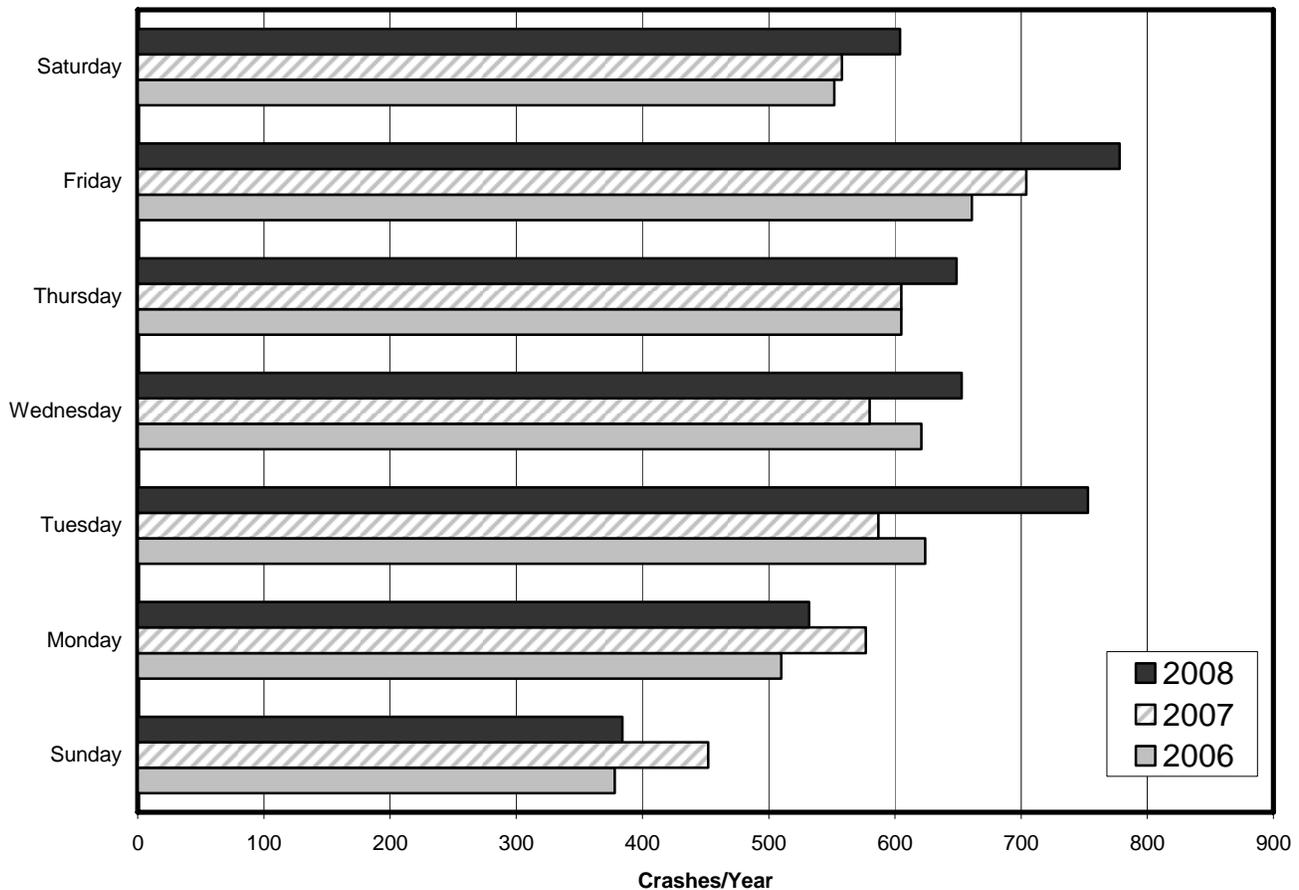
Figure 1. Crashes per Hour by Time of Day, 2008³



² For the purposes of this report, “weekdays” begin on Sunday at 7:00 PM and end on Friday at 6:59 PM. Conversely, “weekends” begin on Friday at 7:00 PM and end on Sunday at 6:59 PM.

³ Hours shown represent the beginning of the hour. For example, “12:00 AM” represents the time period from 12:00 AM to 12:59 AM.

Figure 2. Crashes by Day of Week, 2006-2008



Crash Locations

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

In 2008, the intersection with the greatest number of total crashes was N. College Avenue/N. Walnut Street and State Road 45/46 Bypass, where 63 crashes occurred (Table 2). However, the intersection of Bloomfield Rd at State Road 37 had the most crashes between 2006 and 2008 with 147 crashes. Intersection design factors, such as limited visibility, topographic constraints, and awkward turning movements, may also contribute to greater crash frequency at some these intersections and will require further investigation.

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

Table 2. Total Crashes Ranked by Location from 2006-2008

Rank	Intersection	Year			3-Year Total
		2006	2007	2008	
1	W Bloomfield Rd at S SR 37 Ramp	43	50	54	147
2	W 3rd St at S SR 37 Ramp	44	50	46	140
3	N SR 37 at W Vernal Pike	44	50	45	139
4	N College Ave/N Walnut St at E SR 45/46 Bypass	23	38	63	124
5	E 3rd St/S College Mall Rd at S SR 46	34	49	33	116
6	E 10th St at N SR 45/46 Bypass	41	31	41	113
7	E 3rd St at S Pete Ellis Dr	33	39	30	102
8	S Liberty Dr at W SR 45	25	32	34	91
9	S Curry Pike / S Leonard Springs Rd at W SR 45	17	37	35	89
10	E 10th St at N Fee Ln	32	24	23	79
11	E 3rd St at S Kingston Dr	23	25	26	74
12	W 3rd St at S Gates Dr	34	12	26	72
13	S Walnut Street Pike at E Winslow Rd	28	19	22	69
14	W 3rd St at S Liberty Dr.	13	20	32	65
15	E 10th St at N Jordan Ave	34	10	19	63
16	N Kinser Pike at W SR 45/46 Bypass	12	25	21	58
17	SR 446 at SR 46	11	22	22	55
18	Grimes Ln at S Walnut St	20	17	17	54
19	E 3rd St at S Smith Rd	22	13	17	52
20	W 3rd St at S Landmark Ave	20	19	12	51
21	7th St at N Walnut St	17	17	16	50
22	E 3rd St at S Woodlawn Ave	12	21	16	49
22	W 3rd St at S Curry Pike	9	19	21	49
24	E Awater Ave at S Henderson St	21	10	17	48
24	Kirkwood Ave at S Walnut St	15	17	16	48
24	W 17th St / Arlington Rd at N Monroe St	16	13	19	48
27	E 2nd St at S College Mall Rd	15	16	16	47
27	E 3rd St at S Jordan Ave	14	16	17	47
27	S College Mall Rd at E Covenanter Dr	8	20	19	47
30	E 17th St at N SR 45/46 Bypass	20	18	8	46
30	E 3rd St at S Washington St	15	23	8	46
30	E Eastgate Ln at N SR 46 Bypass	17	13	16	46
33	E 10th St at N Pete Ellis / Range Rd	17	14	14	45
33	E 13th St at N Indiana Ave	15	13	17	45
33	E 3rd St at S Highland Ave	16	20	9	45
33	W 2nd St at S Rogers St	11	11	23	45
33	W 3rd St at S College Ave	18	13	14	45
38	E 10th St at N Union St	15	16	13	44
38	3rd St at S Walnut St	14	13	17	44
38	W 7th St at N College Ave	15	18	11	44
41	W 10th St at N College Ave	11	14	18	43
42	E 17th St at N Fess Ave	11	14	14	39
42	N Dunn St at E SR 45/46 Bypass	11	13	15	39
42	Indiana Ave at E Kirkwood Ave	11	15	13	39
45	E 3rd St at S Dunn St	10	15	13	38
45	E 3rd St at S Indiana Ave	17	13	8	38
45	W Kirkwood Ave at Rogers St	8	15	15	38
48	E 17th St at N Fee Ln	12	18	7	37
48	E 3rd St at S Overhill Dr	13	13	11	37
48	E 3rd St at Woodcrest Dr	6	15	16	37
48	E Rhorer Rd at S Walnut Street Pike	10	10	17	37
48	SR 37 at S. Victor Pike	16	14	7	37
48	W Gordon Pike at Old SR 37 / S Walnut St	8	11	18	37

Crash Factors

This section summarizes the primary crash factors from 2006 to 2008. An understanding of these causes informs infrastructure investments, enforcement activities, and educational efforts. For instance, unsafe speeds can be addressed by traffic enforcement and road design, while the tendency of motorists to drive off the road can be mitigated with a guardrail or rumble strips. Similarly, enforcement and education could reduce the number of crashes attributable to alcohol. Driving under the influence of alcohol (ranked 12th with 343 total crashes) or driving while fatigued (ranked 22nd with 83 crashes) do not contribute to as many crashes as the more common driver errors, but such crashes tend to be more severe.

Failure to Yield Right of Way was the most common cause of crashes during the study period, contributing to almost 2,600 crashes from 2006 to 2008. Other driver errors (such as reacting to other driver behaviors), following too closely, and unsafe backing were also significant. Table 3 shows the top 10 primary crash factors for 2006-2008, which account for over three-quarter of total accidents.

Table 3. Total Crashes Ranked by Primary Factor with Severity, 2006-2008

Rank	Primary Factor	Severity				3-Year Total
		Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	No Injury/Unknown	
1	Failure to yield right of way	0	41	673	1881	2595
2	Other (driver)	2	21	350	1508	1881
3	Following too closely	0	10	336	1009	1355
4	Unsafe backing	0	1	32	1073	1106
5	Driver distracted	1	8	151	412	572
6	Disregard signal/sign	0	12	181	336	529
7	Ran off road to the right	11	9	147	299	466
8	Speed too fast for weather conditions	0	3	95	334	432
9	Improper turning	0	2	47	356	405
10	Roadway surface condition	1	5	54	312	372

Fatalities

This section provides a focused look at motor vehicle fatalities in Monroe County from 2006 to 2008. This information provides critical insight into the nature of fatal crashes and the victims of these crashes. As with previous sections, the material presented here can be useful for enforcement, education, and decision-making.

In 2008, there were eleven fatalities (Table 4) in Monroe County as a result of eleven different crashes with fatalities (Table 1). Of these, four resulted from single-car crashes, one from multiple car crashes, three from crashes involving a moped or motorcycle, and three from crashes involving a pedestrian. Typically the county has had 9 to 15 fatalities annually since 2003 and the data for 2008 shows a resumption of this trend after a significant decrease in 2007.

Over the period from 2006 to 2008, the average annual number of fatalities per 100,000 residents was 7.8 for Monroe County. This figure is well below the U.S. average of 13.4 for the same time period⁴. Past reports demonstrated a slight decline in this figure since 2003. This report marks a reversal of this trend or perhaps a leveling off since the fatalities per 100,000 went up slightly from 7.4 (last report) to 7.8 (this report).

⁴ U.S. Department of Transportation, National Center for Statistics & Analysis. Fatality Analysis Reporting System, Web-Based Encyclopedia. <http://www-fars.nhtsa.dot.gov/> Accessed on May 7, 2010.

Table 4. Fatalities by Crash Type, 2006-2008

Year	Crash Type					Annual Total	Fatalities per 100,000 Population
	One car	Two cars or more	Moped and Motorcycle	Bicycle	Pedestrian		
2006	8	3	3	0	1	15	11.84
2007	3	0	1	0	0	4	3.13
2008	4	1	3	0	3	11	8.51
Total	15	4	7	0	4	30	7.82

Fatalities by Location

This section summarizes the locations for crashes that resulted in fatalities. Reducing fatalities to zero is an attainable goal through law enforcement, education, and safety improvements. There were 25 crashes that resulted in 30 fatalities from 2006 to 2008. These locations are identified in Table 5. Location information, such as this, will aid transportation planners, engineers, and officials to identify problematic locations. This is only the second year to report crash type with fatalities by location and thus it is difficult to draw any conclusions at this time. However, fatalities are a major component in determining the funding awarded through HSIP (see the appendix section for more information) and this information may be useful to evaluate these locations for possible funding.

Table 5. Fatal Crashes by Crash Type by Location, 2006-2008

Location	Crash Type				
	One Car	Two or More Cars	Moped or Motorcycle	Bicycle	Pedestrian
Anderson Rd from Dora Rd to Lydy Rd	1		1		
N Curry Pike at Broadway Ave					1
S Johnson Ave at Beaumont Ln					1
E Braeside Dr at N Pete Ellis Dr	1				
E Ellis Rd at N Showers Rd			1		
E SR 46 at E Trailway Dr	1				
Fairfax Rd from Harbor Dr to Cleve Butcher Rd	1				
N Pioneer Ln at W Woodyard Rd	1				
S Cave Rd at W SR 48	1				
S Fox Chase Run at E Rhorer Rd	1				
S Knightridge Rd at S Leco Ln			1		
SR 37 from Burma Rd to Bryants Creek Rd	1				
SR 45 from Airport Rd to Leonard Springs Rd					1
SR 46 from Kent Rd to Brummetts Creek Rd		1			
SR 48 from Vernal Pike to Garrison			1		
Vernal Pike from SR 48 to Oard Rd	1				
W Arlington Rd at N Rajumi Dr					1
W Church Ln at S Southway Dr	1				
W Fluck Mill Rd at S Victor Pike	1				
W Gourley Pike at N Kinser Pike	1				
W Howard Rd at W Vernal Pike	1				
W Old SR 45 at W SR 45		1			
W Prospect St at S Rogers St	1				
W SR 46 at E Temprence St			1		

Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2006 to 2008. Such crashes are an important consideration in Bloomington and Monroe County due to a relatively high number of non-motorized trips in the area. For instance, the 2000 U.S. Census reported that 2.7% of commuters in Bloomington use a bicycle as their primary mode of transportation, while 14.5% walk. By comparison, 0.3% of Indiana commuters reported bicycling and 2.4% reported walking as their primary modes. In addition, individuals using these modes of transportation are particularly sensitive to injury. Anecdotal evidence suggests that more commuters in Bloomington are biking and walking as a primary mode of transportation, which further supports the need to address safety concerns and reduced crash incidents.

In 2008, there were 35 reported crashes involving a cyclist and 56 involving a pedestrian (Table 1). Of these, three pedestrians were fatally injured. There were also four pedestrian and one bicycle crashes in 2008 that resulted in incapacitating injuries. Over the period from 2006 to 2008, 286 pedestrian and bicycle crashes were reported, resulting in four pedestrian fatalities. It is well understood that bicycle and pedestrian crashes more often resulted in injury when compared with other crash types, thus the need to reduce the frequency and severity of these crashes.

Over the past several years, Jordan Avenue has emerged as a problematic corridor for pedestrians and cyclists, as illustrated in Table 6. Three of the top four ranked locations are along a .6 mile stretch of Jordan Avenue between 3rd Street and Law Lane.

Table 6. Bicycle and Pedestrian Total Crashes Ranked by Location with Crash Type, 2006-2008

Rank	Intersection	Crash Type		Total
		Bicycle	Pedestrian	
1	E 7th St @ N Jordan Ave	5	2	7
2	N Jordan Ave @ E Law Ln	5		5
3	E 17th St @ N Fee Ln		5	5
4	E 3rd St @ S Jordan Ave	2	3	5
5	W 6th St @ N Rogers St	3	2	5
6	3rd St @ S Walnut St	1	3	4
7	E 10th St @ N Fee Ln	3	1	4
8	Indiana Ave @ E Kirkwood Ave	1	3	4
9	W Kirkwood Ave @ Rogers St	1	3	4
10	N Fee Ln @ E Law Ln	2	1	3
11	Kirkwood Ave @ S Walnut St	1	2	3
12	8th St @ N Walnut St	1	2	3
13	E 10th St @ N Union St	1	2	3
14	7th St @ N Walnut St		3	3
15	W 7th St @ N College Ave	2	1	3

Conclusion

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

Some problem areas noted in the report are already in the process of being addressed. For example, the City of Bloomington recently improved the intersection of 17th Street & Fee Lane in 2008. Safety improvements for two other locations will commence soon in 2010 for Atwater Avenue and Henderson Street. Additionally, Monroe County finished improvements to the dangerous curve at Rogers Road and Smith Road. All three of these projects are expected to reduce the frequency and severity of crashes and it will be noteworthy to highlight crash data for these locations in future reports.

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

Several intersections along State Roads (37, 45, 46, Bypass) continue to be problematic by the sheer frequency of crashes. Because of jurisdictional boundaries at these locations, state and local officials, engineers, and staff will need to coordinate targeted safety improvements and reach agreements before any improvements can occur. Another area of notable concern is the Jordan Avenue corridor between Law Lane and 3rd Street for high concentrations of crashes associated with bicyclists and pedestrians. The Jordan Avenue corridor presents a case for further study for immediate safety improvements.

