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POLICY COMMITTEE

January 14, 2011; 1:30 – 3:00 p.m.
McCloskey Room (#135)

I. Call to Order

II. Election of Officers
   A. Chair
   B. Vice-chair

III. Approval of Minutes:
   A. November 5, 2010

IV. Communications from the Chair

V. Reports from Officers and/or Committees
   A. Citizens Advisory Committee
   B. Technical Advisory Committee

VI. Reports from the MPO Staff
   A. Project Tracking
   B. 2009 Crash Report
   C. Annual Completion Report
   D. 2011 Meeting Schedule
   E. Federal Highway Administration Certification Review
   F. 2012-2015 Transportation Improvement Program Call for Projects

VII. Old Business
   A. Public Participation Plan Amendment

VIII. New Business
   A. FY2010 -2013 Transportation Improvement Program Amendment
      1. Hybrid buses; BT Access Vehicles; Operational Assistance; & Fare Collection Equipment;
      Action Requested
   B. Transportation Enhancement Selection Committee
      Nomination Requested

IX. Communications from Committee Members *(non-agenda items)*
   A. Topic Suggestions for future agendas

X. Upcoming Meetings
   A. Technical Advisory Committee – January 26, 2011 at 10:00 a.m. (McCloskey Room)
   B. Citizens Advisory Committee – January 26, 2011 at 6:30 p.m. (McCloskey Room)
   C. Policy Committee – March 11, 2011 at 1:30 p.m. (McCloskey Room)

Adjournment

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

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Bloomington/Monroe County Metropolitan Planning Organization
Policy Committee

Policy Committee Meeting Minutes
November 5, 2010 McCloskey Conference Room 135, City Hall

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

Policy Committee: Jack Baker (Bloomington Plan Commission), Lynn Coyne (IU Real Estate), Susie Johnson (Bloomington Public Works), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Mark Kruzan (Mayor—City of Bloomington), Patrick Murray (CAC Chair), Andy Ruff (Bloomington City Council), Jim Stark (INDOT), Mark Stoops (County Commissioners), Robert Tally (FHWA), Mike Farmer (Ellettsville Town Council), Julie Thomas (Monroe County Council), and Bill Williams (Monroe County Highway Department).

Others: Jay DuMontelle (FHWA), Michelle Allen (FHWA), Kathy Eaton-McKalip (INDOT), Connie Griffin (Town of Ellettsville), Veda Stanfield (CARR), Clark Sorensen (Indian Creek), Larry Jacobs (Chamber of Commerce), Bev Ohneck-Holly (CARR), Sandra Flum (INDOT), Tom Micuda (City Planning Director), Jay Mitchell (INDOT), Sarah Ryterband (CAC), Clark Sorensen, Steve Hendricks, Jim Rosenbarger, Michael Luurtsema, Thomas Tokarski, Barry Elkins, Steve Hendricks, Andrew Effinger, Sally McKinney, Martha Boisson, Mary Ann Williams, Jeanne Walters, David Keppel, Patty Pizzo, Ria Collee, Marti Crouch, Veda Stanfield, Linda Greene, Susan Pennington, Okche Atwood, Zilia C. Estrada, Sue Wright, Clarke Kahlo, Huang Yan, Steve Volan (Bloomington City Council), Ron Walker (BEDC), Bruce Hudson (DLZ IN/I-69 Section 4), Mary Jo Hamman (Baker/I-69 Section 5), Eric Swickard (BLA), Margie Rice (City Legal), Jody Madeira, Bruce Gann, Patrick Munson, Sam Frushaur, Alex Smith, Jess Gwinn, Sandra Tokarski, Morgan Hutton (Chamber), Donna Lentz Ferree, Farra Ferree, Gregory Travis (County Historic Board), Colleen Sikerski, David Pluckebaum, Abby Tonsing, Larry Jacobs (Chamber), Frank Nierzwicki (SPEA), Christy Gillenwater (Chamber), Sue West, Tania Karnofsky, Amar Iyengar, Joe Angeli, Colleen Ruhmkorff, Joe Varga, Terry Usrey, Chris Doran, Duncan Searle, Marc Haggerty, Tom Glastras, Steven Meyer, Pam Hamraty, Lucille Bertuccio, Christine Glaser, Dan Peterson, Carol Polsgrove, David Sabbagh, Ned Powell, Heather Blair, Stephanie Kane, S. Clevenger, Janice Clevenger, and Terri Greene.

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

I. Call to Order—Kent McDaniel called the meeting to order. The Policy Committee introduced themselves.

*****Richard Martin motioned to move items V. (Reports from MPO Staff) A, B, C, D, and E after New Business and to move New Business Item A to after New Business Item B so that the two I-69 items could be considered together. Mark Stoops seconded. The motion was unanimously approved.**

II. Approval of Minutes:

A. September 10, 2010--*Mr. Martin moved to approve the minutes. Jack Baker seconded. The minutes were unanimously approved.**

III. Communications from the Chair—Mr. McDaniel explained the procedure for the public to comment on an agenda item.

IV. Reports from Officers and/or Committees

A. Citizens Advisory Committee—Patrick Murray reported on the Oct. 27th CAC meeting. They discussed ADA accessibility related to transportation projects. They discussed the amendment to the TIP to include I-69. Several INDOT and FHWA representatives answered questions from the CAC. They voted against the amendment with a vote of 2:5:2.

B. Technical Advisory Committee—Adrian Reid reported. The TAC voted unanimously (as they have done in the past) to give a positive recommendation on the amendment.

V. Reports from the MPO Staff (Note that the reports were not heard in this order.)

A. Project Tracking
B. 2009 Crash Report
C. Annual Completion Report
D. 2011 Meeting Schedule
E. Annual MPO Conference
F. I-69 DEIS public comment submittal—Josh Desmond reported that the MPO staff submitted some written comments on the Section 4 DEIS. It was included in the MPO Policy Committee's packet and is posted online for anyone to review. The MPO staff's comments were generated from what is known about the project in comparison to adopted policies and procedures including our Long Range Plan, Complete Streets Policy and other existing policies. Raymond Hess pointed out that in the last section of the Memo dealing with preservation of the existing transportation network the "Tapp Rd to Rockport Rd" should actually be "That Rd to Rockport Rd."

VI. Old Business

A. Public Participation Plan Amendment – Mr. McDaniel indicated this item was moved to the end of New Business.

B. FY 2010-2013 Transportation Improvement Program Amendment

1. I-69 Section 4 (INDOT) ***continued from 9/10/10*—***Jim Stark moved to withdraw the previous amendment which was tabled at the last meeting. Lynn Coyne seconded.** Richard Martin commented that the second item on the agenda is a much abbreviated discussion about I-69 that is directly pertinent to the jurisdiction of the MPO. The first includes the small section which is within the jurisdiction of the MPO and a great deal which is not. He is particularly interested in making sure that our discussions focus on those aspects of this project which directly affect the MPO in our jurisdiction. It is necessary for us to be very clear about what we can and cannot consider and what our obligation is here and what the consequences of any decision that we might make would be. He would like to make sure that the public has an opportunity to speak on the full range of the project since that is what was originally advertised with the motion to continue at the last meeting. He felt most of the public was prepared to speak on the tabled amendment. If we remove that, we may end up with an awful lot of information coming in which is not really germane to the issue that we are going to be addressing. He would like our discussion of that issue to be very focused on those questions. He didn't know how to do that if we end up with this milieu of discussion going forward on the item that is really pertinent to us. He would speak against the motion. Andy Ruff asked for comments from staff or for the petitioner to answer Mr. Martin's question. He had assumed

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that clearly we are not discussing impacts from a little island that will change—we are discussing impacts on the MPO area from the entire project. He would like to hear confirmation before we move on that during the discussion of the second item of New Business that the discussion of any aspect of the entire length of I-69 will be legitimate, accepted discussion. Mark Kruzan agreed. The Policy Committee chair can choose that any comments on any part of the I-69 project can be considered germane and not out of order. Mr. McDaniel said he would hate to stop any testimony before it is heard. Mr. Kruzan said the current motion could be approved as long as all discussion is considered based on a gentleperson's agreement that the speaker considers it germane. Mr. Stark accepted the addition to his motion. ***The motion was unanimously approved.**

VII. New Business

A. Highway Safety Improvement Program Application Review & Award (A*ction Requested*)—Mr. Hess presented. Recently, it was approved that low cost programmatic types of projects were an eligible expense including upgrading signage. Two applications (from the County and the City) have been received requesting funds. There are sufficient funds for both projects and INDOT is supportive of spending these funds before they are rescinded. ***Richard Martin moved to allocate Highway Safety Improvement Program funds for the project submitted by the Monroe County Highway Department and the project submitted by the City of Bloomington and that both of these projects be included in the TIP so that they may proceed expeditiously. Jack Baker seconded.** Mr. McDaniel asked for public comment. There was none. ***The motion was unanimously approved.**

B. FY2010 -2013 Transportation Improvement Program Amendment

1. Highway Safety Improvement Program projects (MPO staff) (see above)

2. Atwater/Henderson Signal (City of Bloomington)—Mr. Hess presented the project's need for additional funding and a TIP amendment to award HSIP funds to it. ***Mr. Martin moved approval of the increase in TIP funding for the Atwater/Henderson City Transportation Improvement Program to the total amount of $653,051.00 for the Fiscal Year of 2011. Mr. Baker seconded.** Mr. McDaniel asked for public comment. There was none. ***The motion passed unanimously.**

3. I-69 Section 4 Segment from May Creek to SR 37 (INDOT) (*Action Requested on all of the above*)—Mr. Desmond presented. This amendment would create a new listing in the TIP for the I-69 highway project. It would insert a less than 2 mile long segment of I-69 in Section 4. This is in lieu of the previous request to put all of Section 4 of I-69 in the TIP. (See packet for additional details.) The TAC voted unanimously to approve the request. The CAC voted (2:5:2) against the request. Mark Stoops questioned if this section really starts at May Creek. He thought it was 3 miles away from May Creek. Mr. Hess said this was brought to staff's attention yesterday afternoon. It was hard to tell from the maps if this is a misnomer and that May Creek is really south of here. There are a couple of other descriptions of the project that were part of the public notice, including a basic overlay of the project. Mr. Desmond asked the petitioner to come to the podium to answer questions on this. Mr. Stoops felt that this might make it an invalid agenda item and the amendment should be re-advertised accurately. Mr.

Desmond said that staff was comfortable with the number of descriptors on the project and that it was not misleading. If the PC feels differently, it may modify the agenda.

*****Mark Stoops moved that item should be withdrawn and re-advertised correctly. Julie Thomas seconded.** Mr. Ruff said that he didn't consider this an intentional mistake. He didn't think that anyone familiar with this area would be misled. He thought that the discussion should go forward today since so many people showed up. Mr. Stark said that he did not believe that it has been misadvertised. The MPO did not ask for latitude and longitude references. Mr. Martin noted that if someone interprets this section as extending to May Creek it changes the amount of dollars. If there is a mistake in the mapping it could cost the MPO $20 million. We need to know how these two aspects align. There was more discussion about allowing public input if an agenda item is removed. Mr. McDaniel said that it has not been their practice in the past to take public input on procedural issues. That might not be a good precedent to establish. Mr. Ruff and Mr. Stoops agreed that the situation is unusual. This would be the 2nd time that the public has shown up at an MPO meeting and been unable to speak on this subject. Mr. Baker said that he didn't think they were denying people to speak if they have to pull the item due to misadvertisement. Bill Williams said he has a map that shows that May Creek is basically where the MPO boundary is. He thought that the other creek was really Happy Creek. ***The motion was denied by voice vote. There was one "yes" vote.

Mr. Martin said that the description is correct according to the DEIS report that they issued. If the creeks are named wrong—that is another issue.

Mr. McDaniel called on INDOT to make their presentation. Sam Sarvis, Deputy Commissioner with INDOT in charge of Major Programs, presented background on the I-69 project to this point. The BMCMPO has included it in the Long Range Transportation Plan. Many millions of dollars have already been spent. Many meetings have been held. He presented the reasons for building I-69. The road will happen. He asked the MPO to participate in a partnership. They believe that the project is appropriately fiscally constrained. They are reviewing the comments provided to INDOT during the public comment period in order to improve the plan.