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

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

Appendix

Figure A1. Map of Top 50 Ranked Total Crashes by Location, 2006-2008

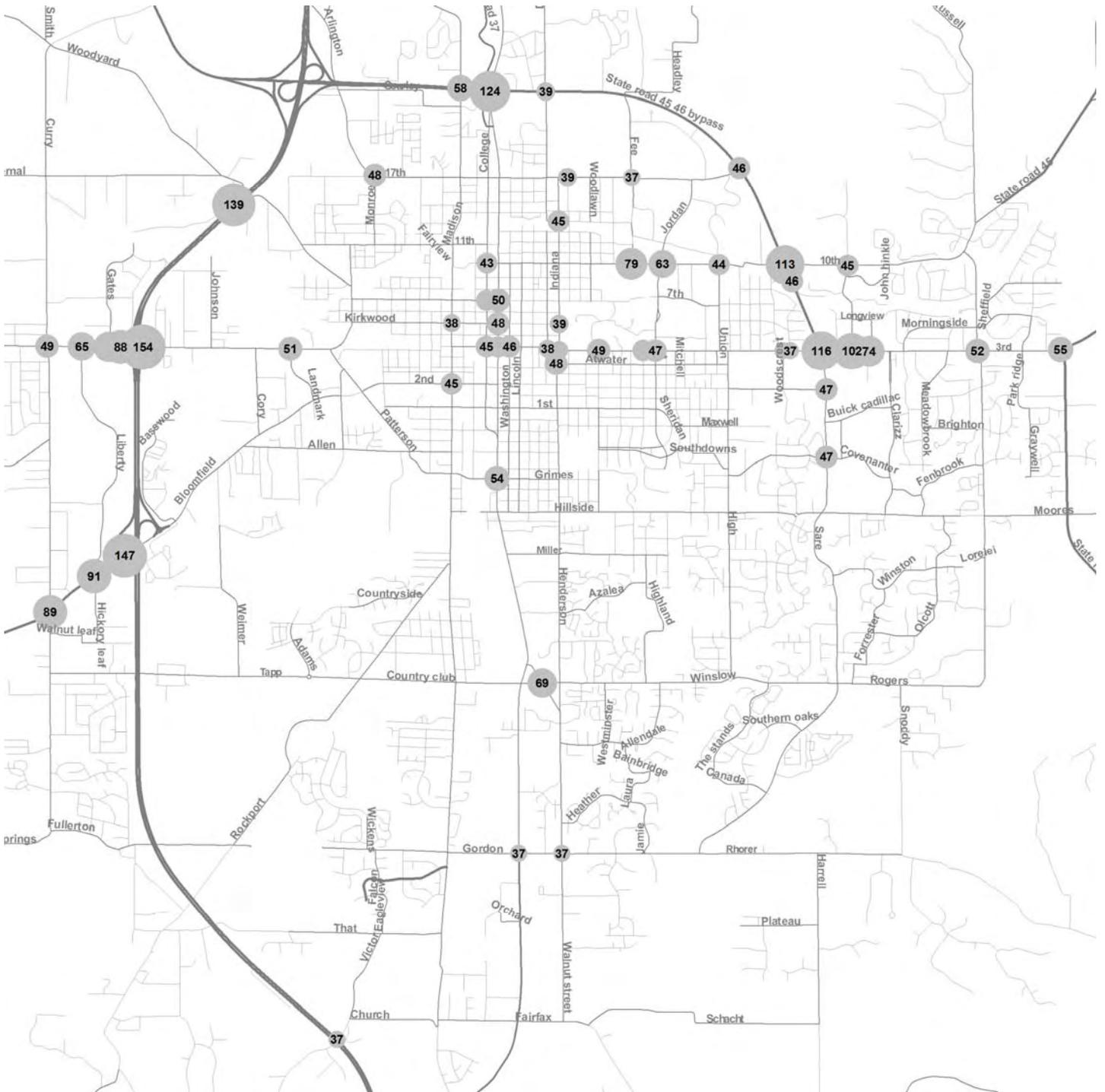


Figure A2. Map of Top 25 Ranked Total Bicycle and Pedestrian Crashes by Location, 2006-2008



Figure A3. Map of Crashes with Fatalities by Location, 2006-2008

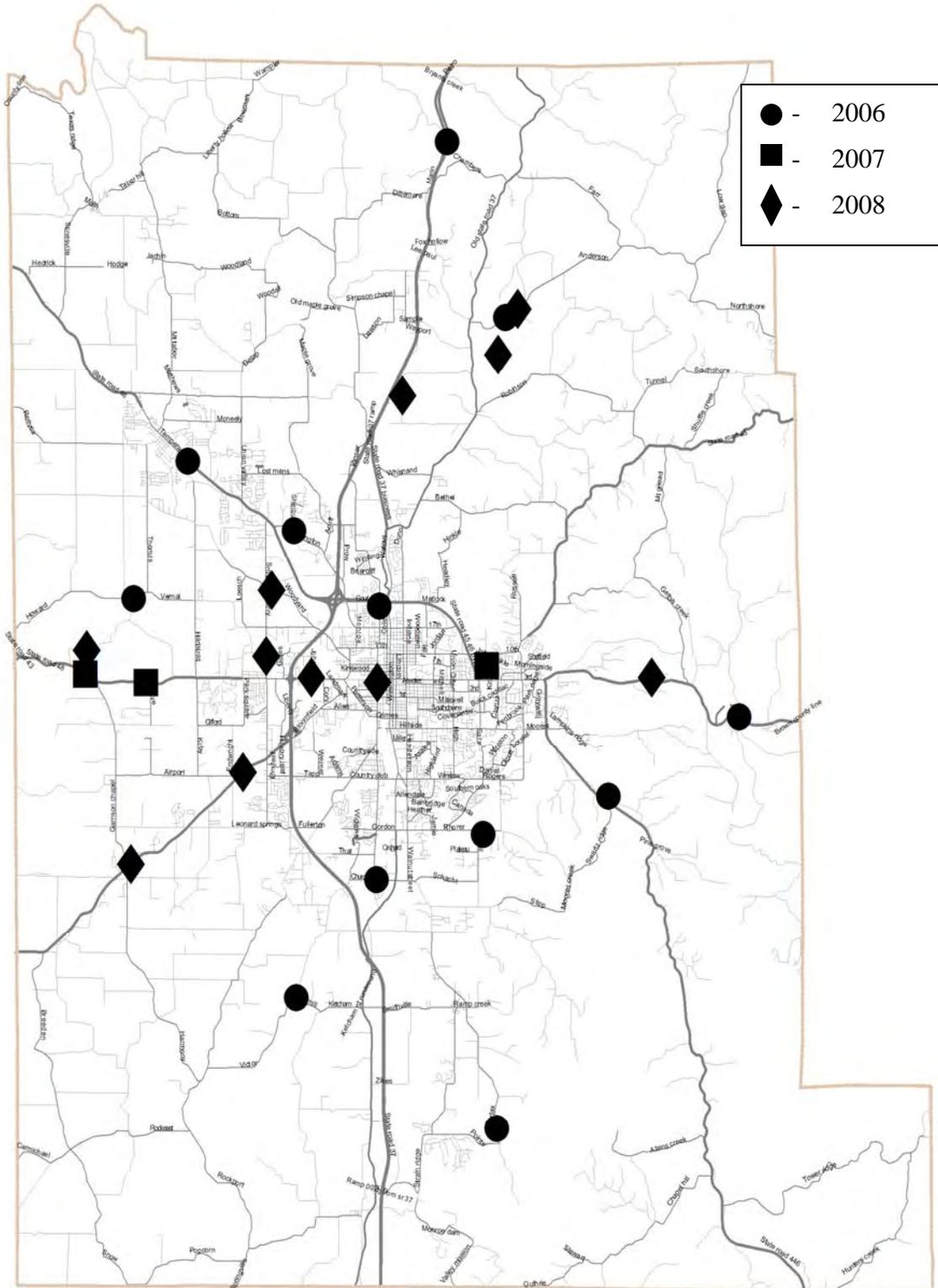


Figure A4. Fatalities by Gender and Crash Type, 2006-2008

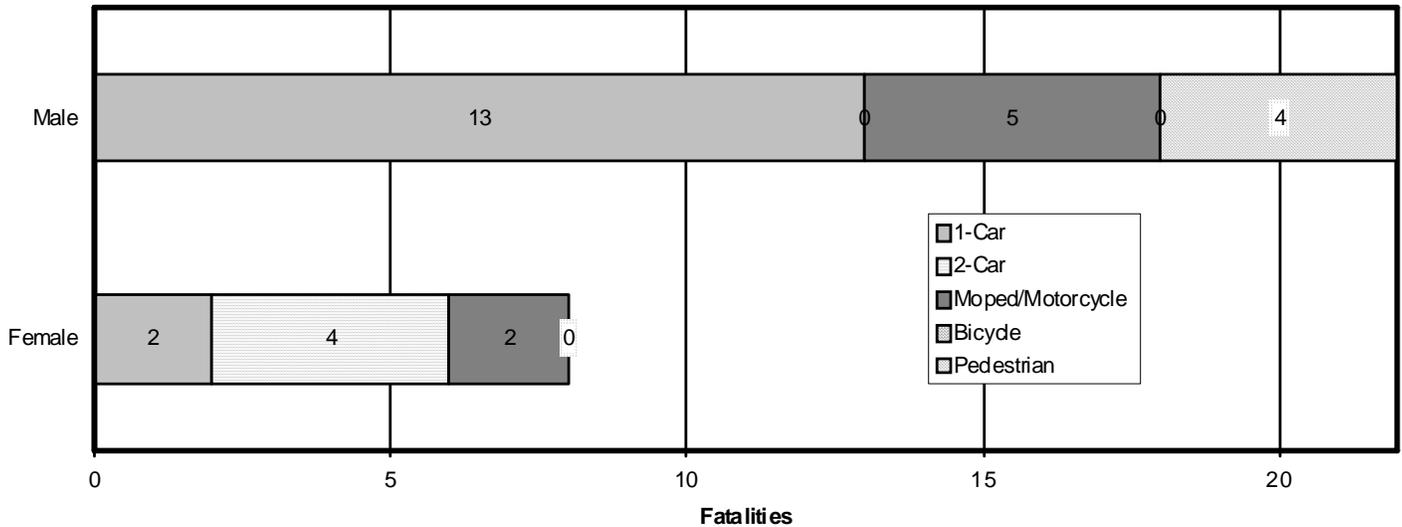
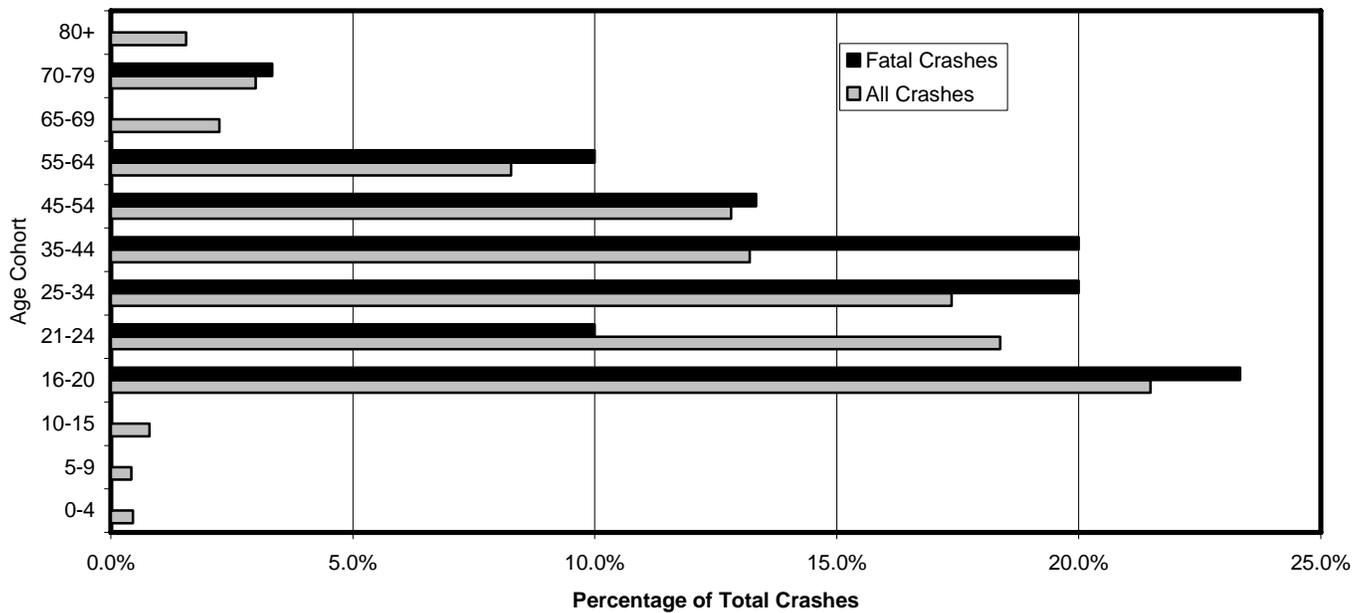


Figure A5. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age Class, 2006-2008⁵



HSIP Eligibility List

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

⁵ For the purposes here, individuals whose age was not reported were excluded from the total number of individuals.

Table A1. Listing of Eligible HSIP Locations, 2006 – 2008

Rank	Location	Fatal & Incapacitating Injury Crashes	Total Crashes	Fatal	Incapacitating	Non- incapacitating	Property Damage
1	S WALNUT STREET PIKE @ E WINSLOW RD	2	69		2	18	49
2	W GORDON PIKE / S WALNUT ST @ S OLD SR 37	2	37		2	7	28
3	N DUNN ST @ N OLD SR 37	2	32		2	13	17
4	W GOURLEY PIKE @ N KINSER PIKE	2	15	1	1	2	11
5	S CURRY PIKE @ W GIFFORD RD	2	13		2	3	8
6	E 3RD ST @ S BALLANTINE RD	2	13		2	3	8
7	HILLSIDE DR @ S WALNUT ST	2	10		2	3	5
8	ANDERSON RD from DORA RD to LYDY RD	2	2	2			
9	E 10TH ST @ N FEE LN	1	79		1	6	72
10	W 3RD ST @ S LANDMARK AVE	1	51		1	17	33
11	W 17TH ST @ W ARLINGTON RD @ N MONROE ST	1	48		1	14	33
12	E ATWATER AVE @ S HENDERSON ST	1	48		1	11	36
13	3RD ST @ S WALNUT ST	1	44		1	8	35
14	4TH ST @ S WALNUT ST	1	35		1	6	28
15	COLLEGE AVE @ W KIRKWOOD AVE	1	35		1	5	29
16	W 3RD ST @ S KIMBLE DR	1	31		1	6	24
17	E MILLER DR @ S WALNUT ST	1	31		1	6	24
18	E 10TH ST @ N WOODLAWN AVE	1	31		1	3	27
19	N SMITH PIKE @ W WOODYARD RD	1	29		1	10	18
20	E 10TH ST @ N INDIANA AVE	1	26		1	9	16
21	W BLOOMFIELD RD @ S LANDMARK AVE	1	26		1	6	19
22	E 3RD ST @ S LINCOLN ST	1	26		1	3	22
23	17TH ST @ N WALNUT ST	1	24		1	3	20
24	SALE ST @ W TEMPERANCE ST	1	24		1	15	8
25	W 3RD ST @ S FRANKLIN RD @ S WYNNEDALE DR	1	23		1	5	17
26	E BUICK CADILLAC BLVD @ S COLLEGE MALL RD	1	21		1	4	16
27	E ROGERS RD @ S SARE RD	1	21		1	2	18
28	N CURRY PIKE @ W VERNAL PIKE	1	20		1	4	15
29	W 2ND ST @ S WALKER ST	1	19		1	8	10
30	E 10TH ST @ N DRIVE TO HILLTOP GARDENS	1	19		1		18
31	E 3RD ST @ S UNION ST	1	18		1	1	16
32	E KIRKWOOD AVE @ LINCOLN ST	1	18		1	3	14
33	W GORDON PIKE @ S ROGERS ST	1	17		1	2	14
34	N ADAMS ST @ W VERNAL PIKE	1	17		1	2	14
35	W 3RD ST @ S PATTERSON DR	1	17		1	2	14
36	E 3RD ST @ S CLARIZZ BLVD	1	16		1	3	12
37	E 3RD ST @ E MORNINGSIDE DR	1	15		1	6	8
38	S BANTA AVE @ W COUNTRY CLUB DR	1	15		1	2	12
39	S WALNUT ST @ S WALNUT STREET PIKE	1	15		1		14
40	W COUNTRY CLUB DR @ S MADISON ST	1	15		1	2	12
41	E 17TH ST @ N LINCOLN ST	1	15		1	3	11
42	W 11TH ST @ N ROGERS ST	1	14		1	6	7
43	E HILLSIDE DR @ S WOODLAWN AVE	1	13		1	1	11
44	ADAMS ST @ W KIRKWOOD AVE	1	13		1	1	11
45	W 8TH ST @ N ROGERS ST	1	12		1	1	10
46	S ADAMS ST @ W ALLEN ST	1	11		1	2	8
47	E BRAESIDE DR @ N PETE ELLIS DR	1	10	1		2	7
48	W 3RD ST @ S MADISON ST	1	10		1	1	8
49	W 11TH ST @ W VERNAL PIKE	1	10		1	2	7
50	E 10TH ST @ N WASHINGTON ST	1	9		1	3	5

F.Y. 2010 Unified Planning Work Program Third Quarter Progress Report *January 1, 2010 – March 31, 2010*

Executive Summary

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is charged with implementation of the Fiscal Year 2009-2010 Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the BMCMPPO study area over the next programming year and documents the work that will be performed with federal highway and transit planning funds. This progress report is for the third quarter of the 2010 fiscal year and covers activities accomplished between January 1 and March 31, 2010.