Mr. Stoops said that while the County worked on a plan for the area with funds from INDOT, there was no communication or cooperation from INDOT. The engineers hired to conduct the study got no cooperation from INDOT. There is no cooperation from INDOT with the County or City. What is the real need to have this section of I-69 in our TIP? Mr. Sarvis said he was sorry about the condition of the relationships and was hoping to make some improvements. It is necessary for the State to spend federal dollars in this area. INDOT has had conversations with the MPO staff in order to include them in the design process. Mr. Stoops said he was concerned that some of the bridge and road designs in the southern part of the state have changed and will now cause major flooding. The bridges are now shorter. He was concerned about INDOT cooperating in karst area mitigation and historically designated land protection. Mr. Sarvis elaborated on cooperation in the first tiers. They will be depending on local expertise in problem solving. Sarvis said INDOT would follow local standards. Mr. Stoops pointed out that I-69 will dump a lot of traffic onto State Road 37 just south of 2nd St. and he hasn't heard of any improvements being made to deal with that. Mr. Sarvis said they will turn their attention to Section 5 after they have delivered Section 4. Mr. Stoops asked if Mr. Sarvis understood that

INDOT is asking the MPO to include I-69 in our plans knowing that it will devastate many of our local roads. Mr. Sarvis said that he didn't believe that this was an accurate characterization of what would happen. Julie Thomas said she didn't believe that I-69 would be a safer route. The most dangerous intersections in the County are ramped entrances to SR 37. I-69 will make SR 37 busier. How will INDOT mitigate this problem? Mr. Sarvis said that they would look at that very seriously. Ms. Thomas said it concerns them that they only have Section 4 in front of them. Mr. Sarvis said they can't focus on Section 5 until they are through with Section 4. Ms. Thomas asked about details about how INDOT and local people would work on problems that come up. Mr. Sarvis said through coordination meetings. Mr. Sarvis said they would follow every county guideline. Mr. Stark reiterated that INDOT has engineers who interact with the County and the City all across the state when they are doing projects. Mr. Ruff asked about financing I-69. Is it based on Federal gas tax revenues? Mr. Sarvis said yes. 700 million dollars are allocated for the construction of Sections 1, 2 and 3. Mr. Ruff asked if INDOT knows how many other road projects have been scheduled but then delayed due to unavailable funding. Mr. Ruff has heard that there are $5 billion worth of delayed projects around the state. He asked about unsafe bridges. He said he didn't understand how a project could be considered fiscally constrained when it interferes with the funding of so many other needed improvements. He said that he had heard that INDOT intends to speed the process up by reducing the pavement thickness, using asphalt instead of concrete (to make it cheaper), reducing the number of interchanges at this time, increased closure of roads, etc. Can we expect these changes in Section 4? Mr. Sarvis said that what they are doing is included in the EIS. The medians were reduced in Sections 2 and 3 since they didn't think they would have to provide a 3rd travel lane in the future. It saved money and reduced the impact on landowners. Mr. Ruff asked how they could justify shortchanging some areas while providing Bloomington with amenities like side paths. Mr. Sarvis said he didn't think that anyone felt shortchanged. They deferred an interchange in Daviess County. Traffic models had showed that very few people were going to use that interchange. Mr. Ruff said that he was concerned that the changes came after the plan was developed. He asked Sarvis if he thought the State was required to build I-69 instead of using the much cheaper I-70/US 41 option. Mr. Sarvis said the decision on the route was made some time ago. At this point if they stopped planning to construct the road FHWA might have concerns about all of the Federal dollars that have been spent to date. Mr. Ruff told Mr. Sarvis that the decision to include I-69 in the Long Range Transportation Plan was made under a certain amount of duress. The fact that it is in the LRTP does not reflect any kind of support. Public opinion has always been overwhelmingly against the project.

Mr. Stoops asked about INDOT's yearly revenues. Mr. Sarvis said he believed that in a typical year, they would receive between $550 and $700 million in capital projects and probably around $350 million in operating funds. It is estimated that the total cost of building I-69 between Evansville and Indianapolis will be around $3.1 billion. Mr. Stoops asked if they are tying up 4-5 years of their total revenues on I-69. Mr. Sarvis said they hope it will be less than that. Mr. Stoops said that he was surprised that Mr. Sarvis wasn't aware of the number of bridges around the state that were "functionally obsolete." Mr. Sarvis said that the bridges are inspected semiannually and rated. The Assets Division focuses their efforts on deciding what other transportation and safety projects need to be done. Mr. Stoops said that Mitch Daniels has said they would save money by bypassing some highway construction standards. Mr. Sarvis said that in certain areas they can build to a minimum standard. They are not throwing

out the rulebook. They have to construct I-69 to FHWA standards. Mr. Kruzan pointed out that people are misquoted often. Mr. Stoops said he was concerned about getting a highway built to minimum standards in our MPO area. Mr. Kruzan agreed. Ms. Thomas asked what would happen if the PC votes to not include I-69 in the TIP. Mr. Sarvis said that INDOT would take a serious look at any discretionary funds that flow into this area. They believe that this is a planning partnership. Mr. Kruzan said he appreciated the question and the direct answer. He has been frustrated at previous meetings by not getting direct answers. He asked Mr. Sarvis if the reason INDOT is seeking this amendment is to get federal funding for this portion of the project. Mr. Sarvis agreed. Mr. Kruzan said he had been tempted to vote against this amendment because he had thought this would be a way to stop I-69. But after consulting our City attorneys, attorneys in Indianapolis and FHWA he has come away with 2 additional questions. Can a governor dissolve an MPO? If the project does not qualify for federal funding, would INDOT funding that would come to our MPO be directed away from local projects and to I-69? Mr. Sarvis said that a lot of that money would probably go to lawyers and consultants. The priorities would change and state dollars would be redirected. Mr. Kruzan asked if the MPO would continue to exist and be recognized but funding would be under State control. Mr. Sarvis said he believed that was true.

Mr. McDaniel thanked Mr. Sarvis for finally giving us the answer to questions we've been asking for years. He asked Mr. Tally if the FHWA have the authority to disband an MPO. Mr. Tally said that the MPO exists based on federal statutes. The way the MPO operates is based on an agreement between the Governor and the MPO itself. The Governor cannot dissolve the MPO. The decision about what gets funded is up to the State. No one has the authority to disband the MPO.

Mr. Stark said that annually INDOT has between $80 to $100 million that they spend on bridges throughout the state. There are other areas that are funded annually. So, we are not taking the money from those bridges to fund I-69 with. Mr. Stoops asked what the backlog of bridges is. Mr. Tally said that it's about 25% which is better than many other states.

*****Mr. Stark moved that this TIP amendment be passed. Mr. Farmer seconded.**

Public Comment:
Judy Madiera, a resident of Rolling Glen, has spoken extensively with DLZ and I-69 representatives. They are worried about safety, pollution and property values. Her property value has already declined $80,000. I-69 representatives said that the path of I-69 has moved into their neighborhood due to karst and caves. INDOT cancelled a meeting that had been planned with the neighborhood to allow residents to show them where these karst features are. A road was slated to be blocked off leaving residents unable to access their homes. They heard today that the pathway had been set but 2 weeks ago they were told that the pathway could perhaps be shifted eastward. They have not had cooperation with people associated with the I-69 project. At first they were told that the highway would be 70 feet high going through their neighborhood. Now they are saying that it could only be 30 to 40 feet elevated. It will be very expensive to build the road through their neighborhood. We don't know enough about this road to be able to approve it.

Terry Greene who lives in southwestern Monroe County asked the MPO to not include I-69 in the TIP. We have never had cooperation from INDOT. Why do we think they will cooperate with us now?

Major General Marty Umbarger asked for the MPO's support for his agencies. I-69 would help the Indiana National Guard protect southwestern Indiana in a timely, effective and safe manner.

Tom Tokarski (CARR) said that the fundamental reason for the MPO is to grant citizens a considerable amount of local control which is being violated in this situation. This MPO is being extorted. This is a denial of our democratic process. Any project must be shown to be fiscally constrained. INDOT can show that they have enough money for the little piece of Section 4 but they don't have enough money for all of Section 4. They are starting I-69 in several small pieces. When they run out of money they will argue that the project has been endorsed and ask for more money. This is a blatant dishonest manipulation of the public process. We need information on design and impacts of all of Section 4. Don't let them tie your hands. Section 4 does not need to be built.

Steve Hendricks (Highland Village) said that building of I-69 is irresponsible. It is too costly. The MPO must continue to say "no."

Greg Travis (Vice Chairman of the Monroe Co. Historic Preservation Board and President of the Monroe County Economic Development Commission) said the Historic Preservation Board would like to register their concerns about the I-69 highway as it relates to historic preservation, tourism and economic development in Monroe County. They believe the DEIS is seriously incomplete which directly affects the MPO's ability to use the study as a planning resource. INDOT and its consultants have failed to come up with a plan for permanent mitigation of noise and visual impact upon several National Register Properties. It significantly impacts the character of the county's significant historic areas in particular the Victor Pike area. I-69 will permanently change the historic landscape of the complex know as the Virginia Iron Works. This area is eligible for the National Register and should be preserved as a historic park. The EIS doesn't address damage mitigation for these sites. I-69 will damage tourism and quality of life. The MPO's responsibility is to protect the citizen's of Monroe County—not the Governor's political ambitions. He asked them to vote against the amendment.

Brian Garvey (CARR) has attended meetings with INDOT and CARR for 20 years. Mitch Daniels said, "I'd rather ask for forgiveness than for permission." The residents of the southern counties have not had an open process. The reasons for I-69 are obsolete. He was concerned with fiscal responsibility. Other states are using existing roads. Building roads doesn't result in factories coming in. Our infrastructure is crumbling. While this highway is being built, we are not considering light rail or other progressive mass transit. The road is displacing thousands of people and cutting through farms. INDOT doesn't have the facts or accurate maps. I-69 is a disaster.

David Keppel (Green Sanctuary Task Force on Global Climate Change of the Unitarian Universalist Church) asked the MPO to vote against the amendment. To say "no" is to say that INDOT has not presented the information. If this were to be approved, we would surely see

huge unintended consequences. The community is forward-looking and concerned with sustainability. We have been implicitly threatened. Fix the essential projects.

Alex Smith was concerned with the impacts this will have on the state's natural heritage. He has identified 2 additional species of birds not included in the DEIS. INDOT does not know all of the impacts of I-69 through Section 4. Don't approve the amendment.

Patrick Munson (professor emeritus) knows a lot about karst. INDOT says the corridor was chosen to avoid karst but this corridor goes through lots of karst features. He and several others have walked the corridor and have identified many hundreds of karst features. INDOT has a 1994 commissioned study that shows a massive number of sinkholes that they did not cite in their DEIS. They have changed the location of the corridor somewhat to avoid as many karst features as they could. They are wedded to that corridor. He provided a map of a route they could have chosen and avoided 25% of the karst impacts. Please take everything INDOT says with a major grain of salt.

Stan Frushour (retired from the USGS as their cave and karst specialist) said that Munson is quite correct on all points. The representative from INDOT stated that they would follow the county's statutes on building in karst areas. There needs to be a legal binding document between County and INDOT that will hold them to that.

Okche Atwood (21-year resident) said that she has never seen Highway 37 crowded so we don't need I-69. It seems to be for international trucks passing by. It will impact our peace, safety and tranquility. This makes Bloomington have a good quality of living.

Andrew Effinger (Rogers Group) said that they support the project. If the MPO does not approve this amendment it could mean that INDOT will build I-69 without your input.

Chris Doran said the MPO should not approve the amendment. The arrogance of INDOT is stupendous. He's worked with various environmental groups for 15 years and has a doctorate in Political Economy focused on environmental projects. He has taught Environmental Studies for 5 years. He's seen a lot of EIS and has never seen a project that makes such little social, economic and environmental sense. The EIS is blatant at skimming over environmental aspects. The Policy Committee has a responsibility to the citizens of Monroe County. Climate change is not addressed in the EIS. A high speed train would get troops to the southeastern part of the state much faster. The State has a disgraceful budget. INDOT cannot prove that they can pay for this. He was proud of Bloomington's stance against I-69.

Jess Gwynn said that this is not about letting a little segment to come through. It is about allowing the entire project to come through. Local citizens passed a school funding referendum to make up for what the State has not provided. INDOT and FHWA have a mandate to spend money on highways—that's what they do. INDOT has never wanted public input. The MPO is the only body that matters at this point. Do not pass the amendment.

Sandra Tokarski (CARR) said that INDOT has two goals: One to allow expenditure on I-69. The second goal is to beat down a community for their audacity to oppose them. For 20 years

Bloomington and other communities have rejected I-69. INDOT has never listened. They won't now. We need a legally binding document as mentioned before—but INDOT will never sign that. They have no intention of following local procedures. Vote no. In a democracy, the comment period never ends.

Megan Hutton (Chamber of Commerce) said that they support I-69. I-69 is being built. We need to ensure that we are at the table. I-69 will not turn this into a bland community. Vote yes.

Lucille Bertuccio does not support I-69. She does not own a car and loves to walk around Bloomington. But since we no longer have bus or rail service in town, she has to add an additional day to visit her daughters in Portland. She suggested that INDOT looks to the future including global warming. Say "no" to the highway but "yes" to other forms of transportation.

Ria Collee agrees with the previous speakers. She is on the National Quaker Earth Care Witness Group. She is speaking from a spiritual point of view. She read a statement about restoring the Earth's ecological integrity. I-69 will impact all creatures in the area including animals.

Michael Luurtsema said that the representative from the Chamber said that the highway was already built or under construction but he heard in this meeting that only 43 miles have been built. Nothing is set. Any vote in favor of adding this section to the TIP will be considered as tacit approval of the entire project.

Ron Walker (BEDC) thanked the MPO for the work they have done. It has benefited the local economy. His job is to attract and retain quality jobs in the area. Alternative transportation is very meaningful to increasing the number of jobs and business in the area. He doesn't want to give up our local funding to have it diverted to building I-69. A decision of "no" by this group essentially changes the funding mechanism. Stay at the table.

Zilia Estrada thanked the courageous people who have questioned the hidden assumptions behind I-69. She agreed that the amendment should not be accepted. Small steps make long lasting changes. The MPO should trust their intuition and say "no." If all funding is cut off, this town is amazingly resourceful at finding new ways to get things done.

Steve Volan (District 6 City Council representative) said that he had heard the word "safety" bandied about by proponents of I-69. He asked which set of people will be safer. I-69 will make it safer for cars to drive very fast. One way for drivers to drive more safely is to slow down. Roads can be made safer by having proper maintenance and improving intersections. He was surprised to hear that 25% of our bridges are unsafe and that was considered okay does not give him confidence in the State's governance of transportation issues. They say that safety is paramount to INDOT. Who will the roads be safer for—bikers, users of multiuse trails, pedestrians crossing the SR45/46 bypass? Mr. Sarvis said that if we oppose this amendment INDOT will withhold money for all of our other kinds of local transportation projects. He believes that Mr. Sarvis and INDOT really do want to do the right thing. Mr. Sarvis said that money that was intended for roads would go to lawyers. INDOT should put aside a similar amount of money defending the state against lawsuits from people that were injured at places

that were on INDOT's repair agenda but were put on the back burner to prioritize this project. INDOT's overt threat that they will withhold money from Monroe County that was perhaps intended to improve the safety of drivers reflects INDOT's willingness to decrease safety.

Donna Lentz Ferree said that driving at 2:00 am from Curry Pike to REMC in Bloomfield she rarely sees another car on SR 45. It offends her that INDOT will tear up her neighborhood when they could improve Bloomfield Rd. if they think it is needed.

Steve Boncheck said that this road has been discussed since at least the late 1960s. A lot of people who have opposed this road are not alive anymore or aren't here today. The lady from the Chamber said that this road is a done deal. We were told that about Marble Hill and the PCB Incinerator. It's not just responsible to say "no" but it is also a courageous thing. Vote "No."

Sarah Clevenger said that building highways is out of date. Saying "no" to this proposition may open the doors for mass transportation which we sorely need.

Mark Haggerty said that his land that he has had for 30 years is to be confiscated. It's very rural and very beautiful. He's deeply upset. The City Council voted for the PCB incinerator and it still wasn't built. The power resides in the people. The Indiana Constitution says that we have a right to participate in the process. The people should be able to modify decisions. He wants the people to rise up and protect the property in the county.

David Sabbagh wanted the MPO to consider that Bloomington is the major economic and health care center of this region. The State of Indiana puts a lot of money into our community through IU and Ivy Tech. You have to take into consideration that we don't exist in a vacuum.

Sarah Ryterband (CAC) wanted to comment on some issues raised today. Mr. Sarvis said that because of money already invested we need to proceed. She did not agree with that. Several other prosperous communities have said no to big highways. I-69 is not a reality. Cutting corners in construction will create an inferior roadway that will need costly repairs. She heard that bridges were being built to 100-year-flood standards. In the last few years we have hand many 100-year-floods. She asked them to vote against the amendment.

Dick Powell said that he wanted to go on record as opposing I-69.

Farrah Ferree returned to Bloomington after college and living in California by choice. Bloomington has the potential to do wonderful things. This massive highway may bring in more crime. An impact of I-69 is that many smaller roads will be closed. She wanted more details and to know why we need it. Fix the roads we have.

Mr. Martin said that the more we look at issues of quality and character that is suitable to this community, the more we understand that initial cost estimates may be very, very low. How would INDOT get additional funds to meet our standards? Mr. Sarvis asked how they would include those changes in their plan. He didn't know where they would find the funding or what that would do to their schedule. Mr. Martin asked if they would be willing to state that they

would honor that standard deemed appropriate through a cooperative arrangement with INDOT. Mr. Sarvis said if they come up with the standard together, they would honor it, if it there was some basis for it. Mr. Martin asked if the basis was lacking would they use our standards not INDOT's.

Mr. Stoops asked if this would be a hazardous materials route. Mr. Sarvis said yes. Mr. Stoops questioned the wisdom of that considering our karst features and proximity of population. Not only would I-69 be running hazardous materials but it would stub out in Bloomington. Mr. Tally said that all interstates are open to hazardous materials. You could not restrict hazardous materials from Bloomington. He noted that there is a range of standards available to the state DOTs. FHWA works with the states to decide which standards are appropriate. FHWA works directly with INDOT to make informed decisions and document that for the record. There was more discussion between Mr. Stoops and Mr. Tally about segmenting and development of I-69.

Mr. Stoops praised the public speakers. He pointed out that the wind blows from west to east so all the diesel fumes will be blowing over Bloomington. There will be a lot of pollution produced by I-69. We will pay for mitigating stormwater problems created by I-69. The main thing that distribution centers want is a rail stub which we don't have. He felt that the pressure to build this interstate comes from Mitch Daniels. In 2 years, he will not be governor. In 1 year, someone will be campaigning for governor. If funding is cut off to Monroe County and Bloomington, it could be detrimental to a candidate to say that they would continue cutting off the funds. That's a risk we should take. The lack of detail in the DEIS by INDOT includes the inability of the experts finding a federally endangered species of warblers. They didn't want to find them. We have local people finding all these karst features when INDOT and their consultants can't find them. Those studies probably just weren't included in the EIS. But INDOT will not give us access to those studies which are under the control of the private contractors. That is not good enough for the MPO. The Monroe County Commissioners have passed a resolution opposing the construction of I-69. He feels that he is speaking for 3 County Commissioners at this time. It is the MPO's responsibility to watch out for the citizens and the health and welfare of this area.

Mr. Martin said he was going to move to amend the motion from Mr. Stark for a lot of reasons. He hoped it was understood that it is an attempt both to allow us to move forward without punitive consequences at this time, to give INDOT an opportunity to actually act upon what they say rather than what they say and not deliver and to give us a requirement in the future to address this before they can actually proceed with any kind of construction effort.

*****Mr. Martin moved to adopt the following RESOLUTION AMENDING THE FY2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE THE INDIANA DEPARTMENT OF TRANSPORTATION'S INTERSTATE 69 PROJECT** as decided by the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) on November 5, 2010.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization

responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, the BMCMPO must develop and maintain a Transportation Improvement Program (TIP) to illustrate how federal funds will be expended on transportation projects within the metropolitan planning area; and

WHEREAS, the Indiana Department of Transportation has requested the FY2010-2013 TIP be amended to include the segment of Section 4 of the Interstate 69 project (from May Creek in Monroe County to the intersection with State Road 37) within the metropolitan planning area of the BMCMPO; and

WHEREAS, public comment has brought forth several specific examples of the inadequacy of the DEIS II as a planning document for the future and therefore the need for careful oversight of contractor services and deliverables; and

WHEREAS, the BMCMPO takes this action in protest because it believes that adopting the I-69 segment into the TIP is necessary to avoid reductions in other State funding for and disruption of INDOT related projects and cooperative services; and

WHEREAS, the Technical Advisory Committee recommended approval of this TIP amendment at their meeting held on October 27, 2010; and

WHEREAS, the Citizens Advisory Committee did not recommend approval of this TIP amendment at their meeting on October 27, 2010.

NOW, THEREFORE, BE IT RESOLVED:

(1) That the Bloomington/Monroe County Metropolitan Planning Organization hereby amends the FY 2010-2013 Transportation Improvement Program to add the segment of Section 4 of Interstate 69 (from May Creek to the intersection with SR 37) within the BMCMPO metropolitan planning area with the following entries:

- Preliminary Engineering (PE) in FY2011 with a total cost of $2,750,000 (NHS $2,200,000; State $550,000)
- Right of Way acquisition in FY 2012 with a total cost of $3,120,000 (NHS $2,496,000; State $624,000);
- Construction in FY2013 with no amount specified
- Description: New Interstate highway road construction in karst terrain subject to the strict requirements of the 1993 Memorandum of Understanding between INDOT, IDEM, IDNR, and the U.S. Fish and Wildlife Service, and with reporting to the Monroe County Surveyor the precise location of every karst feature identified and reporting to the Monroe County Drainage Engineer the treatment applied to avoid destruction or contamination of the karst feature and related subterranean structures in a manner consistent with local ordinances, and providing among other necessary infrastructure to be determined prior to construction, an overpass or underpass in Section 4 at Harmony Road in Monroe County consistent with the adopted MPO LRTP Travel Demand Model Alternative 5 identifying this route as the most travelled local road to be crossed by I-69 in Section 4, and maintain access to That Road east side of the proposed highway, and Bolin Lane open with grade separation, thereby avoiding a significant shift in traffic from Bloomfield Road to Rockport Road, both of which enter the MPO jurisdiction
- Support: LRTP

DRAFT

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

(2) That this resolution of support shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

*****Mr. Williams seconded the motion to amend.**

Mr. Martin noted that this doesn't end the issue for any of us. It does give the local jurisdiction more involvement in the process than it has had in the past. It doesn't put anything on the ground. There is still an opportunity for something else to happen. It does preserve the funding which we have now been able to secure for other projects in the MPO. He doesn't know how this will play out going forward. We will have to see how honest everybody is going to be. There is no good solution here but this is the least of the bad choices that we have going forward. He discussed the situation with Harmony Rd.

Mr. Williams listed several county roads that he hopes are still on the table with this motion. Mr. Martin said that he anticipated that if there really is a partnership, those issues will be resolved. Mr. Ruff said he was confused about the procedure. Will there be public comment on the amendment. Mr. McDaniel said that was not their practice. Mr. Stoops said that he believed that Mr. Martin was basically adding conditions to the motion.

Ms. Thomas said that the location was still inaccurate. Mr. Sarvis discussed how they came up with the cost. Mr. Coyne asked if they could ask INDOT what this amendment would mean to future funding. Mr. Sarvis said this amendment would allow them to start the engineering process and right-of-way acquisition. INDOT is still evaluating the comments on closing roads. It has become very clear how important Harmony Rd. is. The amendment is acceptable to INDOT.

*****Roll call vote was taken on the amendment. The amendment passed by a vote of 9:4.**

Mr. Ruff still had objections concerning funding of the project. He said they should vote against including I-69 in the TIP for many reasons. Julie Thomas said that additional gas stations and truck stops are not economic development. Closing access to some rural roads would add additional costs to emergency service, school buses, etc. Mr. Kruzan said that with the amendment to the motion he could vote for it. He would much rather see money being put into passenger rail. Defeating the amendment would definitely impact our federal money. Voting "no" means that local money will be spent on building I-69. The worst case is that State money won't be available to us. Last Tuesday showed us that a lot of people who don't care about social and public services can be elected. He feels very badly about anyone whose land is being impacted and Andy Ruff because this is very important to him. This vote doesn't mean tacit approval of the entire project. It is about keeping local dollars locally controlled. Mr. Ruff didn't agree with Mr. Kruzan's feelings about how much money would be impacted.

Mr. McDaniel said that we are now voting on the original motion as amended.

*****Roll call vote was taken. The motion passed by a vote of 9:4 with many reluctant "yes" votes.**

Mr. McDaniel asked if they could postpone the rest of agenda to January. Mr. Hess said yes.

***Ms. Johnson moved adjournment. Mr. Farmer seconded. The motion was unanimously approved.

The meeting was adjourned.

These minutes were _____ by the Policy Committee at their meeting held on 1/14/10. (JFW)

DRAFT

MEMORANDUM

To: BMCMPO Committee Members

From: Raymond Hess, *Sr. Transportation Planner*

Date: October 21, 2010

Re: Project Tracking

Background

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

INDOT Projects

State Road 45/46 Bypass from Monroe St. to Kinser Pike *(DES# 0600811) p. 11 of TIP*

- Current Status: This project was let in May 2010.
- Complete Streets: Not applicable

State Road 45/46 Bypass - Kinser Pike to Pete Ellis Dr. *(DES# 0300585,9010075,9611470,0015830) p.12*

- Current Status: This project was let in May 2010.
- Complete Streets: Not applicable

State Road 46 intersection improvement at Smith Road *(DES# 0100773) p.13*

- Current Status: This project is scheduled to be let in September 2011.
- Complete Streets: Not applicable

State Road 446 Resurfacing*(DES# 1005184) p.14*

- Current Status: This project was amended into the TIP in September 2010.
- Complete Streets: Not applicable

Monroe County Projects

Fullerton Pike road reconstruction from SR 37 to Sare Rd. *(DES# 0801059) p. 16 of TIP*

ROW Acquisition	Letting Date	Construction Begin	Construction End
100 parcels (est.)	01/2014 (est.)	05/2014 (est.)	9/2016 (est.)