The Bloomington/Monroe County Metropolitan Planning Organization had several notable accomplishments this quarter as it relates to Complete Streets. First, the BMCMPPO's Complete Streets Policy was awarded the 2010 Outstanding Project by the American Planning Association, Indiana Chapter. Additionally, BMCMPPO staff testified on the importance of statewide Complete Streets legislation before the Indiana Legislature's Committee on Roads and Transportation. BMCMPPO also gave a presentation on Complete Streets at the statewide Road School held in Lafayette.

The BMCMPPO continued its commitment to a comprehensive, cooperative and continuous transportation planning and programming process. The BMCMPPO facilitated communication between all levels of government, including local public agencies (LPAs), the Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA). Specifically, the BMCMPPO coordinated with INDOT extensively on the 2010-2013 Transportation Improvement Program. This coordination led to the approval of the TIP by the State in March. Additionally, the BMCMPPO engaged the community through various committees and through the dissemination of information. BMCMPPO staff coordinated meetings of the Policy Committee, the Technical Advisory Committee, the Citizens Advisory Committee, and the Safe Routes to School Task Force. Additionally, BMCMPPO staff regularly participated in meetings of the Bloomington Bicycle and Pedestrian Safety Committee, the Monroe County Alternative Transportation and Greenways System Plan Technical Advisory Committee, City of Bloomington Projects Team meetings, and various other committees that are concerned with transportation planning in the BMCMPPO urbanized area.

BMCMPPO staff also performed core functions to ensure the continued operation of the BMCMPPO. Such tasks involved maintaining the Transportation Improvement Program by processing necessary amendments. It also resulted in the preparation of quarterly billings as provided in the Unified Planning Work Program.

Contract service agencies of the BMCMPPO provided invaluable services as well. Indiana University, with the assistance of a consultant, completed the 10th Street Mobility Study (aka North Campus Area Study) and presented the findings at a public presentation and a Policy Committee meeting. Additionally, Bloomington's Engineering Department conducted routine traffic counts, and maintained permanent traffic count stations.

F.Y. 2010 Unified Planning Work Program Third Quarter Progress Report January 1, 2010 – March 31, 2010

Work Program Elements

#101 - Transportation Planning Coordination

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

During this quarter, the BMCMPPO accomplished the following tasks:

A. Intergovernmental Coordination:

- Coordinated Policy Committee meetings (minutes, packets, staff support at meetings):
 - January 8, 2010;
 - January 22, 2010 (special meeting);
 - March 12, 2010.
- Coordinated Technical Advisory Committees (TAC) meetings (minutes, packets, staff support at meetings):
 - January 27, 2010;
 - February 24, 2010;
 - March 24, 2010.
- Administered and managed BMCMPPO staff including year-end performance evaluations.
- Fostered interagency coordination with FHWA, INDOT, and local project partners.
 - Continued coordination with INDOT concerning the State projects (SR45, SR45/46);
 - Coordinated with INDOT on the State's Long Range Plan (3/23/10);
 - Grant coordination;
 - Surface Transportation Program (STP);
 - American Recovery and Reinvestment Act (ARRA);
 - Highway Safety Improvement Program (HSIP);
 - Transportation Enhancement (TE);
 - Safe Routes To School (SRTS).
 - Extensive coordination to identify eligible projects for Jobs Bill funds;
 - Teleconferences and meetings with INDOT and LPAs (1/15/10, 2/3/10 & 2/4/10).
 - Drafted responses to the Federal Highway Administration for the Certification Review to be held in September.
- Engaged in the state-wide discussion about Complete Streets;
 - Testified before Indiana Legislature's Committee on Roads and Transportation on House Bill No. 1182 which would establish state-wide Complete Streets legislation (1/20/10);
 - Gave a presentation about Complete Streets at Road School (3/9/10);
 - Completed an application and awarded the "Outstanding Project 2010" by the American Planning Association, Indiana Chapter (3/26/10).

B. Unified Planning Work Program:

- Began work on the FY2011-2012 Unified Planning Work Program.

C. Planning Grant Administration

- Tracked the BMCMPPO's fiscal activities:
 - Tracked expenditures and receipts for the 2nd and 3rd quarters of F.Y. 2010;
 - Produced F.Y. 2010 2nd Quarter Billings;
 - Provided input on the City's fiscal management software development as it relates to BMCMPPO funds;
 - Provided information to the Controller's Office to assist with the CTAR audit of the BMCMPPO's federal planning funds.

D. Indiana Metropolitan Planning Organization Council

- Attended Indiana MPO Council Meetings:
 - January 28, 2010;
 - February 25, 2010;
 - March 25, 2010.

E. Census 2010 Coordination and Support

- Assisted with the New Construction Program, Title 13 verification, the Complete Count Committee, and the PSAP verification process.

#102 - Training and Professional Development

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

During this quarter, the BMCMPPO accomplished the following tasks:

A. Staff Training, Education, and Technical Needs

- Attended the following trainings:
 - National Association of Regional Council's webinar "Seven trends that will transform local government through technology" (1/14/10);
 - Pedestrian & Bicycle Information Center's webinar "Selection of pedestrian treatments at unsignalized intersections" (1/21/10);
 - American Planning Association audio/web conferences:
 - Performance Measures in Transportation Planning (1/20/10);
 - Redevelopment and Revitalization for a new era (3/17/10);
 - FHWA web conference on ADA Transition Plans (3/17/10);
 - Annual Road School Conference (3/9-10/10);
 - Staff gave two presentations: "Complete Streets" and "Rogers Street Context Sensitive Street Design;"
 - Annual APA Indiana Chapter Spring Conference to receive award for the Complete Streets Policy (3/26/10).

#103 - Public Participation Coordination

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

During this quarter, the BMCMPPO accomplished the following tasks:

A. Citizens Advisory Committee:

- Coordinated Citizens Advisory Committee Meetings (minutes, packets, staff support at meetings):
 - January 27, 2010;

- February 24, 2010;
 - March 24, 2010.
 - Continued to work with a subcommittee of the CAC on preliminary project prioritization which incorporates the vision statement of the 2030 Long Range Transportation Plan;
 - Formed a new subcommittee of the CAC to strategize ADA compliance and accessibility of transportation projects.
- B. Web Site Administration
- Managed BMCMPPO web pages
 - Posted materials related to BMCMPPO Committees (PC, TAC, CAC) meetings, agendas, and packets;
 - Maintained the BMCMPPO, transportation planning, and bicycle & pedestrian planning webpages;
 - Posted plans and documents on the BMCMPPO's webpage as well as the documents clearinghouse webpage;
- C. Public Involvement Process
- Issued a 30 day written public comment period for the readoption of the 2030 Long Range Transportation Plan (3/27-4/26/10);
 - Posted the draft 2030 Long Range Transportation Plan for review online, at the Monroe County Public Library, and at City Hall.

#201 - Transportation Improvement Program

This element includes activities to develop a Transportation Improvement Program (TIP) pursuant to U.S. Department of Transportation requirements which details all federal-aid projects. The BMCMPPO is now responsible for administering a local Highway Safety Improvement Program. Staff also attends monthly meetings with representatives from various City of Bloomington departments for transportation project management coordination. The BMCMPPO is now responsible for administering a local allocation of Transportation Enhancement funds. Lastly, the BMCMPPO is charged with assisting local public agencies in the development of ADA Compliance Plans.

During this quarter, the BMCMPPO accomplished the following tasks:

- A. Transportation Improvement Program
- Amended the FY 2010-2013 TIP as follows:
 - Added two Transportation Enhancement funded projects and updated four other projects (1/8/10);
 - Updated six ARRA funded projects for Monroe County and Bloomington and removed four state projects (3/12/10) which resulted in approval of the 2010-2013 TIP by the State of Indiana;
 - Amended the FY 2009-2012 TIP as follows:
 - Updated eight ARRA funded projects for Monroe County, Bloomington, and Ellettsville (3/12/10);
 - Reviewed changes to Monroe County's Mt. Tabor Rd/Matthews Drive Bridge for Complete Streets compliance (1/22/10)
 - Received project updates from Local Public Agencies pursuant to the quarterly reporting requirements and shared the information with the MPO Committees;
- B. Highway Safety Improvement Program (HSIP)
- The State acknowledged that the local HSIP procedures were legitimate (2/17/10);
 - Worked on updating the local HSIP procedures to bring them in line with State procedures and broaden project eligibility.
- C. Project Coordination
- Attended monthly meetings of the City of Bloomington's Projects Team:
 - January 21, 2010;
 - February 18, 2010;
 - March 18, 2010.

- Participated in project coordination and public workshops:
 - Sare & Rogers Roundabout (1/22/10);
 - 17th & Arlington & Monroe Roundabout (1/25/10 & 3/31/10).
- D. TE Administration
 - Amended the TIP to include two TE funded projects (as mentioned above – 201.A.).
- E. ADA Compliance Plans
 - Hosted a webinar on ADA Transition Plans (as mentioned above – 102.A.);
 - Formed a CAC subcommittee to discuss accessibility (as mentioned above – 103.A);
 - Reported to the TAC on legal actions that can result from non-compliance with ADA (2/24/10).

#202 – Short-Range Transportation Studies

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

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

- A. North Campus Area Study
 - Finished the 10th Street Mobility Study (aka N. Campus Area Study);
 - Presented the studies final findings at a public presentation (3/11/10) and to the Policy Committee (3/12/10);
 - Maintained a webpage and a Facebook page dedicated to the study.
- B. West 2nd Street Feasibility Study
 - No tasks were accomplished by the BMCMPPO this quarter with the 2nd Street Feasibility Study.
- C. CAC/Student Assisted Study
 - No tasks were accomplished by the BMCMPPO this quarter with the Student Assisted Study.

#301 – Long Range Transportation Plan

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

During this quarter, the BMCMPPO accomplished the following tasks:

- A. 2035 Long Range Transportation Plan (LRTP)
 - Presented strategies for readopting the LRTP;
 - Held a 30 day written public comment period on the LRTP re adoption (as mentioned above – 103.C).
- B. ITS Architecture Maintenance
 - No tasks were accomplished by the BMCMPPO this quarter with the ITS Architecture.

#401 - Vehicular Data Collection

This element includes activities to conduct vehicular volume counts within the Metropolitan Planning Area for arterial and collector streets on a rotational cycle. To standardize how this work will be done, the BMCMPPO plans to update its Traffic Counting Manual. Traffic counts will be conducted

with assistance from the Bloomington Public Works Department, and the Town of Ellettsville Planning Department so that the BMCMPPO's functionally classified roadway network is covered. Additionally, the BMCMPPO will produce an annual crash report in an effort to identify potentially hazardous intersections and corridors.

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

A. Traffic Volume Counting

- The City of Bloomington Engineering Department conducted 36 traffic counts and six turning movement counts;
- The BMCMPPO and City of Bloomington continued to support three permanent traffic volume counting stations, including utility and maintenance costs.

B. Annual Crash Report

- Performed data analysis for the Calendar Year 2008 Crash Report.

#402 - Infrastructure Management

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

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

A. Infrastructure Management Plan

- No tasks were accomplished by the BMCMPPO this quarter with Infrastructure Management.

#501 - Transit, Bicycle, and Pedestrian Data Collection

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

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

A. Transit Ridership and Bicycle/Pedestrian Data Collection

- Conducted bicycle and pedestrian counts at several locations in Bloomington and bike rack counts throughout Bloomington;
- Solicited the help of volunteers to conduct counts and expand the coverage of data collected;
- Worked with the Bloomington Council Sidewalk Committee on opportunities for new sidewalks in Bloomington.

#502 - Short Range Alternative Transportation Studies

This element includes activities to coordinate the Safe Routes to School Task (SRTS) Force so that local stakeholders can work cooperatively to generate project ideas and apply for SRTS funding. Additionally, BMCMPPO staff will promote and encourage bicycle and pedestrian activities as viable modes of transportation through continued cooperation with the Bicycle and Pedestrian Safety Commission. BMCMPPO staff will also host bicycle skills and safety training seminars for the public. Bloomington Transit, with the assistance of a private consultant, will continue work on a new Transit Development Program (TDP) which will comprehensively analyze the operations of Bloomington Transit and provide recommendations for future improvements to transit. Bloomington Transit will also embark upon a study to evaluate the capacity and expansion opportunities of the Grimes Lane Operations Facility. Lastly, BMCMPPO will work with the City and Indiana University to explore options of establishing a car sharing program in the community in an effort to promote a convenient and affordable alternative to personal vehicle ownership.

During this quarter, the BMCMPO with the help of its contract service partners accomplished the following tasks:

- A. Safe Routes to School (SRTS) Program
 - Coordinated SRTS Task Force and subcommittee meetings (minutes, packets, &/or staff support):
 - January 13, 2010;
 - April 8, 2010.
- B. Bicycle and Pedestrian Project Coordination
 - Attended meetings and workshops of the Bicycle and Pedestrian Safety Commission:
 - January 4, 2010 (workshop);
 - February 1, 2010 (workshop);
 - February 15, 2010 (meeting);
 - March 1, 2010 (workshop);
 - March 15, 2010 (meeting).
 - Attended meetings of the Monroe County's Alternative Transportation Technical Committee meeting:
 - Karst Farm Public Workshop (3/1/10).
- C. LCI Training Program
 - Strategized on how to implement a bicycle safety class at Batchelor Middle School;
 - Gave a presentation on "Bicycle Safety" at the Bloomington Bicycle Club's Annual Reception (3/6/10).
- D. Transit Development Program (TDP)
 - This task is complete.
- E. Grimes Lane Operations Facility Study
 - No tasks were accomplished by the BMCMPO this quarter with the Grimes Lane Operations Facility Study.
- F. Car Sharing Program Support
 - No tasks were accomplished by the BMCMPO this quarter with the Car Sharing Program Support.

#503 - Long Range Alternative Transportation Programs

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

During this quarter, the BMCMPO accomplished the following tasks:

- A. Alternative Transportation Corridor Study
 - Strategized on bicycle wayfinding measures and greenways projects.
- B. Coordinated Human Services Public Transit Plan
 - Coordinated with Bloomington Transit on long range policies, the possibility of "Small Starts" funding, group ridership agreements, and Google Transit.

First Quarter Summary			
Quarter	Q1 / FY 2010		
Period	07/01/2009 - 09/30/2009		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 4,498.64	\$ 17,994.55	\$ 22,493.19
102	\$ 661.89	\$ 2,647.54	\$ 3,309.43
103	\$ 499.56	\$ 1,998.25	\$ 2,497.81
201	\$ 271.48	\$ 1,085.92	\$ 1,357.40
202	\$ 8,513.47	\$ 34,053.89	\$ 42,567.36
301	\$ 6.53	\$ 26.13	\$ 32.66
401	\$ 1,615.97	\$ 6,463.90	\$ 8,079.87
402	\$ 455.46	\$ 1,821.86	\$ 2,277.32
501	\$ 127.39	\$ 509.55	\$ 636.94
502	\$ 1,425.43	\$ 5,701.70	\$ 7,127.13
503	\$ -	\$ -	\$ -
Total	\$ 18,075.82	\$ 72,303.28	\$ 90,379.10

Second Quarter Summary			
Quarter	Q2 / FY 2010		
Period	10/01/2009 - 12/31/2009		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 5,047.04	\$ 20,188.17	\$ 25,235.22
102	\$ 1,271.31	\$ 5,085.24	\$ 6,356.55
103	\$ 444.70	\$ 1,778.78	\$ 2,223.48
201	\$ 592.84	\$ 2,371.37	\$ 2,964.22
202	\$ 2,183.86	\$ 8,735.45	\$ 10,919.31
301	\$ 49.82	\$ 199.27	\$ 249.09
401	\$ 2,046.09	\$ 8,184.37	\$ 10,230.46
402	\$ 371.28	\$ 1,485.12	\$ 1,856.40
501	\$ 377.82	\$ 1,511.27	\$ 1,889.09
502	\$ 477.65	\$ 1,910.61	\$ 2,388.26
503	\$ -	\$ -	\$ -
Total	\$ 12,862.41	\$ 51,449.66	\$ 64,312.07

Third Quarter Summary			
Quarter	Q3 / FY 2010		
Period	01/01/2010 - 03/31/2010		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 5,390.76	\$ 21,563.06	\$ 26,953.82
102	\$ 483.26	\$ 1,933.04	\$ 2,416.30
103	\$ 864.73	\$ 3,458.91	\$ 4,323.64
201	\$ 581.62	\$ 2,326.49	\$ 2,908.11
202	\$ 3,850.32	\$ 15,401.29	\$ 19,251.61
301	\$ 242.21	\$ 968.82	\$ 1,211.03
401	\$ 1,565.73	\$ 6,262.92	\$ 7,828.65
402	\$ -	\$ -	\$ -
501	\$ 153.76	\$ 615.04	\$ 768.80
502	\$ 411.21	\$ 1,644.85	\$ 2,056.06
503	\$ 60.46	\$ 241.83	\$ 302.29
Total	\$ 13,604.06	\$ 54,416.25	\$ 68,020.31

Fourth Quarter Summary			
Quarter	Q4 / FY 2010		
Period	04/01/2010 - 06/30/2010		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ -	\$ -	\$ -
102	\$ -	\$ -	\$ -
103	\$ -	\$ -	\$ -
201	\$ -	\$ -	\$ -
202	\$ -	\$ -	\$ -
301	\$ -	\$ -	\$ -
401	\$ -	\$ -	\$ -
402	\$ -	\$ -	\$ -
501	\$ -	\$ -	\$ -
502	\$ -	\$ -	\$ -
503	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -



Financial Status Report: Fiscal Year 2010

Quarterly Spending Summary												
Quarter	Q1 / FY 2010			Q2 / FY 2010			Q3 / FY 2010			Q4 / FY 2010		
Period	07/01/2009 - 09/30/2009			10/01/2009 - 12/31/2009			01/01/2010 - 03/31/2010			04/01/2010 - 06/30/2010		
Element #	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total
101	\$ 4,498.64	\$ 17,994.55	\$ 22,493.19	\$ 5,047.04	\$ 20,188.17	\$ 25,235.22	\$ 5,390.76	\$ 21,563.06	\$ 26,953.82	\$ -	\$ -	\$ -
102	\$ 661.89	\$ 2,647.54	\$ 3,309.43	\$ 1,271.31	\$ 5,085.24	\$ 6,356.55	\$ 483.26	\$ 1,933.04	\$ 2,416.30	\$ -	\$ -	\$ -
103	\$ 499.56	\$ 1,998.25	\$ 2,497.81	\$ 444.70	\$ 1,778.78	\$ 2,223.48	\$ 864.73	\$ 3,458.91	\$ 4,323.64	\$ -	\$ -	\$ -
201	\$ 271.48	\$ 1,085.92	\$ 1,357.40	\$ 592.84	\$ 2,371.37	\$ 2,964.22	\$ 581.62	\$ 2,326.49	\$ 2,908.11	\$ -	\$ -	\$ -
202	\$ 8,513.47	\$ 34,053.89	\$ 42,567.36	\$ 2,183.86	\$ 8,735.45	\$ 10,919.31	\$ 3,850.32	\$ 15,401.29	\$ 19,251.61	\$ -	\$ -	\$ -
301	\$ 6.53	\$ 26.13	\$ 32.66	\$ 49.82	\$ 199.27	\$ 249.09	\$ 242.21	\$ 968.82	\$ 1,211.03	\$ -	\$ -	\$ -
401	\$ 1,615.97	\$ 6,463.90	\$ 8,079.87	\$ 2,046.09	\$ 8,184.37	\$ 10,230.46	\$ 1,565.73	\$ 6,262.92	\$ 7,828.65	\$ -	\$ -	\$ -
402	\$ 455.46	\$ 1,821.86	\$ 2,277.32	\$ 371.28	\$ 1,485.12	\$ 1,856.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
501	\$ 127.39	\$ 509.55	\$ 636.94	\$ 377.82	\$ 1,511.27	\$ 1,889.09	\$ 153.76	\$ 615.04	\$ 768.80	\$ -	\$ -	\$ -
502	\$ 1,425.43	\$ 5,701.70	\$ 7,127.13	\$ 477.65	\$ 1,910.61	\$ 2,388.26	\$ 411.21	\$ 1,644.85	\$ 2,056.06	\$ -	\$ -	\$ -
503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60.46	\$ 241.83	\$ 302.29	\$ -	\$ -	\$ -
Total	\$ 18,075.82	\$ 72,303.28	\$ 90,379.10	\$ 12,862.41	\$ 51,449.66	\$ 64,312.07	\$ 13,604.06	\$ 54,416.25	\$ 68,020.31	\$ -	\$ -	\$ -

Fiscal Year Budget Summary											
Element #	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio	
	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Expended	Unspent
101	\$ 15,554.34	\$ 62,217.38	\$ 77,771.72	\$ 14,936.44	\$ 59,745.78	\$ 74,682.22	\$ 617.90	\$ 2,471.60	\$ 3,089.50	96.0%	4.0%
102	\$ 2,608.55	\$ 10,434.19	\$ 13,042.74	\$ 2,416.45	\$ 9,665.82	\$ 12,082.27	\$ 192.09	\$ 768.38	\$ 960.47	92.6%	7.4%
103	\$ 7,494.03	\$ 29,976.11	\$ 37,470.14	\$ 1,808.99	\$ 7,235.95	\$ 9,044.94	\$ 5,685.04	\$ 22,740.16	\$ 28,425.20	24.1%	75.9%
201	\$ 16,286.54	\$ 65,146.14	\$ 81,432.68	\$ 1,445.95	\$ 5,783.78	\$ 7,229.73	\$ 14,840.59	\$ 59,362.36	\$ 74,202.95	8.9%	91.1%
202	\$ 23,146.68	\$ 92,586.72	\$ 115,733.40	\$ 14,547.66	\$ 58,190.62	\$ 72,738.28	\$ 8,599.02	\$ 34,396.10	\$ 42,995.12	62.8%	37.2%
301	\$ 26,961.24	\$ 107,844.96	\$ 134,806.20	\$ 298.56	\$ 1,194.22	\$ 1,492.78	\$ 26,662.68	\$ 106,650.74	\$ 133,313.42	1.1%	98.9%
401	\$ 10,246.69	\$ 40,986.75	\$ 51,233.44	\$ 5,227.80	\$ 20,911.19	\$ 26,138.99	\$ 5,018.89	\$ 20,075.56	\$ 25,094.45	51.0%	49.0%
402	\$ 3,375.34	\$ 13,501.37	\$ 16,876.71	\$ 826.74	\$ 3,306.98	\$ 4,133.72	\$ 2,548.60	\$ 10,194.39	\$ 12,742.99	24.5%	75.5%
501	\$ 3,041.71	\$ 12,166.82	\$ 15,208.53	\$ 658.96	\$ 2,635.86	\$ 3,294.82	\$ 2,382.74	\$ 9,530.97	\$ 11,913.71	21.7%	78.3%
502	\$ 20,912.68	\$ 83,650.72	\$ 104,563.40	\$ 2,314.29	\$ 9,257.16	\$ 11,571.45	\$ 18,598.39	\$ 74,393.56	\$ 92,991.95	11.1%	88.9%
503	\$ 3,732.40	\$ 14,929.59	\$ 18,661.99	\$ 60.46	\$ 241.83	\$ 302.29	\$ 3,671.94	\$ 14,687.76	\$ 18,359.70	1.6%	98.4%
Total	\$ 133,360.19	\$ 533,440.75	\$ 666,800.94	\$ 44,542.30	\$ 178,169.18	\$ 222,711.48	\$ 88,817.89	\$ 355,271.57	\$ 444,089.46	33.4%	66.6%

Monroe County

WORK ELEMENT	PROGRAMMED AMOUNT (2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
402	\$ 10,760.38	\$ 2,690.09	\$ 13,450.47	\$ 3,306.98	\$ 826.74	\$ 4,133.72	\$ 7,453.40	\$ 1,863.35	\$ 9,316.75	30.7%	69.3%
TOTALS	\$ 10,760.38	\$ 2,690.09	\$ 13,450.47	\$ 3,306.98	\$ 826.74	\$ 4,133.72	\$ 7,453.40	\$ 1,863.35	\$ 9,316.75	30.7%	69.3%

Bloomington

WORK ELEMENT	PROGRAMMED AMOUNT (2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 36,000.00	\$ 9,000.00	\$ 45,000.00	\$ -	\$ -	\$ -	\$ 36,000.00	\$ 9,000.00	\$ 45,000.00	0.0%	100.0%
401	\$ 32,068.21	\$ 8,017.05	\$ 40,085.26	\$ 15,213.61	\$ 3,803.40	\$ 19,017.01	\$ 16,854.60	\$ 4,213.65	\$ 21,068.25	47.4%	52.6%
402	\$ (563.57)	\$ (140.89)	\$ (704.46)	\$ -	\$ -	\$ -	\$ (563.57)	\$ (140.89)	\$ (704.46)	0.0%	100.0%
TOTALS	\$ 67,504.64	\$ 16,876.16	\$ 84,380.80	\$ 15,213.61	\$ 3,803.40	\$ 19,017.01	\$ 52,291.03	\$ 13,072.76	\$ 65,363.79	22.5%	77.5%

Ellettsville

WORK ELEMENT	PROGRAMMED AMOUNT (2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
401	\$ 4,344.55	\$ 1,086.14	\$ 5,430.69	\$ -	\$ -	\$ -	\$ 4,344.55	\$ 1,086.14	\$ 5,430.69	0.0%	100.0%
402	\$ 3,304.56	\$ 826.14	\$ 4,130.70	\$ -	\$ -	\$ -	\$ 3,304.56	\$ 826.14	\$ 4,130.70	0.0%	100.0%
TOTALS	\$ 7,649.11	\$ 1,912.28	\$ 9,561.39	\$ -	\$ -	\$ -	\$ 7,649.11	\$ 1,912.28	\$ 9,561.39	0.0%	100.0%

Bloomington Transit

WORK ELEMENT	PROGRAMMED AMOUNT (2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
501	\$ 1,600.00	\$ 400.00	\$ 2,000.00	\$ -	\$ -	\$ -	\$ 1,600.00	\$ 400.00	\$ 2,000.00	0.0%	100.0%
502	\$ 60,457.21	\$ 15,114.30	\$ 75,571.51	\$ -	\$ -	\$ -	\$ 60,457.21	\$ 15,114.30	\$ 75,571.51	0.0%	100.0%
TOTALS	\$ 62,057.21	\$ 15,514.30	\$ 77,571.51	\$ -	\$ -	\$ -	\$ 62,057.21	\$ 15,514.30	\$ 77,571.51	0.0%	100.0%

Indiana University

WORK ELEMENT	PROGRAMMED AMOUNT (2010)			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 38,216.00	\$ 9,554.00	\$ 47,770.00	\$ 51,148.00	\$ 12,787.00	\$ 63,935.00	\$ (12,932.00)	\$ (3,233.00)	\$ (16,165.00)	133.8%	-33.8%
TOTALS	\$ 38,216.00	\$ 9,554.00	\$ 47,770.00	\$ 51,148.00	\$ 12,787.00	\$ 63,935.00	\$ (12,932.00)	\$ (3,233.00)	\$ (16,165.00)	133.8%	-33.8%

MEMORANDUM



To: MPO TAC & CAC
From: Josh Desmond, AICP
MPO Director
Date: May 19, 2010
Re: Fiscal Year 2011-2012 Unified Planning Work Program

Background

Staff has completed the draft Fiscal Year 2011-2012 Unified Planning Work Program. The UPWP was submitted, in draft form, to INDOT and FHWA on May 1, 2010. Staff intends to seek final adoption of the new UPWP at the Policy Committee meeting on June 11, 2010. The TAC & CAC will have the opportunity to review a full draft of the UPWP at the May 26 meetings, prior to final Policy Committee action.

FY2011-2012 Estimated Budget

The MPO previously adopted a two-year UPWP covering Fiscal Years 2009-2010. The budget for that work program initially included the standard allocation for those two fiscal years, plus carryover funds from FY 2007. Carryover funding from FY 2008 was later amended into the UPWP. As a result, the total two-year budget for the FY 2009-2010 UPWP was \$961,037.50, representing \$768,830 in Federal funds and \$192,207.50 in local matching funds.

The funding for FY 2011-2012 will be noticeably reduced from the previous budget. One significant change is the lack of carryover funding from FY 2009. Since the previous work program covered two fiscal years, any unspent funds from FY 2009 were simply expended in FY 2010 prior to tapping in to FY 2010 funds. Final carryover funds from FY 2010 will be available to amend into the budget at a later time, as was the case with FY 2008 carryover. The budget for FY 2011-2012 is \$656,770, representing \$525,416 in Federal funds and \$131,354 in local matching funds. This breaks down to \$328,385 per fiscal year.

Planning Emphasis Areas

The Federal Highway Administration (FHWA) provides the MPO with Planning Emphasis Areas (PEAs) that must be addressed for each new work program. These are key areas that FHWA wants the MPO to focus its energy on during that time period. The PEAs for FY 2011-2012 remain the same as those for the last UPWP, so no new additions to the UPWP are required to address these issues. Please review the UPWP Executive Summary for more information on the existing PEAs.

UPWP Outline Highlights

As part of the development of the new UPWP, staff has taken the opportunity to do some reorganization of work program elements and tasks to better reflect the current operations and responsibilities of the MPO. The following is an overview of the revised UPWP structure.

Comprehensive Planning Coordination & Outreach

- 101 Transportation Planning Coordination**
 - A. Intergovernmental Coordination
 - B. Unified Planning Work Program
 - C. Planning Grant Administration
 - D. Indiana MPO Council
 - E. Staff Training & Education
 - F. Web Site Administration
 - G. Public Participation Process

- 102 Transportation Improvement Program**
 - A. Transportation Improvement Program

Bloomington/Monroe County Metropolitan Planning Organization

- B. HSIP Administration
- C. TE Program Administration
- D. Safe Routes to School Program Administration

Transportation Planning

- 201 Long Range Planning**
 - A. 2035 Long Range Transportation Plan
- 202 Short Range Transportation Studies & Activities**
 - A. Transit Feasibility Study (placeholder)
 - B. CAC/Student-assisted Study
 - C. ADA Transition Plans
- 203 Data Collection & Analysis**
 - A. Traffic Volume Counting
 - B. Infrastructure Management Plan
 - C. ITS Architecture Maintenance
 - D. Annual Crash Report

Alternative Transportation Planning

- 301 Long Range Planning**
 - A. BT Grimes Lane Facility Study (carryover)
- 302 Short Range Alternative Transportation Studies & Activities**
 - A. Alternative Transportation Study (placeholder)
 - B. Coordinated Human Services Public Transit Plan
 - C. Bicycle & Pedestrian Safety and Project Coordination
- 303 Transit, Bicycle & Pedestrian Data Collection & Analysis**
 - A. Transit Ridership & Bicycle/Pedestrian Counts

Recommendation Requested

The TAC and CAC are asked to make a recommendation to the Policy Committee on the proposed FY 2011-2012 UPWP.

Unified Planning Work Program

Fiscal Years 2011-2012

[July 1, 2010 through June 30, 2012]

Adopted:

0X/XX/10



Executive Summary

The following is the Executive Summary of the Fiscal Year (FY) 2011-2012 Unified Planning Work Program for the Bloomington/Monroe County Metropolitan Planning Organization. One of the federal requirements of the urban transportation planning process involves the development of an annual Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the MPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have several Planning Emphasis Areas (PEAs) for special consideration in F.Y. 2011-2012 under the federal legislative provisions established with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In addition to the SAFETEA-LU requirements, FHWA recommends two additional areas and FTA recommends five additional areas that warrant further attention for the Bloomington/Monroe County MPO FY 2011-2012 UPWP. Unless specifically noted, the following Planning Emphasis Areas are outlined to highlight efforts that the Bloomington/Monroe County MPO will conduct to help fulfill these requirements in the forthcoming fiscal year:

ACKNOWLEDGEMENT AND DISCLAIMER

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.

METROPOLITAN AND STATEWIDE PLANS – ENVIRONMENTAL MITIGATION

This PEA focuses on the coordination of transportation plan efforts so that a discussion of potential environmental mitigation activities is developed with Federal, State and Tribal, land management, and regulatory agencies.

The coordination of all transportation plans will be undertaken through Work Element #101. Environmental issues will be addressed in accordance with National Environmental Policy Act (NEPA) guidelines and locally established environmental planning policies and programs for the Bloomington/Monroe County MPO. Such coordination will also occur under Work Element #201 as a component of the 2035 Long Range Transportation Plan.