- Current Status: Progress slow due to other duties related to existing projects. Considering readvertising for Letters of Interest to select a consultant per INDOT regulations and proceed with design studies.
- Complete Streets: No changes in scope which affect CS compliance: bike, ped, and transit accommodations expected. Too early in process to detail preferred design solutions.

Karst Farm Greenway Phase I *(DES# 0600370) p. 17*

ROW Acquisition	Letting Date	Construction Begin	Construction End
12 parcels by late 2010 (est.)	3/2011 (est.)	4/2011	10/2011

- Current Status: ROW engineering is underway. 9 of 12 property owners have indicated they will donate their portion of land for the trail. Final plan edits and permitting issues are being worked on. Indiana Railroad has asked fro a second review of the planned crossing from their safety experts.

Several land owners requested changes in the alignment. These issues have caused the schedule to be pushed back slightly.

- Complete Streets: Not applicable.

Karst Farm Greenways Phase IIa *(DES# 09002263) p.18*

ROW Acquisition	Letting Date	Construction Begin	Construction End
4 parcels by 10/2012 (est.)	06/2013 (est.)	07/2013(est.)	05/2014(est.)

- Current Status: Advertised for consulting services in March 2010. Received and currently scoring 7 Letters of Intent for consulting.
- Complete Streets: Not applicable

Mt. Tabor Road (Matthews Dr.) Bridge over Jack Defeat's Creek *(DES# 0801060) p. 19*

ROW Acquisition	Letting Date	Construction Begin	Construction End
7 parcels by 2/2012 (est.)	10/2012 (est.)	11/2012(est.)	11/2013(est.)

- Current Status: Environmental documents related to historic and preliminary design are being developed. All permits are expected to be secured in by 2012.
- Complete Streets: This project was determined to be exempt from the Complete Streets Policy by the Policy Committee (01/2010) at its northern end because of the constraints of the creek and the historic property. An 8ft shoulder will be provided along the entire alignment on the east side of the road and as far as possible on the west side of the road in the absence of environmental constraints.

Pavement Preservation *(DES# 0901219, 0901220, 0901216, 0901540, 0901218)p. 20*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not Applicable	12/2009 & 01/2010	04/2010	07/2010

- Current Status: This project is complete.
- Complete Streets: Not applicable

Vernal Pike Phase II from Curry Pike to Woodyard Rd. *(DES# 9683080) p.21*

ROW Acquisition	Letting Date	Construction Begin	Construction End
40 of 40 acquired	04/2010	05/2010(est.)	09/2011(est.)

- Current Status: This project was let in April 2010. INDOT confirmed a change order allowing Monroe County to upgrade a sidewalk to a sidepath.
- Complete Streets: Not applicable.

City of Bloomington Projects

W. 3rd St. from SR 37 to Landmark *(DES# 0300766) p. 23 of TIP*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Completed 12/2008	4/2009	5/2009	7/2011 (est.)

- Current Status: Construction is underway and is 41% complete. Contractor is preparing to switch traffic to phase 2 by Thanksgiving 2010. A change order totaling $49,494 was administratively approved to correct the quantities of water meter pits and copper service line.
- Complete Streets: Not applicable.

17th St. roundabout at Arlington Rd. *(DES# 0900216) p. 24*

ROW Acquisition	Letting Date	Construction Begin	Construction End
15 parcels by 11/2011 (est.)	03/2012 (est.)	04/2012(est.)	04/2013(est.)

- Current Status: Field check meeting conducted 9/22/10. Addendum to the design contract will be necessary to bring the plans to completion. This will require a minor amendment to the PE amount in the TIP.
- Complete Streets: The project's preferred design solutions include sidewalks, sidepaths, improved pedestrian crossings, and traffic calming.

17th St. intersection improvement at Jordan Ave. *(DES#0901710) p. 25*

ROW Acquisition	Letting Date	Construction Begin	Construction End
7 parcels by 9/2011 (est.)	03/2012 (est.)	05/2012(est.)	12/2012(est.)

- Current Status: Environmental documentation was approved July 2010. The bid letting date has been moved to 2012 because no funding source has been identified for construction.
- Complete Streets: Not applicable. The project's preferred design solutions include sidewalk, sidepath, improved pedestrian crossing, and improved sight distance.

Atwater Ave. intersection improvement at Henderson St. *(DES#0800443) p. 26*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Complete as of 07/2010	10/2010	05/2011 (est.)	09/2011 (est.)

- Current Status: The project was let on 10/6/10 and Crider & Crider was the lowest bidder at $580,490 ($627,000 is programmed in the TIP).
- Complete Streets: Not applicable.

B-Line Trail Phase II from 2nd St. Country Club Dr. and Rogers St. to Adams St. *(DES# 0901422) p. 27*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	02/2010	05/2010	06/2011 (est.)

- Current Status: The construction of this project is underway. The bridge will be set by year's end.
- Complete Streets: Not applicable

Cascades Trail Phase I from Dunn St. to Club House Dr*. p. 28*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	TBD	TBD	TBD

- Current Status: A TIP amendment was processed 09/2010 to moved the construction year from FY2010 to FY2012.
- Complete Streets: Not applicable

Jackson Creek Trail Phase I from Rogers Rd. to Sherwood Oaks Park *(DES# 0200987) p. 29*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	01/2010	04/2010	09/2010

- Current Status: This project is complete and open to the public as of October 5, 2010. A change order totaling $49,494 was administratively approved for additional sub-base stabilization measures.
- Complete Streets: Not applicable

Old SR37 Intersection improvement at Dunn St. *p. 30*

ROW Acquisition	Letting Date	Construction Begin	Construction End
6 parcels by 11/2013 (est.)	03/2014 (est.)	04/2014 (est.)	07/2015 (est.)

- Current Status: Design funding included in both City and County budgets for 2011.
- Complete Streets: The preferred design solutions include sidewalk, sidepath, sight distance improvements, and intersection improvements.

University Courts Brick Street Restoration *(DES# TBD) p. 31*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	03/2013 (est.)	04/2013(est.)	07/2013(est.)

- Current Status: No change from the last quarterly report.
- Complete Streets: Not applicable

Rogers Street road improvement from Rockport Rd. to Watson St. *(DES# 0600496) p. 32*

ROW Acquisition	Letting Date	Construction Begin	Construction End
20 of 59	06/2011 (est.)	07/2011(est.)	11/2012(est.)

- Current Status: Right-of-way engineering for all parcels is complete. Appraisals and review appraisals have been completed for 42 of 62 parcels; 22 offers have been made and 17 property owners have received payment.. Just compensation amounts are exceeding the expected amounts in large part because of setback damages, so the ROW amount programmed in the TIP will need to be adjusted.
- Complete Streets: Not applicable. The preferred design solutions include sidewalk, sidepath, tree plot separation, and formalized on-street parking.

Sare Rd. roundabout at Rogers Road *(DES# 0900213) p. 33*

ROW Acquisition	Letting Date	Construction Begin	Construction End
8 parcels by 11/2010 (est.)	04/2011 (est.)	5/2011 (est.)	04/2012 (est.)

- Current Status: Field check is scheduled. Design of CBU watermain through project limits added into design contract to ensure coordination between the two projects.
- Complete Streets: Project includes connections for sidewalk and sidepath.

Tapp Rd. intersection improvement at Rockport Rd. *(DES#0901730) p. 34*

ROW Acquisition	Letting Date	Construction Begin	Construction End
19 parcels by 11/2013 (est.)	03/2014 (est.)	04/2014(est.)	07/2015(est.)

- Current Status: Public Meeting to be held 10/27/10. Utility Coordination meeting to follow.
- Complete Streets: The preferred design solutions include sidewalk, sidepath, improved pedestrian crossing, and traffic calming.

Traffic Signal upgrade at 4th/Walnut and 4th/College *(DES# 0901808, 0901809) p. 35*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	1/2010	04/2010	03/2011(est.)

- Current Status: Structural analysis of INDOT standard aluminum signal poles revealed that the poles do not meet the loading criteria outlined in the 2009 AASHTO standards. As a result, the City has been awaiting guidance from INDOT on how to proceed, i.e. whether to use steel poles which trigger Section 106 review or whether to use standard aluminum poles under an early AASHTO specification. INDOT's guidance is the latter and the City is proceeding with aluminum poles with the understanding that not completing the project this year could result in escalation costs which are not reimbursable with Stimulus funding.
- Complete Streets: Not applicable. The project will modernize the pedestrian signals and update curb ramps.

Walnut Street pavement preservation from 1st St. to Country Club Dr. *(DES# 0901506) p. 36*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	12/2009	03/2010	06/2010

- Current Status: This project is complete.
- Complete Streets: Not applicable.

Sidewalk Restoration at various locations in the City *(DES# 0901685) p. 37*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	01/2010	03/2010	05/2010

- Current Status: This project is substantially complete.
- Complete Streets: Not applicable. The project includes new sidewalks and updated curb ramps.

Town of Ellettsville Projects

Heritage Trail Phase I from Main St. to Depot Rd. *(DES 0301167) p. 38 of TIP*

ROW Acquisition	Letting Date	Construction Begin	Construction End
TBD	10/2011	03/2012	06/2012

- Current Status: A TIP amendment was processed 09/2010 to identify engineering, right-of-way and updated construction phases. Ellettsville is currently working with INDOT to issue an RFP for preliminary engineering.
- Complete Streets: Not applicable

Community School Corporation Projects

RBBCSC Sidewalk Construction along Ridge Springs Ln. *(DES# 0800021) p.40 of TIP*

ROW Acquisition	Letting Date	Construction Begin	Construction End
4 parcels by 01/2011 (est.)	05/2011 (est.)	TBD	TBD

- Current Status: Eagle Ridge Civil Engineering has been hired to handle permitting and design. The preparation of environmental documents and coordination with utilities are underway. Final design is anticipated by December 2010.
- Complete Streets: Not applicable

MCCSC Batchelor Middle Infrastructure *(DES# 0710204) p. 41*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	05/2011	06/2011	08/2011

- Current Status: Design is complete.
- Complete Streets: Not applicable.

Change Orders

In 2007 the MPO adopted a Change Order Policy. The Policy sets aside 5% of the MPO's allocation of Surface Transportation Program (STP) funds into a Change Order Reserve. The Change Order Reserve can then be tapped by local public agencies for projects which have run into unforeseen costs once construction has begun. The following table provides a synopsis of the Change Order Reserve status for fiscal year 2011.

Project – Nature of CO	Approval	Date	Local Match	CO Reserve	Other funding	Total
W. 3rd St.–correction of quantities for water meter pits and copper service line	Administrative	7/7/10	$20,530.00	$82,120.00		$102,650
Jackson Creek Trail-additional sub-base stabilization	Administrative	10/5/10	$9,898.86	$39,595.44		$49,494.31
Change Order Reserve Balance = $94,204.11						

Bloomington/Monroe County
Metropolitan Planning Organization

Crash Report

Calendar Years 2007 through 2009

September 2010

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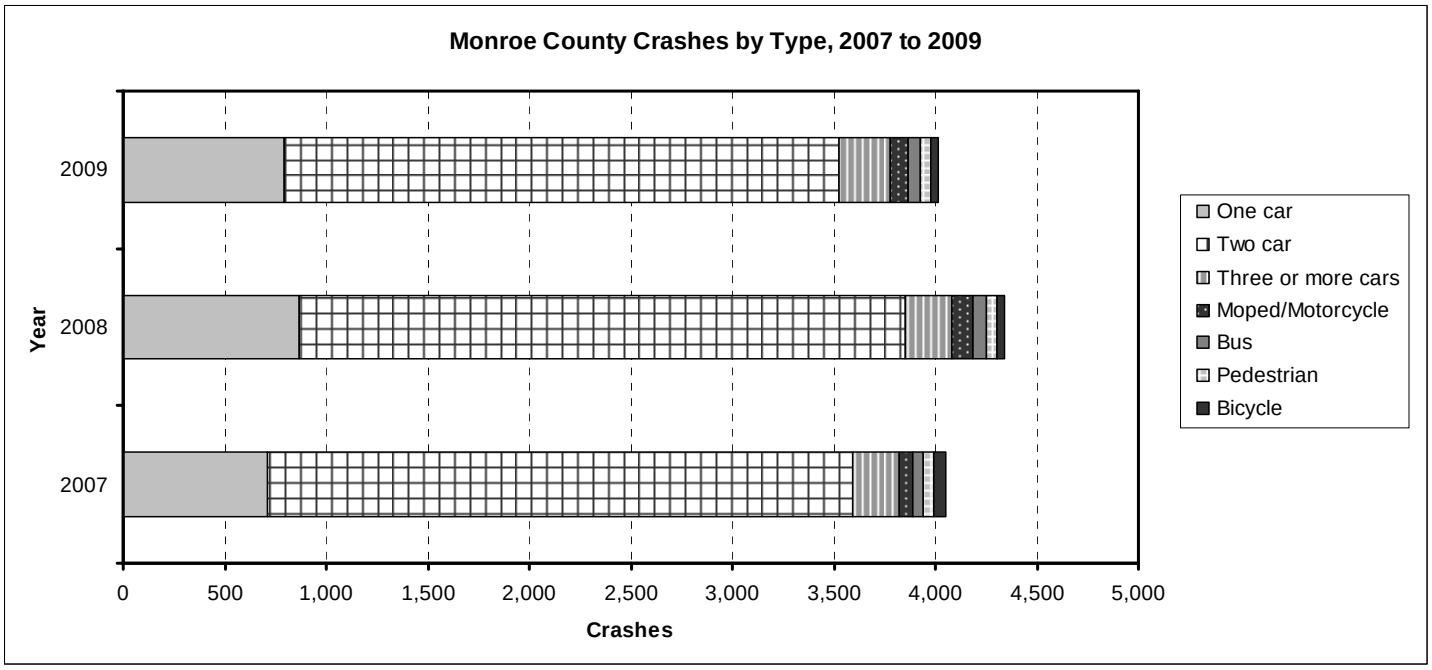
Executive Summary

The current version of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Crash Report continues the MPO's effort to provide a thorough analysis of the causes and trends of motor vehicle crashes in Monroe County. This year's report includes crash data from 2007 to 2009.