NEW CONSULTATIONS

Similar to the previous PEA, State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation shall be consulted in the development of long-range transportation plans.

The MPO will continue to fully coordinate all planning activities and NEPA decision-making with appropriate federal, state, and local agencies, regardless of responsibilities, through Work Element #101. In addition, the 2035 Long Range Transportation Plan will incorporate such consultations under Work Element #201.

CONSISTENCY OF TRANSPORTATION PLAN WITH PLANNED GROWTH AND DEVELOPMENT PLANS

Revises the previous PEA related to environment and adds the promotion of consistency between transportation improvements and State and local planned growth and economic development patterns.

The 2030 Long Range Transportation Plan adopted by the MPO in April 2006 (amended June 2007 and reaffirmed in May 14, 2010), and the annual Transportation Improvement Program are consistent with comprehensive plans, alternative transportation plans, and other relevant land use and transportation

Bloomington/Monroe County Metropolitan Planning Organization

policy documents adopted by the City of Bloomington, Monroe County, and the Town of Ellettsville. The FY 2011-2012 UPWP will focus on this planning emphasis area with Work Element #101.

TRANSPORTATION SYSTEM SECURITY

This PEA calls for the security of the transportation system as a stand-alone planning factor thereby signaling an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor.

The MPO is committed to the development of an Intelligent Transportation System (ITS) Architecture in partnership with the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) that will improve transportation system efficiency, safety and security. Work Element #203 will result in a complete ITS Architecture for the Bloomington/Monroe County MPO as well as its on-going maintenance.

OPERATIONAL AND MANAGEMENT STRATEGIES

This PEA is designed to ensure that metropolitan transportation plans shall include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

Multi-modal operational and management strategies for the Bloomington/Monroe County MPO transportation system will be addressed in the FY 2011-2012 UPWP with Work Elements #102, #201, #202, #203, #301, #302, and #303.

PARTICIPATION PLAN

This PEA requires MPOs to develop and utilize a "Participation Plan" that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP.

The MPO recognizes the importance of public participation and embraces it with an extensive outreach and involvement program. The Citizens' Guide to Transportation Planning, the Citizens Advisory Committee webpage, and the MPO Citizens Advisory Committee Fact Sheet with contact information are accessible to the community, as are public meeting notifications for all MPO meetings and the 2030 Long Range Transportation Plan and the annual Transportation Improvement Program. In addition to Work Element #101, the FY 2011-2012 UPWP will use Work Elements #301 and #302 to expand public participation in alternative transportation planning initiatives.

VISUALIZATION TECHNIQUES IN PLANS AND METROPOLITAN TIP DEVELOPMENT

This PEA requires MPOs to develop and utilize visualization techniques as part of the Transportation Plan and TIP development.

The MPO currently publishes maps online and both the City of Bloomington and Monroe County have interactive mapping capabilities. The MPO intends to expand upon visualization techniques for all public documents including the 2030 Long Range Transportation Plan, the annual Transportation Improvement Program, and alternative transportation with enhanced website capabilities including the availability of aerial photo overlays through the City of Bloomington's geographic information system (GIS). This initiative to improve web based content and public contact is already underway through the City of Bloomington's Information Technology Department. Work Element #101 will be used to coordinate this effort, and it will also be integrated into any MPO activity where visualizations would prove beneficial to public users.

PUBLICATION OF PLANS AND TIP/STIP

Bloomington/Monroe County Metropolitan Planning Organization

This PEA requires MPOs to publish or otherwise make available for public review transportation plans and TIPs including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

The MPO currently publishes and will continue to publish under Work Element #101 all meeting notices, agendas, minutes, draft plans and final documents, including the annual Transportation Improvement Plan and the 2030 Long Range Transportation Plan. All information is made available for downloading in a standard Adobe Acrobat file format.

ANNUAL LISTING OF OBLIGATED PROJECTS

This PEA requires MPOs to develop a cooperative effort of the State, transit operator, and MPO to provide an annual listing of investments in pedestrian walkways and bicycle transportation facilities for which Federal funds have been obligated in the preceding year as well as all other obligated projects.

The MPO will include an annual listing of all obligated federal transportation funded projects in the development of the annual Transportation Improvement Program (Work Element #102) and maintain publication of the document on its website (Work Element #101).

CONGESTION MANAGEMENT PROCESS IN TRANSPORTATION MANAGEMENT AREAS (TMAs)

Within a metropolitan planning area serving a TMA, there must be "a process that provides for effective management and operation" to address congestion management. This provision is similar to the ISTEA/TEA-21 requirement for a Congestion Management System (CMS) to be developed and implemented in TMAs. Each TMA (with input from the FHWA Division Offices and FTA Regional Offices) should assess the extent that the TMA's existing CMS meets the new statutory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3) and define a plan and schedule to implement this process. Consistent with previous FHWA/FTA guidance, the phase-in schedule for this provision in newly designated TMAs is 18 months after the identification of a TMA.

The Bloomington/Monroe County MPO is not currently defined as a Transportation Management Area nor is it likely to be so identified within the near future. Regardless, the MPO will employ a variety of Work Elements (#102, #201, #202, #203, #301, #302, and #303) to address congestion issues in the urbanized area.

COORDINATED HUMAN SERVICES PUBLIC TRANSIT TRANSPORTATION PLAN

As a condition for receiving formula funding under the following 3 FTA programs, proposed projects must be derived from a locally developed human services public transit transportation plan: (1) Special Needs of Elderly Individuals and Individuals with Disabilities [49 U.S.C. 5310(d)(2)(B)(i) and (ii)]; (2) Job Access and Reverse Commute [49 U.S.C. 5316(g)(3)(A) and (B)]; and (3) New Freedom [49 U.S.C. 5317(f)(3)(A) and (B)]. The plan must have been developed through a process that included representatives of public, private, and non profit transportation and human services providers, as well as the public. This new requirement reinforces the broadened list of entities to be involved in the MPO's Participation Plan (23 U.S.C. 134 (i)(5)(A) and 49 U.S.C. 5303 (i)(5)(A)), as described above. In preparing the local public transit-human service transportation plans, service providers seeking assistance under these programs should ensure full coordination with the applicable metropolitan and statewide planning processes.

The Bloomington/Monroe County MPO has completed and adopted a Coordinated Human Services Public Transit Transportation Plan for the Metropolitan Planning Area. Under Work Element #302 of the FY 2011-2012 UPWP, the MPO will continue to maintain and update the Plan as needed, and will provide assistance to transportation and service providers that are pursuing grant funds to implement projects listed in the Plan.

FISCAL CONSTRAINT

This PEA requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and are reasonably expected to be available to implement the metropolitan long range transportation plan and STIP/TIP, while providing for the operation and maintenance of the existing highway and transit systems.

The adopted Year 2030 Long Range Transportation Plan lists a comprehensive set of multi-modal transportation projects that are fiscally constrained with projected revenue receipts from federal, state, local and private sources. The Plan also highlights a forecast for local highway operating and maintenance costs for the existing transportation system. The 2035 Long Range Transportation Plan to be initiated under Work Element #201 will maintain fiscal constraint as required. The annual MPO TIP to be completed under Work Element #102 will continue to identify a fiscally constrained program of projects for the urbanized area.

HIGHWAY PERFORMANCE MONITORING SYSTEMS (HPMS)

In cooperation with Indiana MPO Council, all MPOs will participate in the collection, analysis, and reporting of HPMS data to assist FHWA and INDOT in maintaining traffic data that is reported in the annual INDOT HPMS database submittal.

The Bloomington/Monroe County MPO will count one-third of all local HPMS locations in FY 2011 and FY 2012 along with 150 coverage counts as noted in Work Element #203. The MPO has a long-standing cooperative partnership program with the Indiana Department of Transportation to collect, analyze, and report HPMS data for the urbanized area. This effort will continue and will be further refined in FY 2011-2012 with additional quality assurance verifications recommended by the FHWA as noted in Work Element #203.

AIR QUALITY CONFORMITY

MPOs located in non-attainment/maintenance areas must continue working with the Indiana Department of Environmental Management (IDEM) as State Implementation Plans are developed and mobile budgets are established.

The Bloomington urbanized area is designated as an “attainment” area for air quality and is therefore not subject to the stipulations of this planning emphasis area. Nevertheless, the MPO will continue to work with IDEM as required under Work Element #101.

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Bloomington/Monroe County MPO Structure and Administration For Fiscal Years 2011-2012 (July 1, 2010 through June 30, 2012)

INTRODUCTION

In March 1982, the Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process. The 3-C planning process is outlined in the urban planning regulations jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on September 17, 1975, as amended on June 30, 1983.

Federal transportation policy and programs relating to MPO's are guided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA – LU), which was signed into law in 2005. This legislation updates Titles 23 and 49 of the United States Code (U.S.C.) and builds on the major changes made to Federal transportation policy and programs addressed in the Transportation Equity Act for the 21st Century (TEA-21). Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects, which are to be funded by the FHWA and/or FTA.

One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP), which describes all planning activities that are anticipated in the urbanized area over the next programming year. The UPWP also documents the work that will be performed with federal planning funds.

The FY 2011-2012 UPWP is intended to satisfy the Bloomington metropolitan planning area's work program requirement for the Fiscal Years 2011 and 2012 (July 1, 2010 to June 30, 2012). It is entitled, and shall hereafter be referred to as the FY 2011-2012 Unified Planning Work Program.

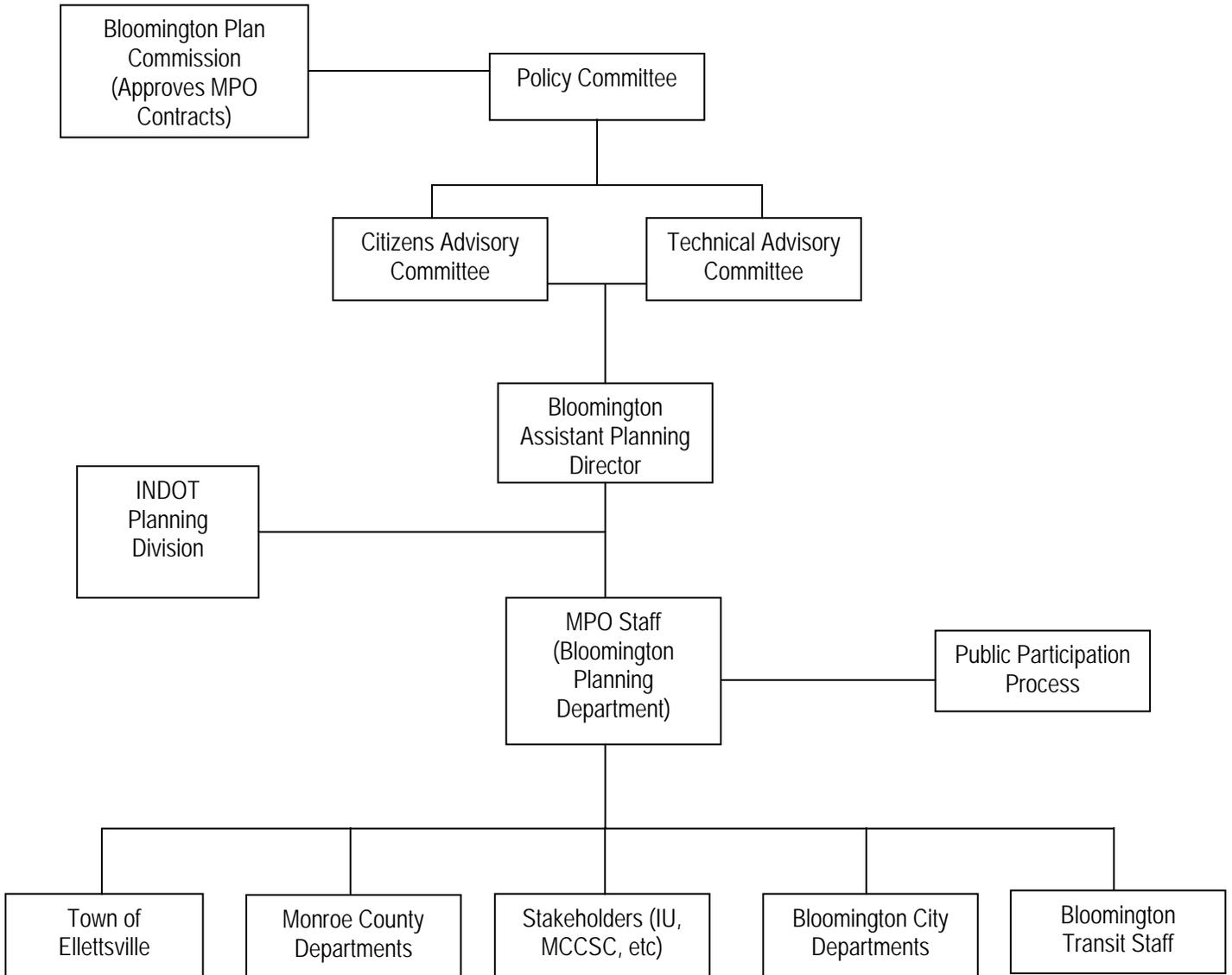
MPO STRUCTURE

The Bloomington/Monroe County MPO is an organization consisting of a three-part intergovernmental steering committee, the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning Department as the lead staff agency.

The three-part intergovernmental steering committee is made up of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement effectively provides for close communication between key policy/decision makers, the technical planning staff, and citizen representatives. In addition, the MPO Staff maintains close working relationships with City of Bloomington, Monroe County, and the Town of Ellettsville departments and agencies, Bloomington Public Transportation Corporation, Indiana University, Monroe County and Richland Bean Blossom Community School Corporations, the Indiana Department of Transportation (INDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

The following pages document the MPO Committee organization structure and the composition of the three MPO committees.

Bloomington/Monroe County MPO Organizational Chart



Bloomington/Monroe County MPO Committee Composition

POLICY COMMITTEE

Name	Title	Representing
Kent McDaniel (<i>Chair</i>)	Board of Directors Member	Bloomington Public Transportation Corporation
Jack Baker (<i>Vice Chair</i>)	President, Plan Commission	City of Bloomington
Mark Kruzan	Mayor	City of Bloomington
Andy Ruff	Common Council Member	City of Bloomington
Susie Johnson	Director, Public Works Department	City of Bloomington
Lynn Coyne	Director, Real Estate Department	Indiana University
Pat Stoffers	President, County Commissioners	Monroe County
Julie Thomas	County Council Member	Monroe County
Richard Martin	President, Plan Commission	Monroe County
Bill Williams	Director, Highway Department	Monroe County
Dianna Bastin	Town Council President	Town of Ellettsville
Patrick Murray	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Jim Stark	Deputy Commissioner, Seymour District	Indiana Department of Transportation
Marisol Simon	Administrator, Region V	Federal Transit Administration (non-voting)
Bob Tally	Administrator, Indiana Division	Federal Highway Administration (non-voting)

TECHNICAL ADVISORY COMMITTEE

Name	Title	Representing
Adrian Reid (<i>Chair</i>)	City Engineer	City of Bloomington
Jane Fleig (<i>Vice Chair</i>)	Assistant Engineer, Utilities Department	City of Bloomington
Lew May	General Manager	Bloomington Transit
Patrick Murray	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee
Andrea Roberts	Deputy Director, Public Works Department	City of Bloomington
Dave Williams	Director of Operations, Parks & Recreation Dept.	City of Bloomington
Tom Micuda	Director, Planning Department	City of Bloomington
Michael Trexler	Controller	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Bobby Chesnut	Street Commissioner	City of Bloomington
Amy Gerstman	Auditor	Monroe County
Chuck Stephenson	Administrator, Parks & Recreation Dept.	Monroe County
Gregg Zody	Director, Planning Department	Monroe County
Kurt Babcock	GIS Coordinator	Monroe County
S. Bruce Payton	Executive Director, Monroe County Airport	Monroe County Airport
John Carter	Transportation Director	Monroe County Community Schools Corp.
Steven Kain	Superintendent	Richland-Bean Blossom Community Schools Corp.
Doug Norton	Manager	Rural Transit
Mike Cornman	Street Department	Town of Ellettsville
Connie Griffin	Director, Planning Services	Town of Ellettsville
Perry Maull	Operations Director, IU Transportation	Indiana University
John Collison	Highway Department Assistant Director	Monroe County
Jim Ude	District Planning & Programming Director	Indiana Department of Transportation (non-voting)
Emanuel Nsonwu	Urban and MPO Planning Representative	Indiana Department of Transportation (non-voting)
Brian Jones	Project Manager	Indiana Department of Transportation (non-voting)
Janice Osadczuk	Indiana Division	Federal Highway Administration (non-voting)

CITIZENS ADVISORY COMMITTEE

Name	Representing
Patrick Murray (<i>Chair</i>)	Prospect Hill Neighborhood
Laurel Cornell (<i>Vice-Chair</i>)	Prospect Hill Neighborhood
Joanne Henriot	Bryan Park Neighborhood
Buff Brown	Traffic Commission/BTOP
Barbara Salisbury	Southern Indiana Center for Independent Living
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Larry Jacobs	Greater Bloomington Chamber of Commerce
John Kehrberg	County Citizen
John McCrary	Indiana Department of Transportation
Bill Milroy	Old Northeast Neighborhood Assoc.
Ted Miller	Citizen
Jack Baker	McDoel Gardens Neighborhood
Randy Paul	Citizen
Sarah Ryterband	Prospect Hill Neighborhood
Jerry Stasny	Old Northeast Neighborhood Assoc.
David Walter	Sixth & Ritter Neighborhood Association/BRI/CONA
Natalie Wrubel	League of Women Voters

MPO STAFF

Name	Position
Joshua Desmond, AICP	MPO Director
Scott Robinson, AICP	Long Range/Transportation Manager
Raymond Hess, AICP	Senior Transportation Planner
Joe Fish	Transportation Planner
Jane Weiser	Planning Assistant

Fiscal Year 2011-2012 UPWP Funding Summary

FISCAL YEAR 2011-2012 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated \$533,024 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2011 through 2012. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of \$133,256 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2011-2012 UPWP is \$666,280. This budget is split between the two Fiscal Years, with \$337,895 allocated to FY 2011 and \$328,385 allocated to FY 2012.

FUND USE BY MATCHING AGENCY

The table below provides a breakdown of FY 2011-2012 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent MPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). More detailed breakdowns of each work element are provided in later sections of this document.

Work Element	MPO	Bloomington Transit	Consultants/Supplies	Total
Comprehensive Planning Coordination & Outreach				
101	\$ 278,180.00	\$ -	\$ 8,200.00	\$ 286,380.00
102	\$ 82,000.00	\$ -	\$ -	\$ 82,000.00
Transportation Planning				
201	\$ 27,000.00	\$ -	\$ 37,000.00	\$ 64,000.00
202	\$ 9,000.00	\$ -	\$ 22,500.00	\$ 31,500.00
203	\$ 12,000.00	\$ -	\$ 126,000.00	\$ 138,000.00
Alternative Transportation Planning				
301	\$ 1,000.00	\$ 30,000.00	\$ -	\$ 31,000.00
302	\$ 19,000.00	\$ -	\$ 400.00	\$ 19,400.00
303	\$ 10,000.00	\$ 4,000.00	\$ -	\$ 14,000.00
TOTAL	\$ 438,180.00	\$ 34,000.00	\$ 194,100.00	\$ 666,280.00

OBJECT CLASS BUDGET BY FUNDING SOURCE

The table below provides a breakdown of FY 2011-2012 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2011-2012 Cost Allocation Plan. As with the previous table, funding allocations for MPO Staff, Bloomington Transit, and Consultants/Other are separated for illustrative purposes. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal Funds	Local Match	Total
Direct Chargeable Salary	\$ 195,966.01	\$ 48,991.50	\$ 244,957.51
Fringe Expenses (63.05%)	\$ 123,556.57	\$ 30,889.14	\$ 154,445.71
Indirect Expenses (15.83%)	\$ 31,021.42	\$ 7,755.35	\$ 38,776.77
Bloomington Transit	\$ 27,200.00	\$ 6,800.00	\$ 34,000.00
Consultants/Supplies	\$ 155,280.00	\$ 38,820.00	\$ 194,100.00
TOTAL	\$ 533,024.00	\$ 133,256.00	\$ 666,280.00

SUMMARY BUDGET BY FUNDING SOURCE

The table below provides a summary of the FY 2011-2012 budget for each of the work elements in the Unified Planning Work Program. The federal funding/local match split for each work element is highlighted here. As illustrated in this summary table, the FY 2011-2012 funding allocations fall within the total available funding noted previously.

Work Element	Federal Funds	Local Match	Total
Comprehensive Planning Coordination & Outreach			
101	\$ 229,104.00	\$ 57,276.00	\$ 286,380.00
102	\$ 65,600.00	\$ 16,400.00	\$ 82,000.00
Transportation Planning			
201	\$ 51,200.00	\$ 12,800.00	\$ 64,000.00
202	\$ 25,200.00	\$ 6,300.00	\$ 31,500.00
203	\$ 110,400.00	\$ 27,600.00	\$ 138,000.00
Alternative Transportation Planning			
301	\$ 24,800.00	\$ 6,200.00	\$ 31,000.00
302	\$ 15,520.00	\$ 3,880.00	\$ 19,400.00
303	\$ 11,200.00	\$ 2,800.00	\$ 14,000.00
TOTAL	\$ 533,024.00	\$ 133,256.00	\$ 666,280.00

CONTRACT SERVICE AGREEMENTS

The Bloomington/Monroe County Metropolitan Planning Organization will enter into Contract Service Agreements (CSA) with the City of Bloomington Public Works Department (and all of its divisions), the Town of Ellettsville, and the Monroe County Planning and Highway Departments in order to assist with several of the work elements outlined in this UPWP. Each CSA will provide a mechanism for coordination and ensure that the duplication of transportation planning services is minimized. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will be approved by the Policy Committee. Each non-MPO government entity entering into a CSA with the MPO is responsible for providing all costs detailed within a CSA and will be reimbursed up to a maximum of 80% of federal aid eligible costs.

Comprehensive Planning Coordination & Outreach

101 TRANSPORTATION PLANNING COORDINATION

A) Intergovernmental Coordination

Work to be conducted under this element will include all activities associated with administering the MPO Policy Committee, the MPO Technical Advisory Committee, the Citizen Advisory Committee, and daily MPO administrative activities with FHWA and INDOT. Meetings of the MPO Committees occur on a monthly basis. Activities that can be anticipated in association with these committees include the preparation of information packets for each meeting, clerical support activities, and documentation of such meetings. All meetings will be open to attendance from the public and the preparation of proper meeting notifications will be included under this work element.

The 1982 charter of the Bloomington/Monroe County MPO established a Citizens Advisory Committee (CAC) to solicit citizen input into the transportation planning process. Monthly meetings with the CAC provide an avenue for obtaining public input for Policy Committee deliberation on transportation issues. The CAC membership for the Bloomington/Monroe County MPO consists of volunteer representatives from community organizations, professional associations, neighborhood associations, and the private sector.

Responsible Agency and End Product(s):

- (1) MPO Staff to conduct at least 6 MPO Policy Committee meetings, 10 MPO Technical Advisory Committee meetings, and 10 Citizen Advisory Committee meetings per fiscal year.
 - (a) Publish and distribute agendas, minutes, and support material
- (2) MPO Staff to attend Program Development Progress (PDP) meetings and other intergovernmental coordination meetings as needed with the INDOT Seymour District Office per fiscal year.
 - (a) Attend at least 2 PDP meetings

(B) Unified Planning Work Program

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the urban transportation planning process. The UPWP describes all planning activities that are anticipated in the MPO study area over the next two fiscal years, and documents the work that will be performed with federal planning monies and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal to be used in determining billing rates for MPO staff.

Responsible Agency and End Product(s):

- (1) MPO Staff to conduct coordination technical review meetings with FHWA, INDOT, and local stakeholders to develop the annual Fiscal Year Unified Planning Work Program.
 - (a) Amendment(s) to FY 2011-2012 Unified Planning Work Program (UPWP)
 - (b) FY 2013-2014 Unified Planning Work Program (UPWP)
- (2) MPO Staff to develop and update the Cost Allocation Plan as part of the UPWP.
 - (a) FY 2013-2014 Cost Allocation Plan (CAP)
- (3) MPO Staff to prepare and submit an Annual Completion Report to INDOT.
 - (a) FY 2010 Annual Completion Report
 - (b) FY 2011 Annual Completion Report

- (4) MPO Staff to prepare and submit an annual Self Certification Review Statement to INDOT/FHWA/FTA representatives.
 - (a) FY 2011 Annual Self Certification Statement
 - (b) FY 2012 Annual Self Certification Statement

(C) Planning Grant Administration

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2011-2012 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2011-2012 UPWP will be provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that have occurred towards completion of the UPWP.

Responsible Agency and End Product(s):

- (1) MPO Staff to prepare and submit quarterly progress reports to INDOT for review.
 - (a) Quarterly Progress Report
- (2) MPO Staff to prepare and submit quarterly billing statements to INDOT for reimbursement processing.
 - (a) Quarterly Billing Statements

(D) Indiana MPO Council

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association (MPO Council) that meets monthly to discuss and act on matters of mutual interest. The monthly Indiana MPO Council meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA.

Responsible Agency and End Product(s):

- (1) MPO Staff to attend 12 MPO Council monthly meetings per fiscal year.

(E) Staff Training and Education

The continuous development of MPO staff expertise will occur through attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training, including TransCAD. These educational tools are essential for the professional development of all MPO staff and to bring about knowledge of regional and national best practice transportation planning topics.

Responsible Agency and End Product(s):

- (1) MPO Staff to attend the annual Indiana MPO Conference, the annual Purdue Road School meeting, and TransCAD training or other technical training opportunities.
- (2) MPO to renew annual professional membership dues to the American Planning Association and other relevant professional organizations.
- (3) MPO Staff to attend webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, and Urban Land Institute, and Institute of Transportation Engineers.

(F) Web Site Administration

The MPO web site is a subsection of the City of Bloomington web site and provides the MPO with a significant point of public communication and interaction. Citizens, businesses, and other local community members can access and download reports, data, updates, and other information related to the functions of the MPO in addition to the traditional forms of correspondence that are offered by the staff.

Responsible Agency and End Product(s):

- (1) On-going development and maintenance of the MPO Web Site.
 - (a) MPO Staff to post MPO Policy/Technical Advisory/Citizen Advisory Committee agendas, minutes, and draft MPO documents on-line
 - (b) MPO Staff to post adopted MPO documents

(G) Public Participation Process

The MPO adopted a revised Public Participation Process in 2007 that is SAFETEA-LU compliant, including maintaining compliance with the Environmental Justice considerations initiated under Executive Order 12898 on February 11, 1994. In addition, staff and the CAC have jointly produced a brochure that provides citizens with an overview of the MPO and methods of participating in its work. This brochure and the policies of the PPP will be used to recruit, retain, and involve interested citizens within the MPO area.

Responsible Agency and End Product(s):

- (1) MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process.
 - (a) Public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper.
- (2) MPO Staff continue development of recruitment tools to increase public participation in the MPO
 - (a) Further development and distribution of new MPO informational brochure.
 - (b) MPO Staff to employ alternative methods of outreach (e.g. Facebook, online surveys) to convey information

101					
Task	Responsible Agency	FY 2011	FY 2012	Total Cost	
(A) Intergovernmental Coordination					
Policy, TAC, and CAC Committee	MPO	\$88,595.00	\$82,585.00	\$171,180.00	
Coord. Mtgs. w/Seymour District	MPO				
(B) Unified Planning Work Program					
UPWP	MPO	\$20,000.00	\$20,000.00	\$40,000.00	
CAP	MPO				
Annual Completion Report	MPO				
Annual Self-Certification Statement	MPO				
(C) Planning Grant Administration					
Quarterly Progress Reports	MPO	\$7,500.00	\$7,500.00	\$15,000.00	
Quarterly Billing Statements	MPO				
(D) Indiana MPO Council					
MPO Council Meetings	MPO	\$6,000.00	\$6,000.00	\$12,000.00	
(E) Staff Training and Education					
Conferences and Technical Training	MPO	\$12,000.00	\$12,000.00	\$24,000.00	
Membership Dues and Fees	MPO				
Other educational resources	MPO				
(F) Web Site Administration					
On-going Development and Maintenance	MPO	\$4,500.00	\$4,500.00	\$9,000.00	
(G) Public Participation Process					
Public Participation Process	MPO	\$7,600.00	\$7,600.00	\$15,200.00	
Outreach Activities	MPO				
TOTAL		\$146,195.00	\$140,185.00	\$286,380.00	

102 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

(A) Transportation Improvement Program

The development of a Transportation Improvement Program (TIP) is a U.S. Department of Transportation requirement for MPOs that intend to implement projects with funds from the Federal Highway Administration and the Federal Transit Administration. All federal-aid projects must be included in the TIP, and the adopted program of projects must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT).

The MPO staff will also attend monthly meetings with the City of Bloomington Projects Team, made up of representatives from various City of Bloomington departments, for the purposes of transportation project management and coordination. All current projects are to be examined for action to date, current status summary, next action steps, timelines, and public involvement/coordination issues.

Responsible Agency and End Product(s):

- (1) MPO Staff to review project requests from local entities for inclusion in the TIP for consistency with the 2030 Long Range Transportation Plan and other MPO policy documents. Interagency coordination will result in the development and production of the annual TIP document.
 - (a) FY 2012 – 2015 Transportation Improvement Program
 - (b) FY 2013 – 2016 Transportation Improvement Program
- (2) MPO Staff to administer the on-going implementation of TIP projects through coordination with LPAs, management of the local Change Order Process, and management of the TIP amendment process as needed.
- (3) MPO Staff to provide assistance and coordination for Federal-aid application submissions by local planning agencies.
- (4) MPO Staff to administer the Quarterly Project Tracking Program for the management of local projects in the TIP.
- (5) MPO Administrative Staff to attend monthly City Projects Team meetings for interagency coordination and participation.

(B) Highway Safety Improvement Program Administration

The Bloomington/Monroe County MPO has established a local Highway Safety Improvement Program (HSIP) in compliance with SAFETEA-LU and the directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and HSIP funding will be awarded depending on project compliance with HSIP selection criteria.

Responsible Agency and End Product(s):

- (1) MPO Staff to coordinate with local agencies on the annual solicitation and selection of candidate projects eligible for HSIP grant funds and for inclusion in the Transportation Improvement Program.

(C) TE Program Administration

The Bloomington/Monroe County MPO has established a local Transportation Enhancement (TE) program in compliance with SAFETEA-LU and the directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and TE funding will be awarded depending on project compliance with TE selection criteria.

Responsible Agency and End Product(s):

- (1) MPO Staff to coordinate with local agencies on the annual solicitation and selection of candidate projects eligible for TE grant funds and for inclusion in the Transportation Improvement Program.

(D) Safe Routes to School (SRTS) Program Administration

The Bloomington/Monroe County MPO has taken a lead role in implementing the Safe Routes to School Program on the local level. A Safe Routes to School Task Force featuring representatives of local community school corporations, local governments, community groups, and other key stakeholders guides the local process. The task force works cooperatively to generate project ideas and coordinate the production of SRTS grant applications. As a result, multiple grants have been secured for local SRTS projects, and the task force has begun to focus on implementation of the grant-funded projects. MPO staff will continue to play a lead role in the local implementation of the SRTS program by coordinating SRTS Task Force meetings, assisting with the production of grant applications, and helping local jurisdictions implement any SRTS grants that are awarded.

Responsible Agency and End Product(s):

- (1) MPO Staff to manage the Safe Routes to School Task Force that will be responsible for annual project identification and implementation of Safe Routes to School grant proposals and awards. Staff will coordinate regular meetings of the Task Force or its subcommittees as needed and provide logistical support to the Task Force or its subcommittees for project implementation.
 - (a) Safe Routes to School grant submittals for infrastructure and non-infrastructure projects

102					
Task	Responsible Agency	FY 2011	FY 2012	Total Cost	
(A) Transportation Improvement Program (TIP)					
<i>FY 2011-2012 TIP</i>	MPO	\$24,000.00	\$24,000.00	\$48,000.00	
<i>TIP Administration/Amendments</i>	MPO				
<i>Federal Aid Application Coordination</i>	MPO				
<i>Quarterly Project Tracking Program</i>	MPO				
<i>City Projects Team</i>	MPO				
(B) HSIP Administration					
<i>Project Solicitation & Selection</i>	MPO	\$4,000.00	\$4,000.00	\$8,000.00	
(C) TE Program Administration					
<i>Project Solicitation & Selection</i>	MPO	\$4,000.00	\$4,000.00	\$8,000.00	
(D) Safe Routes To School (SRTS)					
<i>Project Solicitation & Selection</i>	MPO	\$9,000.00	\$9,000.00	\$18,000.00	
TOTAL		\$41,000.00	\$41,000.00	\$82,000.00	

Transportation Planning

201 LONG RANGE PLANNING

(A) 2035 Long Range Transportation Plan

Federal requirements mandate that the Long Range Transportation Plan maintain a 20 year time horizon. The MPO will take several years to develop a completely overhauled 2035 Long Range Transportation Plan (LRTP). Due to the scope and significance of such a project, MPO staff intends to begin the update process during FY 2011 and complete it in FY 2014. The update procedure will include a complete update of the Travel Demand Model using transportation modeling software together with thorough public involvement processes and other planning techniques to complete the 2035 LRTP. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the MPO. Funding has been allocated to provide for both staff support and initial consultant services in the development of the overall Plan. Annual technical support for transportation modeling software (TransCAD) is also programmed.