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

A summary of the crash trends reported within Monroe County is provided below to highlight general information on crash data within Monroe County. In the following sections, detailed tables, charts, and summaries are provided to highlight information on the frequency, severity, and other related characteristics of crashes that occurred from 2007 to 2009. Additionally, the appendix contains information and analysis that may be of interest to some readers.

Summary of Crash Trends from 2007 to 2009
A total of 12,410 crashes were reported between 2007 and 2009 (Table 1). This figure is roughly the same as the three year total from 2006 to 2008, as reported in last year's crash report. Total crashes for 2009 were down 7.5% from 2008. Just over three quarters of the total crashes reported no injuries (property damage or unknown) and the rest reported various levels of severity in injuries sustained.



A further breakdown of the 12,410 crashes provides useful insights into trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, and crashes that resulted in fatalities. Over the course of the three years analyzed, there were 22 fatalities (Table 4), somewhat less than the 30 fatalities reported from 2006 to 2008. Of the 22 fatalities, almost half (10) were from single vehicle crashes, while six involved mopeds/motorcycles, and four involved a pedestrian. There were no fatalities involving a bicycle or a bus.

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

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

State highways are prominently featured in the list of problematic intersections (Table 2). This could be attributable to several factors, but higher traffic volumes and speeds on these roads are likely factors. The intersection at 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 show a high number of crashes, but do not involve state managed highways, such as 3rd St. and Washington St., should also be considered for safety improvements through the MPO's Highway Safety Improvement Program. Future reports would benefit from a reliable methodology to normalize crashes to volumes of traffic, road classification, and/or some other value so that ranking of problematic locations and intersections is not solely based on total crashes.

The leading cause of crashes during the study period was once again failure to yield right of way with 2,531 incidents (Table 3). Other leading causes include reaction to other driver behaviors, following too closely, and unsafe backing. These causes may be reduced through law enforcement and education efforts as well as through physical improvements. Running off the right side of the road and speeding in adverse weather present opportunities for physical safety improvements, such as guard rails, rumble strips, and interactive signage. These types of improvements should be explored further to reduce crashes.

Bicycle and pedestrian crashes are an important consideration due to a relatively high number of non-motorized trips in the area, and the sensitivity to injury of individuals using these modes. It is well understood that when compared to other types of crashes, those involving bicyclists and pedestrians are much more likely to result in a fatality or incapacitating injury. Therefore, reducing the frequency of these crashes is a priority. Four of the top ten 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 BMCMPO received approximately $3.1 million through this federal legislation to invest in our local transportation network. The benefits of these investments have only recently begun to materialize, and should be evident 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 transportation.[1] While it may not be possible to completely eliminate motor vehicle crashes, gaining a better understanding of their causes can help transportation planners and engineers reduce their frequency and severity. This report attempts to characterize the motor vehicle crashes in Monroe County, Indiana, providing the basis for informed transportation policies and infrastructure investments.

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

The report focuses on a three year period from 2007 to 2009. By focusing on a longer time horizon, random variations in annual crashes do not unduly influence the trends reported. For instance, annual variations in bicycle and pedestrian crashes, fatalities and incapacitating injuries, and location-specific crashes can be significant, even though there may not be an actual change in the likelihood of those crashes. By using a three-year window, identified trends are more likely to be meaningful. Results from 2009 alone are also presented in some instances to provide a snapshot of the most recent year.

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

Methodology and Data Considerations

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

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

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

Once the raw 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, 2007-2009") shows how many crashes resulted in a fatal injury in 2009, but it would be incorrect to interpret this column as the number of fatalities in 2009, 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 2007-2009. These factors reflect trends in the overall safety of the transportation system.

In 2009, a total of 4,014 motor vehicle crashes were reported in Monroe County (Table 1). Of these, seven resulted in one or more fatalities, while 53 caused incapacitating injuries. For the vast majority of crashes (3,129), injuries were not reported. Two-car crashes were the most common, comprising 68.2% of the total. One-car crashes and those involving three or more cars were also common, accounting for 19.7% and 6.2% of total crashes reported, respectively. Pedestrian, cyclist, moped/motorcycle, and bus crashes were much less frequent. However, with the exception of bus crashes, these were much more likely to involve injury than vehicle crashes.

Compared with 2008, the overall number of crashes in 2009 showed a notable decrease (7.5%). The portion of crashes resulting in fatalities or incapacitating injury (1.5%) was roughly the same as in 2008 (1.4%). This figure should be monitored in future years to see if this trend continues.

Table 1. Crashes by Type and Severity, 2007-2009

	Crash Type	Severity				Annual Total	Percent of Annual Total
		Fatal Injury	Incapacitating Injury	Non-incapacitating	No injury/unknown		
2007	One car	2	10	161	539	**712**	**17.6%**
	Two car	0	28	493	2357	**2878**	**71.0%**
	Three or more cars	0	3	82	148	**233**	**5.7%**
	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**	**878**	**3109**	**4055**	**100.0%**
	Percent of Annual Total	**0.1%**	**1.6%**	**21.7%**	**76.7%**	**100.0%**	
2008	One car	4	10	170	680	**864**	**19.9%**
	Two car	1	19	447	2523	**2990**	**68.9%**
	Three or more cars	0	4	72	149	**225**	**5.2%**
	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	2	**34**	**0.8%**
	Total	**11**	**47**	**831**	**3452**	**4341**	**100.0%**
	Percent of Annual Total	**0.3%**	**1.1%**	**19.1%**	**79.5%**	**100.0%**	
2009	One car	3	12	154	620	**789**	**19.7%**
	Two car	0	18	448	2273	**2739**	**68.2%**
	Three or more cars	1	4	94	151	**250**	**6.2%**
	Moped/Motorcycle	2	11	53	19	**85**	**2.1%**
	Bus	0	1	5	57	**63**	**1.6%**
	Pedestrian	1	6	41	3	**51**	**1.3%**
	Bicycle	0	1	30	6	**37**	**0.9%**
	Total	**7**	**53**	**825**	**3129**	**4014**	**100.0%**
	Percent of Annual Total	**0.2%**	**1.3%**	**20.6%**	**78.0%**	**100.0%**	
3-Year	**Total**	**21**	**165**	**2534**	**9690**	**12410**	
	Percent of 3-Year Total	**0.2%**	**1.3%**	**20.4%**	**78.1%**	**100.0%**	

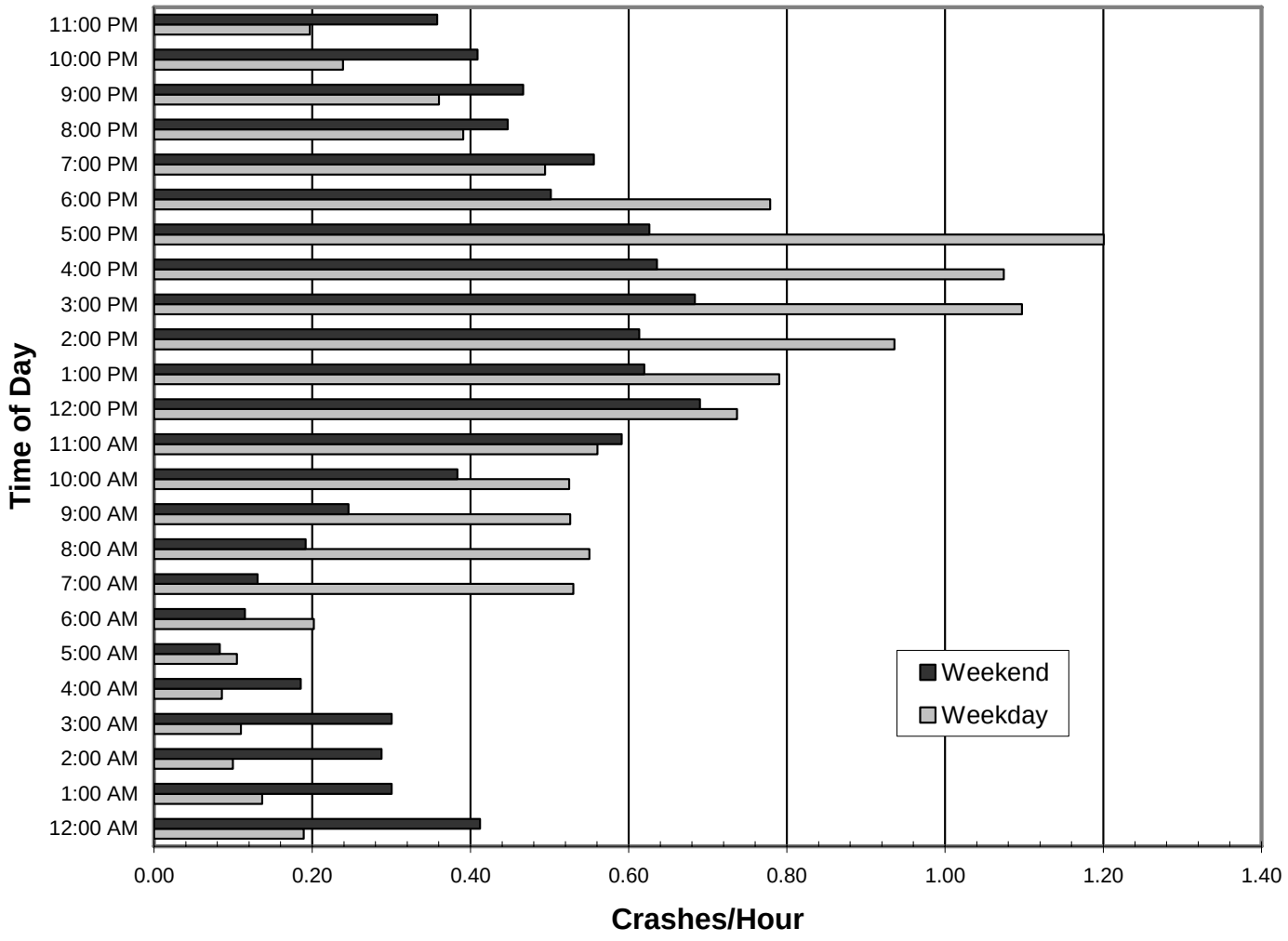
Time of Crashes

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

On weekdays, the number of crashes typically increased in conjunction with traffic from the morning 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 more than one per hour.