Responsible Agency and End Product(s):

- (1) MPO Staff, with consultant assistance for Travel Demand Model updates, to develop the 2035 Long Range Transportation Plan (completion by end of FY 2014).
 - (a) Annual TransCAD License and technical support
 - (b) 2035 Long Range Transportation Plan

201					
Task		Responsible Agency	FY 2011	FY 2012	Total Cost
(A) 2035 Long Range Transportation Plan					
	2035 Long Range Transportation Plan	MPO	\$13,500.00	\$13,500.00	\$27,000.00
		MPO (TransCAD)	\$1,000.00	\$1,000.00	\$2,000.00
		Consultant	\$0.00	\$35,000.00	\$35,000.00
TOTAL			\$14,500.00	\$49,500.00	\$64,000.00

202 SHORT RANGE TRANSPORTATION STUDIES AND ACTIVITIES

(A) CAC/Student Assisted Study

In previous years, the MPO Citizens Advisory Committee has worked with student groups from the Rose-Hulman Institute of Technology to complete studies of the Rogers Street Corridor as well as the 10th/14th Street Corridor through the Indiana University Campus. These studies provided the students with real-world project experience while assisting the MPO in addressing key transportation challenges in the community. The CAC wishes to undertake a similar such project during the coming fiscal year, and would like to seek student assistance from either RHIT or Ball State University. The specific study area for this project will be determined in conjunction with the CAC membership.

Responsible Agency and End Product(s):

- (1) MPO Staff, Citizens Advisory Committee, and college student group to produce a transportation study for a selected corridor in the MPO area.

(B) ADA Transition Plans

The Americans with Disabilities Act (ADA) provides standards that ensure the accessibility of public services and facilities for people with disabilities. FHWA has made compliance with ADA a priority, specifically as it relates to the MPOs role in allocating Federal funding to local agencies. The MPO must ensure that LPAs have complied with ADA, or that LPAs have a plan for compliance in place, as a condition for allocating federal funding. The MPO will assist in the development of such plans for LPAs that do not have them.

Responsible Agency and End Product(s):

- (1) MPO Staff to review LPAs for compliance with ADA as part of TIP development process, and assist LPAs in the development of ADA Transition Plans as needed.

202					
Task	Responsible Agency	FY 2011	FY 2012	Total Cost	
(A) CAC/Student-Assisted Study					
CAC/Student-Assisted Study	MPO	\$2,000.00	\$2,000.00	\$4,000.00	
(B) ADA Transition Plans					
Administration	MPO	\$2,500.00	\$2,500.00	\$5,000.00	
Plan Development	COB	\$5,000.00	\$2,500.00	\$7,500.00	
Plan Development	MC	\$5,000.00	\$2,500.00	\$7,500.00	
Plan Development	EV	\$5,000.00	\$2,500.00	\$7,500.00	
TOTAL		\$19,500.00	\$12,000.00	\$31,500.00	

203 DATA COLLECTION AND ANALYSIS

(A) Traffic Volume Counting

The MPO staff, in conjunction with Bloomington Engineering, Monroe County Engineering, and the Town of Ellettsville, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network. In addition to the above-mentioned counts, provisions need to be made to allow for special counts to be conducted upon the request of local entities to assist with engineering alternatives analysis and design decisions. Specifically, information may be needed to conduct traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, and corridor studies.

Responsible Agency and End Product(s):

- (1) MPO Staff and the Bloomington Engineering Department will conduct annual traffic volume counts. Traffic volume link and segment counts will be conducted throughout the MPO urbanized area on a rotating basis of once every three (3) years, or as requested. The traffic volume sampling program will also be used to support INDOT's HPMS data collection efforts and to continuously refine link volumes, capacities, and speeds for calibration of the MPO's travel demand forecast model.
 - (a) MPO FY 2011-12 Traffic Volume Report
 - (i) City of Bloomington will perform approximately 150 coverage counts
 - (ii) Town of Ellettsville will perform approximately 80 coverage counts
- (2) MPO Staff and the Bloomington Engineering Department to work toward the establishment of three-year traffic count data cycle for the functionally classified roadway network and to provide INDOT with the necessary Highway Performance Monitoring System (HPMS) data. This task will be a focus area for FY 2011 and 2012.
 - (a) Perform data quality control with INDOT's HPMS software against field survey findings
 - (b) Complete approximately one-third of the defined HPMS traffic samples for INDOT data management requests
- (3) MPO Staff and Bloomington Engineering Department to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs.
 - (a) Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to battery replacements, Hi-Star portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials necessary for the maintenance and capital replacement of traffic counting equipment.

(B) Infrastructure Management Plan

The City of Bloomington Public Works Department and the Monroe County Engineering Department will perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. The infrastructure inventory will be continuously updated using an asset management software package (Cartegraph). Data on the various physical parameters such as location and the physical condition for each infrastructure module (pavement, signs, street markings, signals,) is managed by an infrastructure management software package to aid in the development of long term management plans.

Responsible Agency and End Product(s):

- (1) MPO Staff, City of Bloomington Public Works Department, Monroe County, and the Town of Ellettsville will analyze the initial assessment of current roadway pavement conditions in the urbanized area to develop the initial phase of the infrastructure management plan. Regular collection of data on existing infrastructure modules to manage and update the database used for the asset management software used to develop and produce the infrastructure management plan. Future phases of the long term management plan will include other infrastructure modules and may require the purchase of geographic positioning technology and software to assist with field data collection.
 - (a) Phase I: Long Term Management Plan/Ten-Year Pavement Management Plan
 - (b) Quarterly status report submitted with billings

(C) ITS Architecture Maintenance

A group of technologies, known collectively as Intelligent Transportation Systems (ITS), is being developed in urban areas throughout the world to improve transportation system efficiency, safety, and security. ITS uses a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. Through an evaluation and integration process with the transportation system, the Bloomington/Monroe County Urban Area can improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington/Monroe County MPO completed its Regional ITS Architecture in 2008. Administrative modifications to the ITS Architecture are warranted when an LPA wishes to include a new technology into a transportation project. In Fiscal Years 2011 and 2012, continued updates and revisions will be made to ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

Responsible Agency and End Product(s):

- (1) MPO Staff to maintain and update the established Intelligent Transportation Systems (ITS) architecture. The assessment will target and implement specific ITS architecture improvements for future roadway improvements within the TIP.
 - (a) Maintain the Regional ITS Architecture

(D) Annual Crash Report

The Bloomington/Monroe County MPO will complete an Annual Crash Report. The crash data helps to identify potentially hazardous intersections and corridors within the MPO study area. The identification of accident locations allows local and state jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report will also be used to determine project locations that may be eligible for funding through the MPO Highway Safety Improvement Program (HSIP).

Responsible Agency and End Product(s):

- (1) MPO Staff to analyze state accident data for the development and production of an Annual Accident Report which includes vehicle, bicycle, and pedestrian accidents.
 - (a) Calendar Year 2009 Crash Report.
 - (b) Calendar Year 2010 Crash Report

203					
Task		Responsible Agency	FY 2011	FY 2012	Total Cost
(A) Traffic Volume Counting					
	<i>Traffic Data Collection</i>	COB	\$20,000.00	\$20,000.00	\$40,000.00
		EV	\$4,000.00	\$4,000.00	\$8,000.00
	<i>HPMS Counts for INDOT</i>	COB	\$8,000.00	\$8,000.00	\$16,000.00
	<i>Purchase Traffic Counting Equipment</i>	COB	\$5,000.00	\$5,000.00	\$10,000.00
(B) Infrastructure Management Plan					
	<i>Infrastructure Management Plan</i>	COB	\$11,000.00	\$11,000.00	\$22,000.00
		MC	\$11,000.00	\$11,000.00	\$22,000.00
		EV	\$4,000.00	\$4,000.00	\$8,000.00
(C) ITS Architecture Maintenance					
	<i>ITS Architecture Maintenance</i>	MPO	\$1,500.00	\$1,500.00	\$3,000.00
(D) Annual Crash Report					
	<i>C. Y. 2009 & 2010 Crash Reports</i>	MPO	\$4,500.00	\$4,500.00	\$9,000.00
TOTAL			\$69,000.00	\$69,000.00	\$138,000.00

Alternative Transportation Planning

301 LONG RANGE PLANNING

(A) Grimes Lane Operations Facility Study

Bloomington Transit and Indiana University Transit have shared a common administrative, maintenance and storage facility, known as the Grimes Lane Operations facility, for over twelve years. With the steady growth of both transit systems during that time period, the facility is approaching its capacity limits. Expansion of the capacity of this facility will be essential to the continued growth of both systems, particularly as the number and type of buses used in the fleets increase. Bloomington Transit seeks to undertake a study that would identify future Operations Facility needs and provide a strategy for meeting those needs.

Responsible Agency and End Product(s):

- (1) Bloomington Transit and independent consultant to complete a Grimes Lane Operations Facility Study, to include recommendations for expanding the physical plant in order to accommodate growth of Bloomington and IU transit systems.
 - (a) Grimes Lane Operations Facility Study

301					
Task		Responsible Agency	FY 2011	FY 2012	Total Cost
(A) Grimes Lane Operations Facility Study					
	Facility Study	MPO	\$1,000.00	\$0.00	\$1,000.00
		Consultant	\$30,000.00	\$0.00	\$30,000.00
TOTAL			\$31,000.00	\$0.00	\$31,000.00

302 SHORT RANGE ALTERNATIVE TRANSPORTATION STUDIES AND ACTIVITIES

(A) Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. In order for local transit operators to use these funding sources, any project proposed to be funded must be included in a locally developed Coordinated Human Services Public Transit Plan, which the MPO in 2007. In Fiscal Years 2011 and 2012, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

Responsible Agency and End Product(s):

- (1) MPO Staff, to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan.

(B) Bicycle and Pedestrian Safety and Project Coordination

In conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC), MPO staff will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation. Two MPO Staff members have been certified to teach bicycle safety curricula developed by the League of American Bicyclists. The MPO will utilize this skill set to host bicycle skills and safety training seminars that are open to the public. Educational outreach activities may include structured classes developed by the League of American Bicyclists or may be informal presentations to target populations on the subject of bicycle and pedestrian safety.

Responsible Agency and End Product(s):

- (1) MPO Staff to attend regular monthly meetings of the Bloomington Bicycle and Pedestrian Safety Commission, including the formal business meetings and the interim work sessions. Staff will assist the BBPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians.
- (2) MPO Staff to conduct bicycle and pedestrian outreach, education, workshops, and other events such as, but not limited to, League of American Bicyclists training programs, informational booths at special events, and presentations to targeted groups. This element includes the purchase of supplies and materials.

302					
Task	Responsible Agency	FY 2011	FY 2012	Total Cost	
(A) Coordinated Human Services Public Transit Plan					
Program Administration	MPO	\$1,500.00	\$1,500.00	\$3,000.00	
(B) Bicycle Pedestrian Safety and Project Coordination					
Bike Pedestrian Outreach	MPO	\$8,200.00	\$8,200.00	\$16,400.00	
BBPSC Meetings	MPO				
TOTAL		\$9,700.00	\$9,700.00	\$19,400.00	

303 TRANSIT, BICYCLE AND PEDESTRIAN DATA COLLECTION

(A) Transit Ridership and Bicycle/Pedestrian Volume Counts

This work element will include the preparation of a ridership data and bicycle and pedestrian volume counts. This information, among other things, will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under or over utilized, and will aid in the prioritization of capital improvements. In summary, the method consists of counting boarding and alighting passengers and measuring distances between stops on randomly selected bus trips each week, throughout the fiscal year. Counts to determine usage of bicycle and pedestrian facilities will also be conducted on a regular basis to gauge and determine needs.

Responsible Agency and End Product(s):

- (1) Bloomington Transit to collect operating data required for estimates of annual passenger miles. Procedures will follow FTA guidelines which describe the methodology to estimate annual passenger miles based on data from a sample of randomly selected bus trips for Bloomington Transit fixed route and demand response service.
 - (a) Annual passenger mile data estimates for Bloomington Transit fixed route and demand response service.

- (2) MPO Staff to conduct seven (7) day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. This is currently a pilot program. As the bicycle and pedestrian network continues to be built, expectations for this pilot are to mirror the #203 Traffic Volume Counting element of the UPWP.
 - (a) MPO staff report on the results of seasonal coverage counts for 3-6 facilities

- (3) MPO Staff and Bloomington Public Works Department to annually maintain, update, and develop the GIS sidewalk inventory. This inventory has been developed to identify missing sidewalk segments and to prioritize sidewalk improvement projects. Integration of a robust inventory and infrastructure management are to be implemented for a future phase of the Infrastructure Management Plan. The sidewalk inventory will incorporate sidewalk data on condition, width, and ADA compliance for integration into the asset management software.
 - (a) Sidewalk Project Prioritization Report
 - (b) Status report with integration of GIS and asset management software for sidewalk inventory data
 - (c) Status report on phase two of long term management plan: Sidewalk Condition and Assessment Inventory

303					
Task		Responsible Agency	FY 2011	FY 2012	Total Cost
(A) Transit Ridership/Bike & Ped Counts					
	<i>Annual Passenger Trip Estimates</i>	BT	\$2,000.00	\$2,000.00	\$4,000.00
	<i>Bike/Ped Count Staff Report</i>	MPO	\$5,000.00	\$5,000.00	\$10,000.00
	<i>Sidewalk Inventory & Assessment</i>	MPO			
TOTAL			\$7,000.00	\$7,000.00	\$14,000.00

Appendix A

Transit Operator Local Match Assurance

FY 2011-2012 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation hereinafter referred to as the "Transit Provider", HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2011-2012 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling \$666,280.00 requiring \$133,256.00 local match. As specified in the FY 2011-2012 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for \$34,000.00 of the total grant, requiring \$6,800.00 in local match for the following UPWP elements:

- 1) 301 (A) – Grimes Lane Operations Facility Study (consultant product)
- 2) 303 (A) – Annual unlinked passenger trip estimates

Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

By: _____
Lew May, General Manager of Bloomington Transit

Appendix B

Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	American Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (July 1 through June 30)
HPMS	Highway Performance Monitoring System
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
IPA	Indiana Planning Association
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MCCSC	Monroe County Community School Corporation
MPO	Metropolitan Planning Organization
MTP	Master Thoroughfare Plan
PDP	Program development Process
PL	Planning
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCP	Safety-Conscious Planning
SRTS	Safe Routes To School
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDF	Travel Demand Forecast
TEA-21	Transportation Efficiency Act for the 21 st Century
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TRB	Transportation Research Board
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

Appendix C

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

Date

POLICY BOARD CHAIRPERSON

Kent McDaniel

Date

INDOT DIRECTOR OF LONG RANGE PLANNING AND MODELING

Roy Nunnally

Date

Appendix D
BMCMPO Certification Review Statement

Certification Review Overview

On May 11 and 12, 2006, the Indiana Division of the Federal Highway Administration (FHWA) conducted a planning review of the Bloomington Metropolitan Planning Organization. The MPO was provided with a complete list of review questions in advance of the review session and provided a thorough and comprehensive response to all questions. There were no corrective actions identified during this review.

The final 2006 Certification Review Report is available for review at the City of Bloomington Planning Department, on line at http://bloomington.in.gov/sections/viewSection.php?section_id=191, or by request at mpos@bloomington.in.gov.

Certification Review Statement

Date of Review: May 11, 2006

Review Conducted By: FHWA and Indiana Department of Transportation (INDOT)

Finding: Based upon this Planning Review, the Bloomington transportation planning process is found to substantially comply with section 134 of Title 23 of the United States Code, Section 8 of the Federal Transit Act, Sections 174 and 176 (c) and (d) of the Clean Air Act.

Corrective Actions: No corrective actions were identified during this review.