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

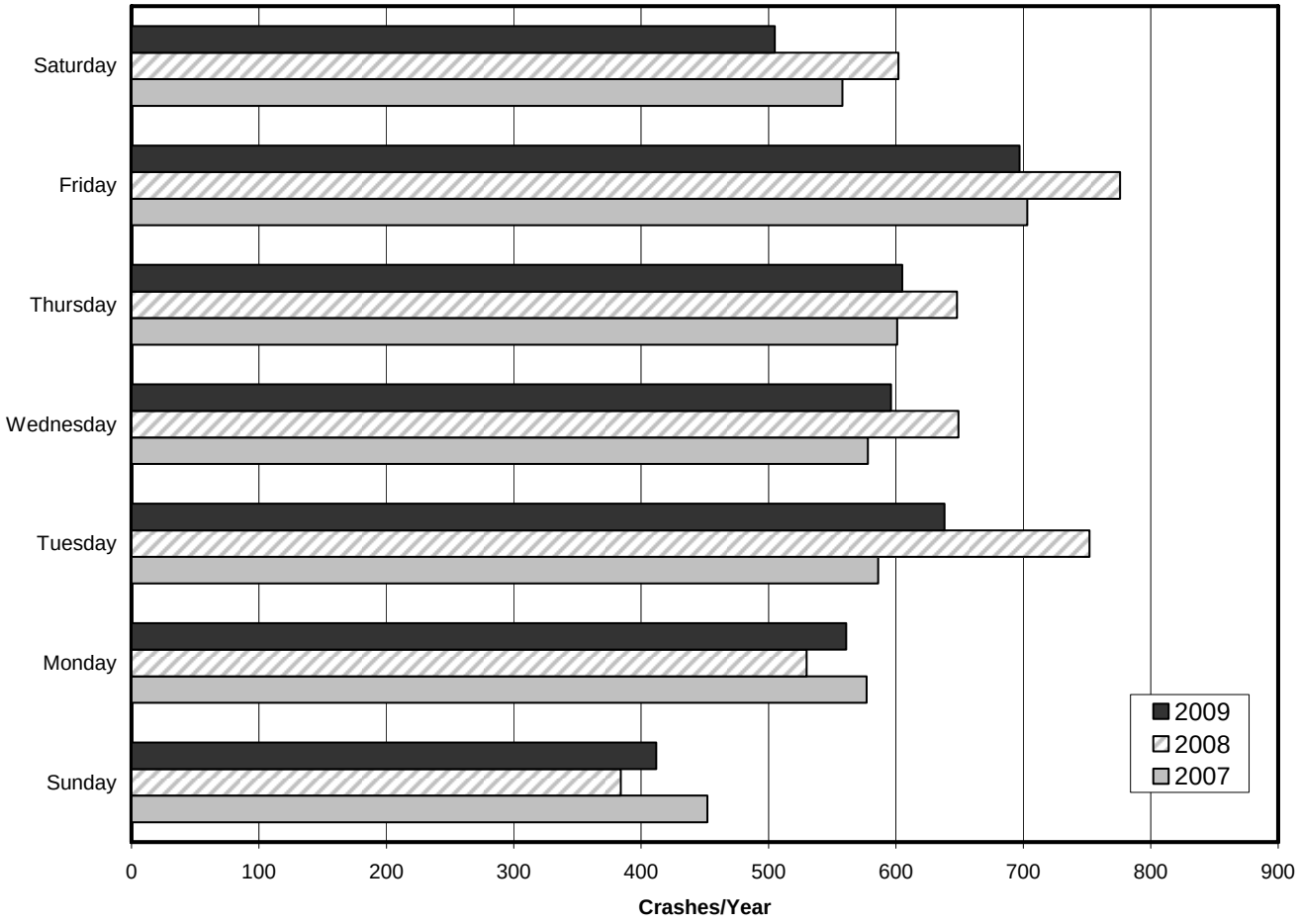
Figure 1. Crashes by Time of Day, 2007-2009 [3]



[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, 2007-2009



Crash Locations

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

In 2009, the intersection with the greatest number of total crashes was N. College Avenue/N. Walnut Street and State Road 45/46 Bypass, where 45 crashes were reported (Table 2). However, the intersection of Bloomfield Rd at State Road 37 had the most crashes between 2007 and 2009 with 153 crashes. Although traffic volume is certainly an important element, intersection design factors, such as limited visibility, topographic constraints, and awkward turning movements, may contribute to greater crash frequency at some high crash locations.

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

Table 2. Top 50 Crash Locations, 2007-2009

Rank	Intersection	Year			3-Year Total
		2007	2008	2009	
1	State Road 37 & S. Bloomfield Rd.	55	56	42	**153**
2	State Road 37 & W. 3rd St.	53	50	42	**145**
2	State Road 45/46 Bypass & N. College Ave./N. Walnut St.	38	62	45	**145**
4	State Road 37 & W. Vernal Pike	50	45	35	**130**
5	State Road 46/S. College Mall Rd. & E. 3rd St.	47	32	38	**117**
6	State Road 45 & S. Curry Pike/S. Leonard Springs Rd.	37	35	36	**108**
7	State Road 45/46 Bypass & E. 10th St.	34	39	28	**101**
8	E. 3rd St. & S. Pete Ellis Dr.	39	30	28	**97**
9	State Road 45 & S. Liberty Dr.	32	34	26	**92**
10	W. 3rd St. & S. Liberty Dr.	20	35	31	**86**
11	E. 3rd St. & S. Kingston Dr.	25	26	25	**76**
12	E. 10th St. & N. Fee Ln.	24	23	22	**69**
13	State Road 45/46 Bypass & N. Kinser Pike	25	21	21	**67**
14	W. 3rd St. & S. Gates Dr.	12	26	25	**63**
15	State Road 46 & State Road 446	22	22	17	**61**
16	W. 3rd St. & S. Curry Pike	19	21	19	**59**
17	S. Walnut St. Pike & E. Winslow Rd.	19	22	17	**58**
18	E. 3rd St. & S. Washington St.	23	8	24	**55**
19	E. 3rd St. & S. Woodscrest Dr.	15	16	21	**52**
19	E. 3rd St. & S. Smith Rd.	13	17	22	**52**
19	S. College Mall Rd. & E. Covenanter Dr.	20	19	13	**52**
22	W. 3rd St. & S. Landmark Ave.	19	12	20	**51**
23	W. 2nd St. & S. Rogers St.	11	23	16	**50**
23	E. 10th St. & N. Pete Ellis Dr./N. Range Rd.	14	14	22	**50**
25	E. 3rd St & S. Walnut St.	13	17	19	**49**
26	E. 7th St. & N. Walnut St.	17	16	15	**48**
27	E. 10th St. & N. Jordan Ave.	10	19	18	**47**
27	E. Kirkwood Ave. & S. Walnut St.	17	16	14	**47**
27	W. 10th St. & N. College Ave.	14	18	15	**47**
30	E. Grimes Ln. & S. Walnut St.	17	17	12	**46**
30	E. 3rd St. & S. Woodlawn Ave.	21	16	9	**46**
32	E. 17th St. & N. Fess Ave.	14	14	17	**45**
32	E. 3rd St. & S. Jordan Ave.	16	17	12	**45**
32	W. 2nd St. & S. College Ave.	9	13	23	**45**
35	W. 7th St. & N. College Ave.	18	11	14	**43**
35	W. 17th St./W. Arlington Rd. & N. Monroe St.	13	19	11	**43**
37	State Road 37 & W. Tapp Rd.	16	12	14	**42**
37	State Road 45/46 Bypass & N. Dunn St.	13	15	14	**42**
39	E. 10th St. & N. Union St.	16	13	12	**41**
40	E. 13th St. & N. Indiana Ave.	13	17	10	**40**
41	N. Indiana Ave. & E. Kirkwood Ave.	15	13	11	**39**
41	W. 3rd St. & S. College Ave.	13	14	12	**39**
41	State Road 45/46 Bypass & E. 17th St.	18	9	12	**39**
41	E. Rhorer Rd. & S. Walnut Street Pike	10	17	12	**39**
45	E. 2nd St. & S. College Mall Rd.	16	16	6	**38**
45	State Road 37 & S. Old State Road 37	11	11	16	**38**
47	State Road 46 & E. Eastgate Ln.	11	12	14	**37**
47	E. Atwater Ave. & S. Henderson St.	10	17	10	**37**
47	E. 3rd St. & S. Dunn St.	15	13	9	**37**
47	S. Basswood Dr. & W. Bloomfield Dr.	11	17	9	**37**
47	W. Kirkwood Ave. & N. Rogers St.	15	15	7	**37**

Crash Factors

This section summarizes the primary crash factors from 2007 to 2009. An understanding of these causes informs infrastructure investments, enforcement activities, and educational efforts. For instance, unsafe speeds can be addressed by traffic enforcement and road design, while the tendency of motorists to drive off the road can be mitigated with a guardrail or rumble strips. Similarly, enforcement and education could reduce the number of crashes attributable to alcohol.

Failure to yield right of way was the most common cause of crashes during the study period, contributing to over 2,500 crashes from 2007 to 2009. Other driver errors, following too closely, and unsafe backing were also significant crash factors. Table 3 shows the top 10 primary crash factors for 2007-2009, which account for over three-quarters of total accidents. Driving under the influence of alcohol (ranked 12th with 355 total crashes) or driving left of center (ranked 15th with 198 crashes) do not contribute to as many crashes overall, but such crashes tend to be more severe.

Table 3. Top 10 Primary Crash Factors by Severity, 2007-2009

Rank	Primary Factor	Severity				3-Year Total
		Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	No Injury/ Unknown	
1	Failure to yield right of way	1	37	611	1,882	**2,531**
2	Other driver errors	0	16	296	1,477	**1,789**
3	Following too closely	0	9	335	1,037	**1,381**
4	Unsafe backing	0	0	20	1,135	**1,155**
5	Driver distracted	1	8	157	445	**611**
6	Ran off road right	6	9	158	334	**507**
7	Disregard signal/reg sign	0	11	153	308	**472**
8	Speed too fast for weather conditions	0	2	91	369	**462**
9	Roadway surface condition	1	7	57	364	**429**
10	Animal/object in roadway	0	5	39	353	**397**

Fatalities

This section provides a focused look at motor vehicle fatalities in Monroe County from 2007 to 2009. As with previous sections, the material presented here can be useful for enforcement, education, and decision-making.

In 2009, there were seven fatalities in Monroe County (Table 4). Of these, three resulted from single-car crashes, one from a crash involving three or more cars, two from crashes involving a moped or motorcycle, and one from a crash involving a pedestrian. Over the period from 2007 to 2009, the average annual number of fatalities per 100,000 residents was 5.7 for Monroe County. This figure is well below the U.S. average of 13.4.[4]

Table 4. Fatalities by Crash Type, 2007-2009

Year	Crash Type						Total	Fatalities per 100,000 Population
	One car	Two cars	Three cars or more	Moped and Motorcycle	Bicycle	Pedestrian		
2007	3	0	0	1	0	0	**4**	**3.1**
2008	4	1	0	3	0	3	**11**	**8.5**
2009	3	0	1	2	0	1	**7**	**5.4**
Total	**10**	**1**	**1**	**6**	**0**	**4**	**22**	**5.7**

[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.

Fatal Crash Locations

This section summarizes the locations for crashes that resulted in fatalities. From 2007 to 2009, there were 21 fatal crashes, which resulted in 22 fatalities. The locations of these fatal crashes are identified in Table 5. Location information will aid transportation planners and engineers to identify problematic locations. Fatalities are a major factor in determining HSIP funding eligibility (see the appendix section for more information).

Table 5. Fatal Crashes by Type and Location, 2007-2009

Location	Crash Type				
	One Car	Two Cars	Three or More Cars	Moped or Motorcycle	Pedestrian
Monroe County (exact location unknown)				1	
Curry Pike & Profile Pkwy.					1
Airport Rd. from Cave Rd. to Kirby Rd.	1				
Anderson Rd. from Dora Rd. to Lydy Rd.				1	
S Johnson Ave. & Beaumont Ln.					1
E 13th St. & N. Fee Ln.					1
E Braeside Dr. & N. Pete Ellis Dr.	1				
E Ellis Rd. & N. Showers Rd.				1	
E. State Road 46 & E. Trailway Dr.	1				
N. Pioneer Ln. & W. Woodyard Rd.	1				
N. Thomas Rd. & W. Vernal Pike	1				
State Road 48 & S. Cave Rd.	1				
State Road 45 from Airport Rd. to Leonard Springs Rd.					1
State Road 46 from Flatwoods Rd. to Red Hill Rd.			1		
State Road 48 from Vernal Pike to Garrison Chapel Rd.				1	
Vernal Pike from State Road 48 to Oard Rd.	1				
W 3rd St. & S. Patterson Dr.				1	
W. Eller Rd. & S. Garrison Chapel Rd.				1	
W. Howard Rd. & N. Starnes Rd.	1				
State Road 45 & W. Old State Road 45		1			
W. Prospect St. & S. Rogers St.	1				

Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2007 to 2009. 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% walked. By comparison, 0.3% of Indiana commuters reported bicycling and 2.4% reported walking as their primary modes. Individuals using these modes of transportation are particularly vulnerable to injury.

In 2009, there were 37 reported crashes involving a cyclist and 51 involving a pedestrian (Table 1). Of these, one pedestrian was killed. There were also six pedestrian and one bicycle crash in 2009 that resulted in incapacitating injuries. Over the period from 2007 to 2009, 294 pedestrian and bicycle crashes were reported, resulting in four pedestrian fatalities. It is well understood that bicycle and pedestrian crashes more often result in injury when compared with other crash types, thus there is a need to reduce the frequency and severity of these crashes.

Over the past several years, Jordan Avenue has emerged as a high crash corridor for pedestrians and cyclists, as illustrated in Table 6. Four of the top ten ranked locations are along a 1/2 mile stretch of Jordan Avenue between 3rd Street and 10th St.

Table 6. Top 15 Bicycle and Pedestrian Crash Locations, 2007-2009

Rank	Intersection	Crash Type		Total
		Bicycle	Pedestrian	
1	E. 7th St. & N. Jordan Ave.	5	1	6
2	E. 3rd St. & S. Woodscrest Dr.	2	2	4
3	E. 3rd St. S. Walnut St.	1	3	4
4	E. 3rd St. & S. Jordan Ave.	2	2	4
5	W. 7th St. & N. College Ave.	2	2	4
6	E. 10th St. & N. Jordan Ave.	2	2	4
7	W. Kirkwood Ave. & N. Rogers St.	1	3	4
8	E. 10th St. & N. Union St.	1	2	3
9	E. 10th St. & N. Fee Ln.	2	1	3
10	E. Jones Ave. & S. Jordan Ave.	3	0	3
11	W. 6th St. & N. Rogers St.	1	2	3
12	N. Dunn St. & E. Kirkwood Ave.	0	3	3
13	N. Fee Ln. & E. Law Ln.	2	1	3
14	N. Indiana Ave. & E. Kirkwood Ave.	1	2	3
15	E. 17th St. & N. Walnut St.	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 this and past reports have already been improved or are in the process of being addressed. For example, in 2009, the City of Bloomington completed improvements to the intersection of 17th Street & Fee Lane. Additionally in 2009, Monroe County finished improvements to the dangerous curve at Rogers Road and Smith Road. Safety improvements will commence in 2011 for Atwater Avenue and Henderson Street. 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 additional locations that will require further study to see if physical improvements could be implemented to improve safety. Several intersections along State Roads (37, 45, 46, Bypass) continue to be problematic due to the sheer frequency of crashes. Due to jurisdictional boundaries at these locations, state and local officials, engineers, and staff will need to coordinate targeted safety improvements and reach agreements before any improvements can occur. Another area of notable concern is the Jordan Avenue corridor between 10th and 3rd Street, where high concentrations of bicycle and pedestrian crashes have been noted. This corridor presents an opportunity for targeted bicycle and pedestrian safety improvements.

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

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

Appendix

Figure A1. Top 50 Total Crash Locations, 2007-2009

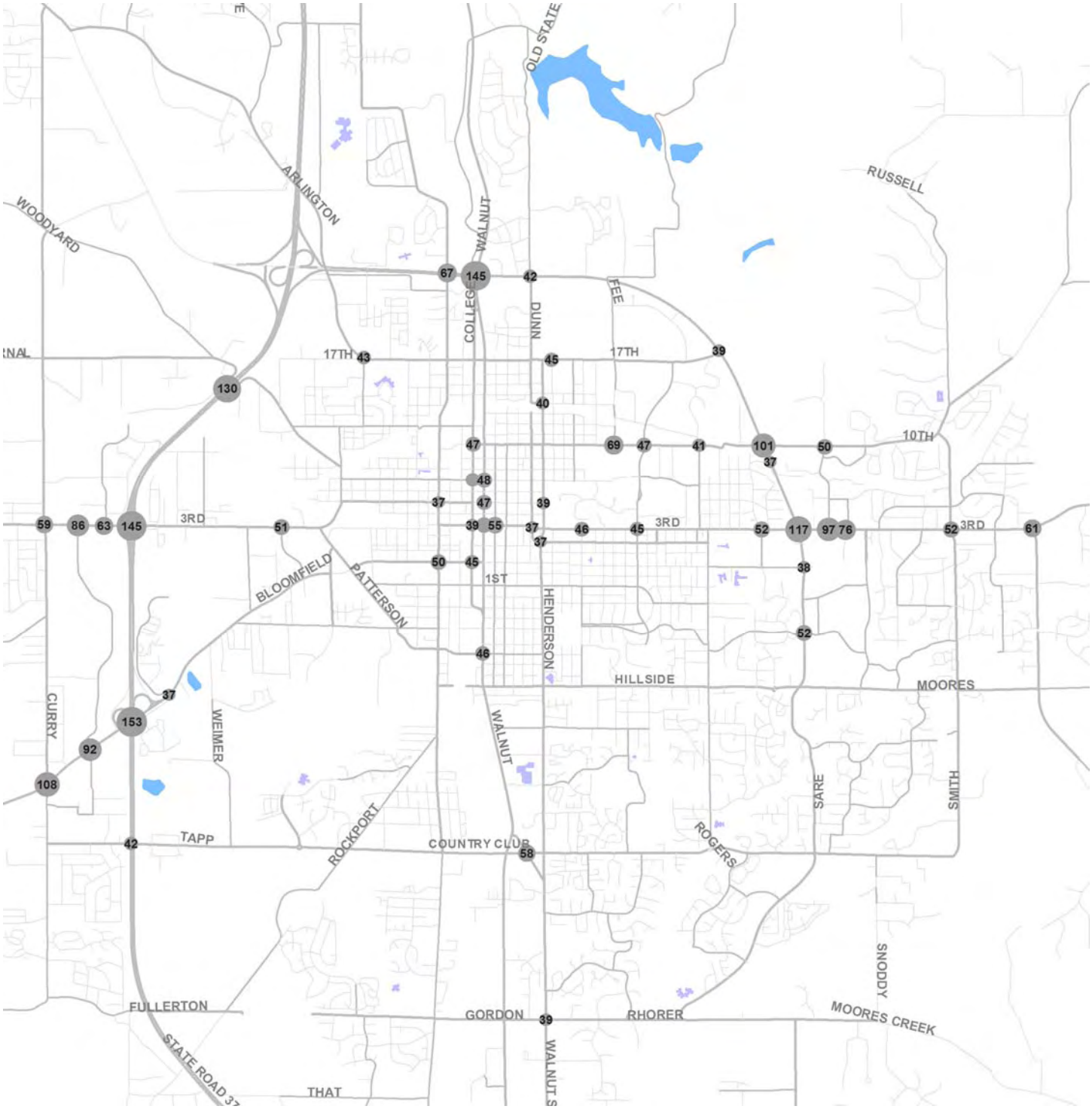


Figure A2. Intersections with Three or More Bicycle and Pedestrian Crashes, 2007-2009

Figure A3. Fatal Crashes, 2007-2009

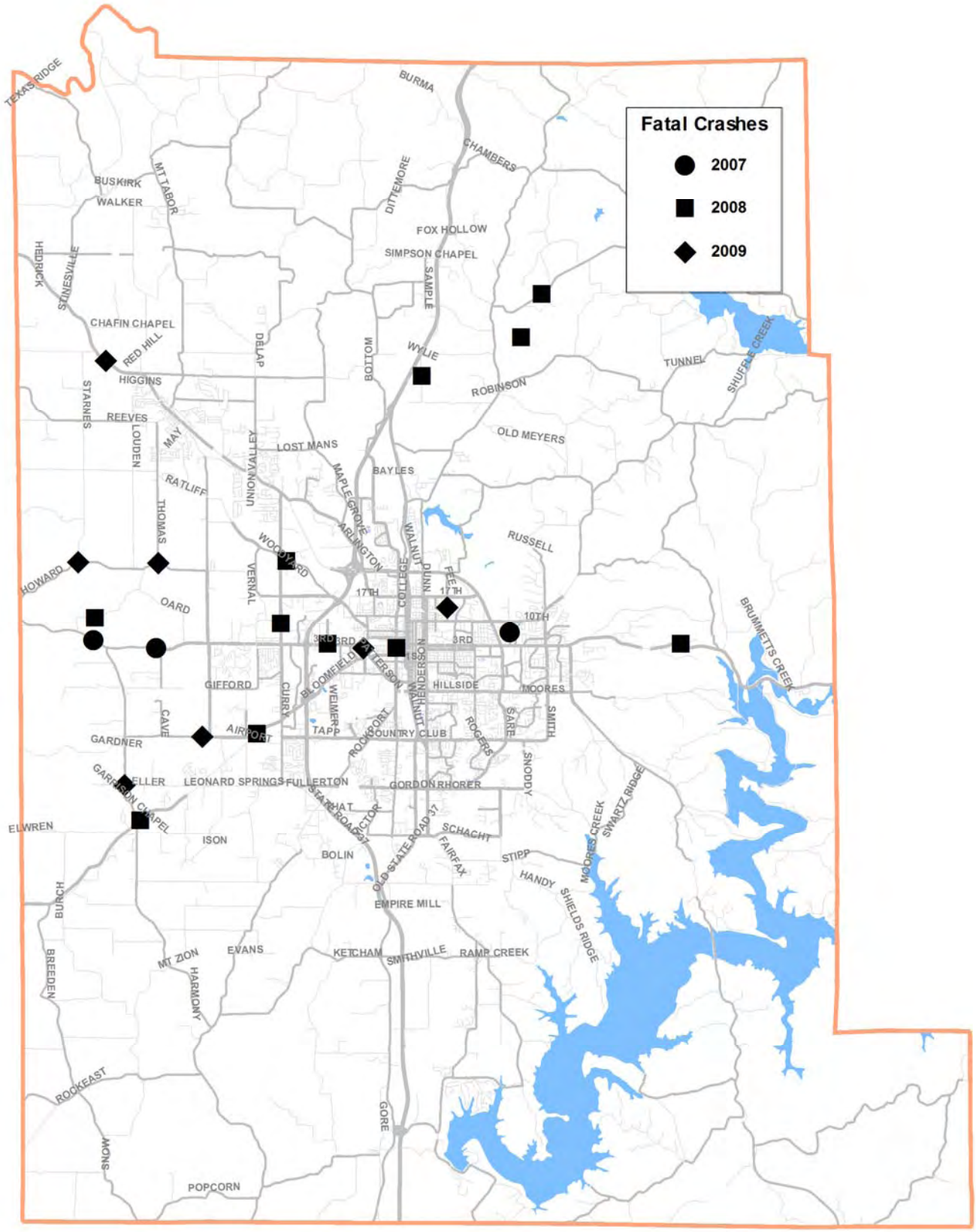


Figure A4. Fatalities by Gender and Crash Type, 2007-2009

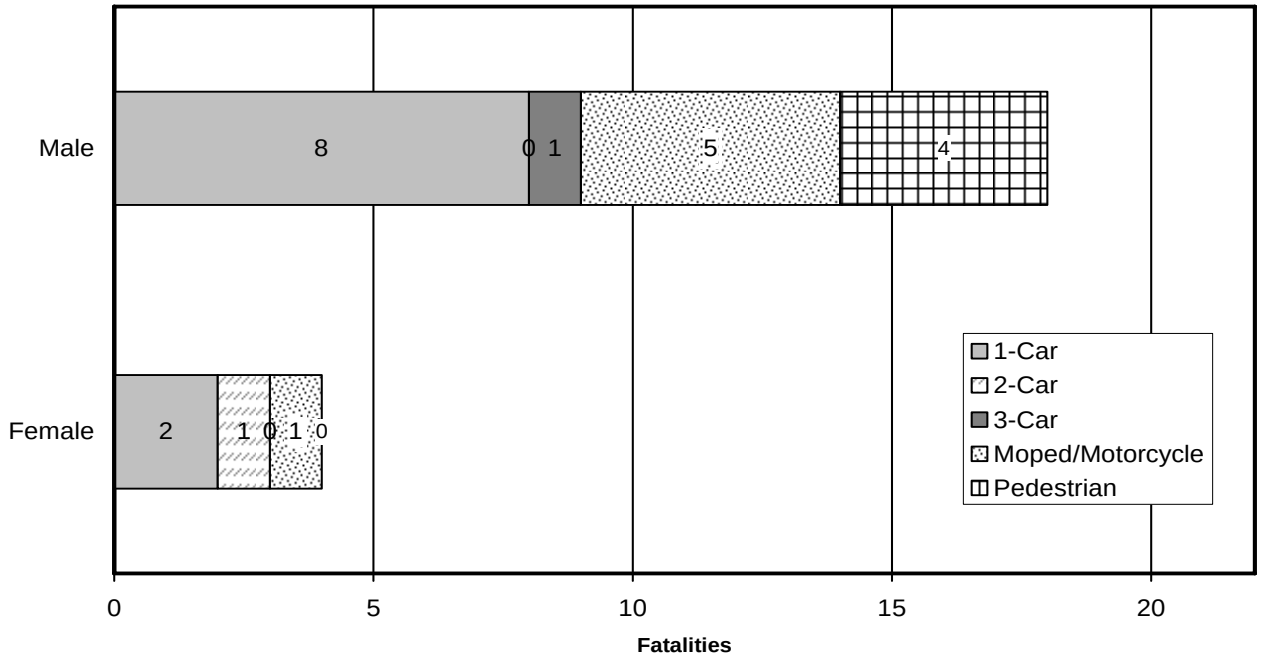
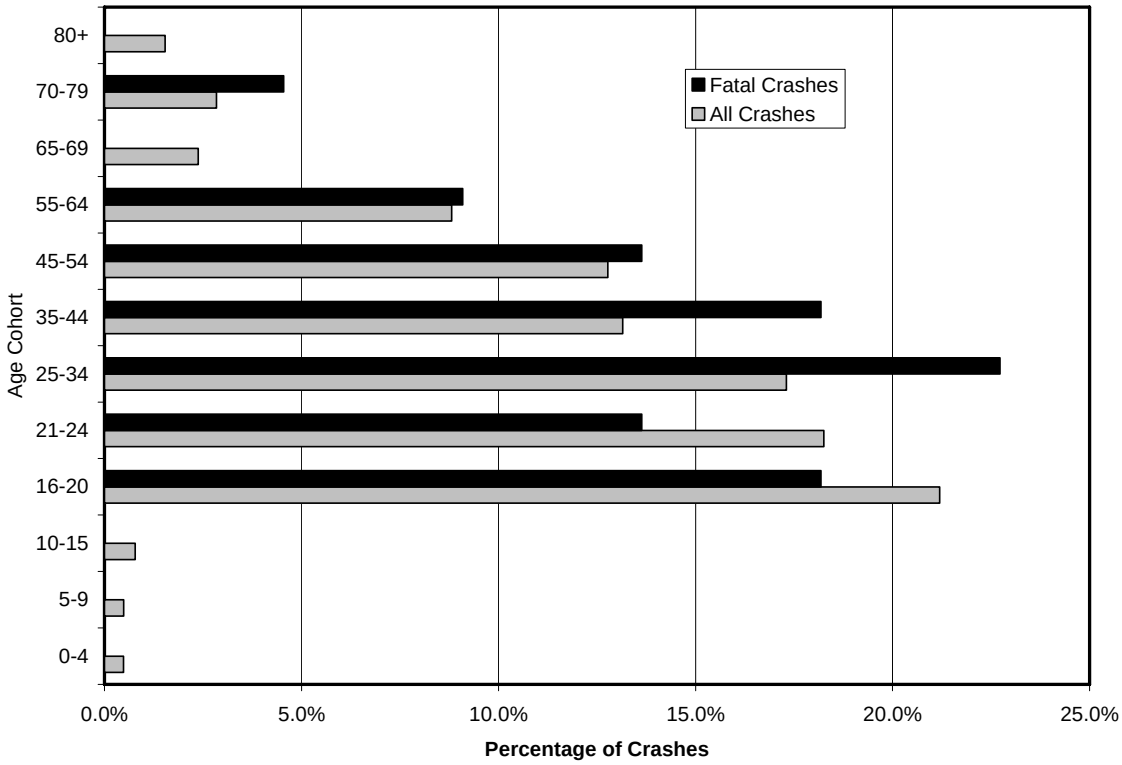