Date of Next Review: Currently scheduled for September 8-9, 2010

ATTEST:

MPO DIRECTOR

Joshua Desmond, AICP

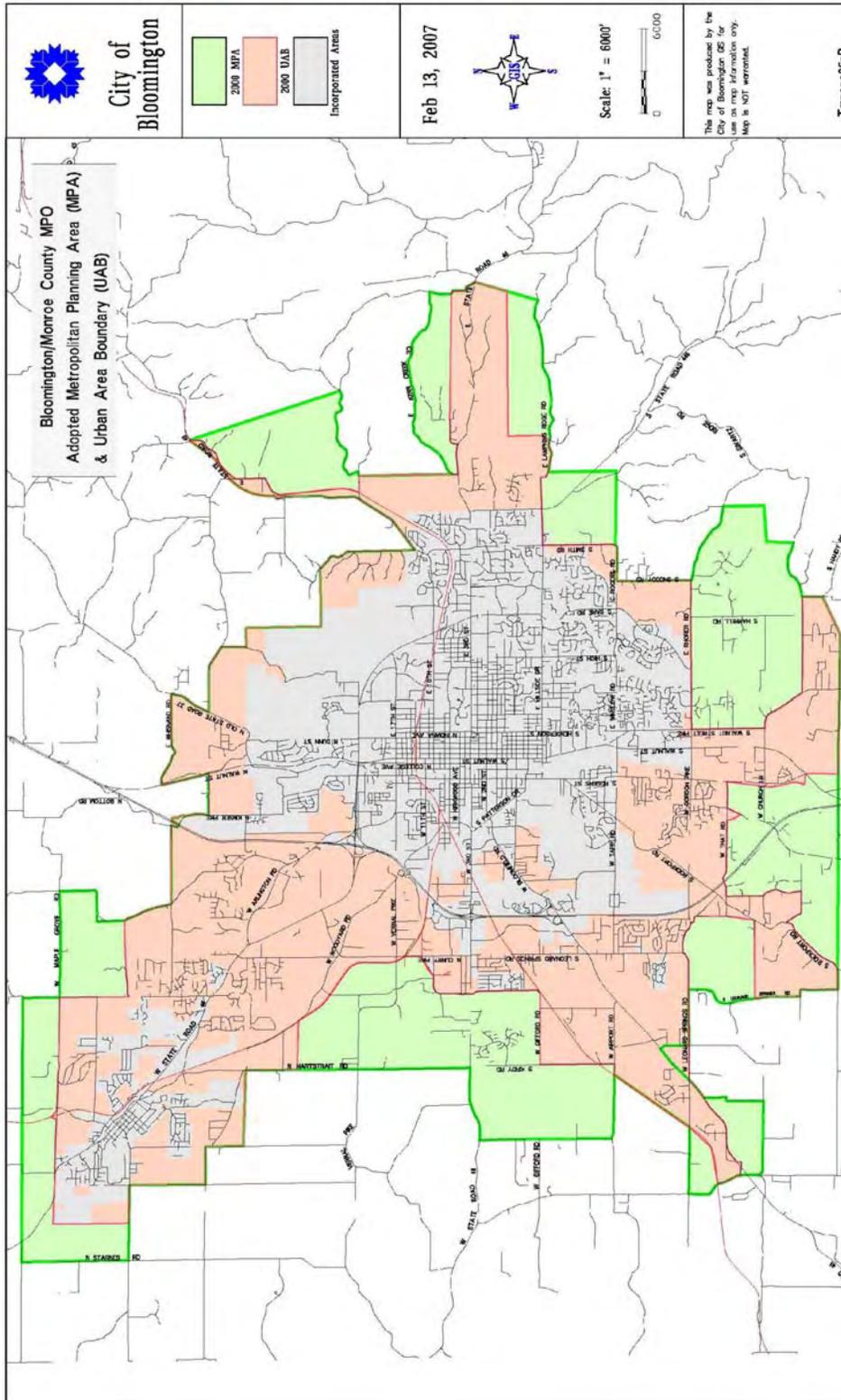
Date

POLICY BOARD CHAIRPERSON

Kent McDaniel

Date

Appendix E BMCMPO Metropolitan Planning Area Map



<http://bloomington.in.gov/media/media/application/pdf/1960.pdf>

**Appendix F
Adoption Resolution**

MEMORANDUM



To: Technical Advisory Committee & Citizens Advisory Committee

From: Joe Fish, *Transportation Planner*

Date: May 18, 2010

Re: Highway Safety Improvement Program

Background

Since adoption of the BMCMPPO's Highway Safety Improvement Program Guidelines (HSIP) in 2008, the Indiana Department of Transportation has released additional guidance and supporting materials regarding this program. Additionally, MPO staff recently attended an FHWA-sponsored HSIP Peer Exchange, which shed light on Indiana and FHWA HSIP requirements. As a result, MPO staff is proposing revisions to the guidelines. Within the meeting packet you will find these revised guidelines, which include some significant changes. This memo outlines the most significant changes and reiterates the most important aspects of the program.

Significant Changes

The core focus of the BMCMPPO's HSIP program – fatal and severe crash reduction – remains unchanged. However, the available means by which LPAs can accomplish this goal have been broadened. At the same time, the procedures have been altered to ensure the BMCMPPO's program meets state and federal requirements. The most significant changes to the HSIP program are as follows:

- All projects must address one of seven infrastructure emphasis areas identified in the Indiana Strategic Highway Safety Plan. These emphasis areas are included in the BMCMPPO's guidelines.
- Proposed site-specific project locations must undergo a Road Safety Audit (RSA), conducted by a team of independent, non-biased experts. Applicants must include a detailed response to the recommendations of the RSA report in their application.
- Site-specific projects must demonstrate a benefit/cost ratio greater than 2.0 (previously a b/c ratio greater than 1.0 was sufficient).
- A list of low-cost programmatic countermeasures has been included. Projects falling into these categories are excluded from several application requirements, and may also benefit from streamlined implementation. It is anticipated that such improvements will have a system-wide net benefit, and thus they do not need to be justified on a case-by-case basis.
- Final project award decisions are made by the Indiana Highway Safety Advisory Committee.

Additional Procedures/Requirements

The HSIP guidelines contained in this packet provide a detailed explanation of the process that will be used by the BMCMPPO to distribute HSIP funds. In addition to those discussed above, the most important considerations are:

- Proposed projects must be capable of eliminating or reducing fatal and incapacitating injury crashes.
- Site-specific project locations must be listed in the BMCMPPO's top 50 fatal/incapacitating crash locations.
- LPAs will be required to evaluate the effectiveness of the project using six years of before/after data (three years before treatment compared to three years after treatment).
- The local match is 10%.

Recommendation Requested

The TAC and CAC are requested to make a recommendation to the Policy Committee on the proposed changes to the HSIP

Bloomington/Monroe County Metropolitan Planning Organization Highway Safety Improvement Program Guidelines

Overview of Procedures/Requirements

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is responsible for administering the local Highway Safety Improvement Program (HSIP) process within the urbanized area, including establishing project selection procedures, soliciting projects from LPAs, evaluating project applications, and awarding funding to projects. The Indiana Department of Transportation (INDOT) retains final authority regarding which projects are funded.

There are six general provisions guiding the Indiana HSIP program:¹

- 1) *The candidate project shall demonstrate that it will address one of the infrastructure emphasis areas outlined in the Indiana Strategic Highway Safety Plan:*²
 - a. Emphasis Area 4: Improve motorcycle safety
 - b. Emphasis Area 5: Reduce large truck crashes
 - c. Emphasis Area 6: Reduce bicycle and pedestrian crashes
 - d. Emphasis Area 7: Reduce “High Risk” rural road crashes
 - e. Emphasis Area 8: Minimize the possibility and consequences of leaving the roadway
 - f. Emphasis Area 9: Improve safety at intersections
 - g. Emphasis Area 10: Reduce crashes at highway railroad crossings
- 2) *The candidate project must demonstrate a workable plan to address the identified safety problem.*
- 3) *The candidate project must demonstrate a financially sound design concept.* For site-specific projects, a benefit/cost ratio at or above 2.0 is the minimum standard for eligibility. Other low-cost, programmatic countermeasures may be better suited to a program-based benefit/cost analysis.
- 4) *All project documentation is subject to review and eligibility determination by the multi-agency Highway Safety Advisory Committee.* INDOT and FHWA retain the right to refuse federal safety funding for projects that can not document eligibility (justification of need) and cost effectiveness.
- 5) *Where new devices are installed, the owner agency agrees to fund all future maintenance.*
- 6) *Post-construction analysis is a requirement for all completed projects.* For site-specific projects, the normal standard is comparison of crash history for three continuous years before the start and end of project construction. Other programmatic improvements not based on crash history may have post-construction reporting periods of different length.

All phases of project implementation (Preliminary Engineering, Right-of-Way, Construction, and Construction Engineering/Inspection) are eligible under the HSIP program; however, HSIP funds may not be used as a component of a larger project. Local Public Agencies will be required to provide a local match in the amount of 10% of the project cost.

¹ Indiana Department of Transportation. Local Highway Safety Improvement Program Project Selection Guidance. July 2009.

² Indiana Department of Transportation. Strategic Highway Safety Plan. September 2006

Project Selection

There are two project categories for HSIP funding: low-cost programmatic improvements (e.g., sign replacement, backing plates on signal heads, pedestrian countdown signals, etc.), and high-cost site-specific improvements (e.g., roadway realignment/reconfiguration, new signals, etc.). In keeping with statewide and federal goals, low-cost strategies are preferred over high-cost strategies. High-cost projects, such as intersection reconstruction, would rapidly expend the funds and could tie up multiple years of funding. In addition, such projects would likely involve right-of-way acquisition, which would cause a significant lag in project implementation. Smaller projects can be implemented more quickly.

Project selection procedures differ for programmatic and site-specific projects. Generally, site-specific projects require a greater burden of proof on the applicant to demonstrate the cost-effectiveness of the proposed strategy. The specific project selection procedures are detailed below.

Low-Cost Programmatic Improvements

The low-cost project types listed below are eligible for BCMPO HSIP funding. It is not necessary to demonstrate a particular cost/benefit ratio for these types of projects; however, LPAs should prioritize improvements based on the greatest anticipated safety benefit. The project application requires the LPA to discuss its prioritization method.

- 1) *Conduct replacement of outdated regulatory, warning and guide signs to meet Manual of Uniform Traffic Control Devices (MUTCD) retroreflectivity requirements.* The basis for this project type is to assist LPAs in meeting the federally mandated requirements to upgrade warning, regulatory, and guide signs to current standards of the MUTCD.³ Regulatory and warning signs are eligible for replacement based on the following criteria:
 - a. Signs that are known to be in place longer than 10 years
 - b. Signs that do not have prismatic sheeting
 - c. Signs that are damaged to the extent that their nighttime retroreflectivity is inadequate.
 - d. Signs that fail to meet minimum retroreflectivity requirements
 - e. If the cost estimate exceeds available funding, replacement of signs will be prioritized on the basis that warning and stop signs are highest priority followed by other regulatory and guide signs.
- 2) *Upgrade traffic signals to a minimum of one signal head per travel lane.* The basis for this project type is a well established crash reduction factor associated with this countermeasure. Proposed locations can be prioritized based on crash history and traffic volume.
- 3) *Install black backing plates on all signal heads at a traffic signal.* The basis for this project type is a well established crash reduction factor associated with this countermeasure. Proposed locations should be prioritized based on crash history and traffic volume.
- 4) *Install pedestrian push button and countdown heads at traffic signals.* This countermeasure is described in INDOT Design Standards and is eligible at public road crosswalks. Prioritization of locations should be made according to crash history, pedestrian volume, traffic volume, and pedestrian conflicts.
- 5) *Install new pedestrian crosswalk warning signs, flashing beacons, special pavement markings and refuge areas.* Justification of locations should be according to a documented pedestrian plan that identifies corridors serving pedestrian traffic generators such as multimodal trails, schools, libraries, retail and Central Business District (CBD). Proposed locations should be prioritized based on traffic volume, and pedestrian conflicts.
- 6) *Make changes to signal timing to improve safety.* The basis for this project type is a well established crash reduction factor associated with this countermeasure. Proposed locations can be prioritized based on crash history and traffic volume.

³ http://safety.fhwa.dot.gov/roadway_dept/night_visib/policy_guide/

- 7) *Install new lighting at intersections and at trail crossings.* The basis for this project type is a well established crash reduction factor associated with this countermeasure. Proposed locations should be prioritized based on crash history, traffic volume, and pedestrian conflicts.
- 8) *Install new guardrail end sections upgraded to current standards.* This activity is considered preventative maintenance under HSIP guidance that allows for the replacement of substandard guardrail end sections (such as buried ends) with current guardrail end sections contained in INDOT Standards and Specifications. In order to provide the proper transition to existing guardrail, not more than 100 feet of the existing guardrail may also be replaced at each end section. Proposed locations should be prioritized based on crash history and traffic volume.
- 9) *Install new guardrail at approved locations where none existed before.* New runs of guardrail may be placed according to INDOT Standards and Specifications where the need is determined, according to Chapter 49 of the INDOT Design Manual. Proposed locations should be prioritized based on crash history and traffic volume.
- 10) *Install new stop signs at railroad crossings that lack active warning devices.* The basis for this project type is a well established crash reduction factor associated with this countermeasure. The LPA may install new stop signs at any public road crossing of an active railroad line that currently lacks active warning devices such as railroad activated lights and gates. If existing stop signs are present but are in poor condition they may be replaced under the basis of item 1 above. Proposed locations should be prioritized based on crash history and traffic volume.

High-Cost Site-Specific Projects

The selection process for high-cost projects entails a greater level of analysis than is required for low-cost projects. In particular, a benefit/cost ratio greater than 2.0 is required for all high-cost projects. Additionally, projects must be located at one of the top 50 crash locations in the County, or another location formally approved by the Policy Committee. Road Safety Audits (RSA) are also required for site-specific projects. The RSA report should define the safety issues and identify alternatives and recommended crash countermeasures.⁴ The RSA team must consist of independent un-biased experts. The LPA application must include a formal written response to the findings of the RSA team.

The benefit/cost ratio is based on the relationship of the type and number of crashes to the specific countermeasures proposed. Therefore, the proposed treatment must be capable of reducing the types of crashes associated with the site. In order to facilitate benefit/cost analysis, the BMCMPPO will provide a benefit/cost spreadsheet to the Local Public Agencies (LPAs). To complete the worksheet, it will be necessary for the LPAs to consult the police reports for the crashes under consideration. At the request of the LPA, the BMCMPPO can provide a list of the crash record numbers for any particular location so that the crash reports can be more easily obtained. Relationships between crash type and countermeasures are detailed in FHWA's "Desktop Reference for Crash Reduction Factors."

In order to be eligible for HSIP funding, proposed high-cost project locations must be:

1. Within the BMCMPPO urbanized area; and
2. Exclusive of INDOT facilities, including intersections where a non-INDOT facility intersects or adjoins an INDOT facility; and
3. Identified in the list of the top 50 fatal/incapacitating injury crash locations, as included in the HSIP Call for Applications. LPAs may appeal to the Policy Committee to allow a project location that is not on the list of eligible project locations. Such appeals may be made concurrent to or prior to applying for HSIP funding. If the appeal is successful, the proposed location will be added to the list of eligible project locations.

⁴ Information regarding the RSA process can be found at: <http://safety.fhwa.dot.gov/rsa>

Project Application Requirements

LPAs will be required to include the following materials in their applications:

- 1) A cover letter signed by the highest elected official of the local public agency that owns or maintains the public road(s) where the proposed infrastructure project will be constructed. The letter shall address all of the following:
 - a) Project intent, including the project location and type of work.
 - b) Explanation of how it was determined that this is one of the worst problems in the area.
 - c) Discussion of the relationship between the type and number of crashes and the treatments proposed.
 - d) Discussion of other treatments that were considered and why were they rejected.
- 2) A completed Benefit/Cost worksheet or, in the case of low-cost programmatic projects, discussion of the prioritization method used.
- 3) A map of the location(s) to be improved. For some programmatic projects involving multiple locations (e.g., sign replacement), a simple dot map is sufficient.
- 4) A data collection plan for pre/post treatment comparison (some low-cost programmatic improvements may not be amenable to evaluation). The data collection plan should clearly indicate the LPA's ability to evaluate the effectiveness of the project, using three years of pre-treatment data and three years of post-treatment data. The analysis should include a breakdown of the type and number of crashes in each of the six years, and the estimated benefits of the project, based on the number of crashes reduced in the three year post-treatment period. Standard crash cost estimates are incorporated into the Benefit/Cost worksheet. Crash data collection and analysis will be the responsibility of the LPA.
- 5) Preliminary cost estimates for each phase of the proposed project (e.g. PE, ROW, Construction, and Inspection Services).
- 6) A proposed timeline for completion of each phase.
- 7) *For site-specific projects only:*
 - a) *Road Safety Audit report, including RSA team member list, description of safety problems, and recommended crash countermeasures.*
 - b) *LPA response to RSA recommendations.*

HSIP Fund Distribution Process

The process for allocating and distributing BMCMPPO HSIP funds shall be as follows:

1. The BMCMPPO issues a call for projects.
2. LPAs submit project applications with appropriate supporting materials.
3. BMCMPPO staff evaluates project applications and works with LPAs to refine their applications, if necessary.
4. LPAs present project applications to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) for feedback. The CAC and TAC make recommendations as to whether the project should receive HSIP funding.
5. The Policy Committee recommends HSIP funding awards.
6. BMCMPPO submits funding recommendations to INDOT for evaluation by Highway Safety Advisory Council (HSAC).
7. HSAC makes a final determination regarding BMCMPPO HSIP funding.
8. Approved projects are added to the Transportation Improvement Program (TIP), following public notice requirements.