Figure A5. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age Class, 2007-2009 [5]



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

HSIP Eligibility List

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

Table A1. Eligible HSIP Locations, 2007 – 2009

Rank	Location	Fatal & Incapacitating Injury Crashes	Total Crashes	Fatal	Incapacitating	Non-incapacitating	Property Damage
1	S CURRY PIKE @ W GIFFORD RD	3	13	0	3	3	7
2	E 10TH ST @ N SUNRISE DR	2	30	0	2	3	25
3	E 3RD ST @ S BALLANTINE RD	2	19	0	2	4	13
4	S WALNUT ST @ S WALNUT STREET PIKE	2	18	0	2	0	16
5	W 3RD ST @ S PATTERSON DR	2	18	1	1	2	14
6	E HILLSIDE DR @ S WALNUT ST	2	12	0	2	2	8
7	N CURRY PIKE @ W JONATHAN DR	2	11	0	2	4	5
8	S FAIRFAX RD @ E SMITHVILLE RD	2	4	0	2	1	1
9	S WALNUT STREET PIKE @ E WINSLOW RD	1	58	0	1	9	48
10	E 3RD ST @ S WALNUT ST	1	49	0	1	6	42
11	E ATWATER AVE @ S HENDERSON ST	1	37	0	1	11	25
12	N COLLEGE AVE @ W KIRKWOOD AVE	1	36	0	1	3	32
13	W GORDON PIKE @ S WALNUT ST	1	36	0	1	6	29
14	W 3RD ST @ S KIMBLE DR	1	34	0	1	7	26
15	E 4TH ST @ S WALNUT ST	1	32	0	1	6	25
16	E MILLER DR @ S WALNUT ST	1	30	0	1	8	21
17	E 17TH ST @ N INDIANA AVE	1	29	0	1	7	21
18	W BLOOMFIELD RD @ S LANDMARK AVE	1	29	0	1	4	24
19	E 3RD ST @ S LINCOLN ST	1	28	0	1	4	23
20	E 13TH ST @ N FEE LN	1	27	1	0	5	21
21	E 17TH ST @ N WALNUT ST	1	24	0	1	5	18
22	W 3RD ST @ S YANCY LN	1	24	0	1	7	16
23	W 3RD ST @ S FRANKLIN RD	1	21	0	1	5	15
24	E 10TH ST @ N INDIANA AVE	1	19	0	1	6	12
25	E KIRKWOOD AVE @ N LINCOLN ST	1	19	0	1	2	16
26	E ROGERS RD @ S SARE RD	1	17	0	1	3	13
27	W GOURLEY PIKE @ N KINSER PIKE	1	16	0	1	2	13
28	E HILLSIDE DR @ S WOODLAWN AVE	1	15	0	1	1	13
29	N ADAMS ST @ W VERNAL PIKE	1	15	0	1	2	12
30	N ELM ST @ W KIRKWOOD AVE	1	14	0	1	1	12
31	E 10TH ST @ N WASHINGTON ST	1	13	0	1	3	9
32	E 17TH ST @ N LINCOLN ST	1	13	0	1	4	8
33	E 3RD ST @ S UNION ST	1	13	0	1	1	11
34	E BRAESIDE DR @ N PETE ELLIS DR	1	12	1	0	2	9
35	W 2ND ST @ S WALKER ST	1	12	0	1	6	5
36	N THOMAS RD @ W VERNAL PIKE	1	10	1	0	2	7
37	S FAIRFAX RD @ E SCHACHT RD	1	10	0	1	3	6
38	S OLD STATE ROAD 37 @ S ORCHARD LN	1	10	0	1	6	3
39	S CURRY PIKE @ W DOYLE AVE	1	9	0	1	2	6
40	S ROGERS ST @ W THAT RD	1	9	0	1	2	6
41	W 17TH ST @ N LINDBERGH DR	1	9	0	1	1	7
42	W 3RD ST @ S MADISON ST	1	9	0	1	1	7
43	N CURRY PIKE @ W PROFILE PKWY	1	7	1	0	1	5
44	E BAYLES RD @ N STATE ROAD 37 BUSINESS	1	7	0	1	0	6
45	E DILLMAN RD @ S OLD STATE ROAD 37	1	7	0	1	1	5
46	W ARLINGTON RD @ W STOUTES CREEK RD	1	7	0	1	0	6
47	W FULLERTON PIKE @ S ROCKPORT RD	1	7	0	1	1	5
48	E 11TH ST @ N INDIANA AVE	1	6	0	1	1	4
49	E DODDS ST @ S WASHINGTON ST	1	6	0	1	1	4
50	N FRITZ DR @ N WALNUT ST	1	6	0	1	1	4

Bloomington/Monroe County Metropolitan Planning Organization

Unified Planning Work Program

Annual Completion Report for Fiscal Year 2010

INTRODUCTION

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

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) had a budget totaling $961,037.50 for FY 2009 and FY 2010 which came from the following sources (Note: the UPWP covers two fiscal years: FY 2009 = $421,985.00; FY 2010 = $539,052.50):

- Metropolitan Planning Funds (PL) provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the Indiana Department of Transportation (INDOT) in the amount of $708,830.00; and
- Surface Transportation Program (STP) funds "flexed" from the Transportation Improvement Program (TIP) to the UPWP. These funds were provided by the FHWA through the INDOT in the amount of $60,000; and
- Local match provided by the BMCMPO and its contract service agencies in the amount $192,207.50 (or 20% of total project costs to match against Federal funds received).

The BMCMPO had several significant accomplishments in Fiscal Year 2010. It readopted the 2030 Long Range Transportation Plan to avoid a lapse in the document next year. A Long Range Transportation Plan Task Force made up of members from the Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee was established to help in the development of a new 2035 Long Range Transportation Plan. The new LRTP is expected to integrate more progressive modeling and project selection techniques., The 2035 LRTP is expected to be complete by the end of 2013.

The BMCMPO continued to be a leader in the state-wide discussion of Complete Streets. The BMCMPO's Complete Streets Policy was awarded *Outstanding MPO Planning Project* by the Indiana MPO Council and was awarded the *2010 Outstanding Project* by the American Planning Association – Indiana Chapter. Additionally, staff testified before an Indiana Congressional subcommittee on the importance of a state policy and gave a presentation on the subject at Road School.

Other notable accomplishments of the BMCMPO focused on the development of procedures which determine how funds suballocated to the BMCMPO will be awarded or allocated. Specifically, the Policy Committee adopted an amendment to the procedures by which safety projects would be evaluated and awarded Highway Safety Improvement Program (HSIP) funds. The BMCMPO also awarded two Transportation Enhancement (TE) funded projects. Lastly, the BMCMPO went to great lengths to correctly program American Recovery and Reinvestment Act (ARRA) funds to qualified local projects and facilitate project implementation.

In addition to the work done by the BMCMPO and its staff, agreements were executed with local public agencies (referred to in this report as Contract Service Agencies or CSAs) so that they could assist the BMCMPO accomplish certain UPWP elements. For example, the City of Bloomington Engineering Department conducted over 220 traffic and intersection counts under Element #401 - Vehicular Data Collection; Monroe County Highway Department conducted road segment data analysis of the pavement management system under Element #402 - Infrastructure Management Plan; Bloomington Transit began work on the Grimes Lane Operations Facility Study under Element #502 – Short Range Alternative Transportation Studies; and Indiana University completed the North Campus Area Study with the help of a consultant under Element #202 – Short-Range Transportation Studies. The use of consultants provided valuable services as well.

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

WORK ELEMENT ANALYSES

This section of the Annual Completion Report analyzes each work element of the Unified Planning Work Program and identifies the tasks to be accomplished, the work completed by the BMCMPO and its contract service agencies, budgetary breakdown of the element, and the status of the element at the end of FY 2010.

#101 - Transportation Planning Coordination

Purpose

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

Accomplishments

During FY 2010, the BMCMPO accomplished the following tasks identified in the UPWP:

A. Intergovernmental Coordination:
- Organized seven meetings of the Policy Committee (1st, 2nd, 3rd, & 4th Quarters)
- Organized nine meetings of the Technical Advisory Committee (1st, 2nd, 3rd, & 4th Quarters)
- Administered and managed BMCMPO staff (1st, 2nd, 3rd, & 4th Quarters)
- Fostered comprehensive, cooperative, and continuous transportation planning with FHWA, INDOT, and local project partners (1st, 2nd, 3rd, & 4th Quarters)
    - Fostered coordination with INDOT concerning the SR 45 project, the SR45/46 Bypass Project, I-69, the State's Long Range Plan, and other State projects/studies
    - Drafted responses to the Federal Highway Administration for the Certification Review.
    - Helped coordinate local rail crossing prioritization and endorsement
    - Assisted local public agencies with grant coordination
        - Surface Transportation Program (STP)
        - Transportation Enhancement (TE)
            - Awarded HSIP funds to Bloomington's historic brick street restoration project and Monroe County's Karst Farm Trail
        - Safe Routes to School (SRTS)
        - Community Planning Grant
        - American Recovery and Reinvestment Act (ARRA) funds
        - JOBS Bill and TIGER II funds
        - Highway Safety Improvement Program (HSIP) funds
            - Reviewed the State's HSIP rules and procedures
            - Modified local HSIP guidelines to match the State's procedures
    - Developed and adopted a procedure to locally administer Transportation Enhancement funding
    - Coordinated extensively with federal, state, and local partners on the American Recovery and Reinvestment Act funds and how such funds could be spent

- Engaged in the state-wide discussion about Complete Streets Policy (2nd Quarter)

B. Unified Planning Work Program:
- Developed and adopted the new FY 211-2012 UPWP, including the Cost Allocation Plan, the self-certification statement, and contract service agreements (3rd & 4th Quarters)
- Processed an amendment to the FY2009-2010 UPWP to include update the County aerial and GIS data (4th Quarter).

C. Planning Grant Administration
- Tracked BMCMPO fiscal activities (1st, 2nd, 3rd, & 4th Quarters):
  - Tracked expenditures and receipts for FY 2010
  - Produced Quarterly Billings
  - Facilitated a routine audit by the State Board of Accounts
- Completed and transmitted the FY 2008 Annual Completion Report (1st Quarter)

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

E. Census 2010 Coordination and Support
- Participated in the 2010 Census coordination of the New Construction Program, Title 13 Verification, the Complete Count Committee, LUCA, the Census Boundary Validation Program, and the Participant Statistical Areas Program (1st, 2nd, 3rd, & 4th Quarters).

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 62,217.38	$ 84,434.73	$ (22,217.35)	135.7%	-35.7%
Local	$ 15,554.34	$ 21,108.68	$ (5,554.34)		
Total	**$ 77,771.72**	**$ 105,543.41**	**$ (27,771.69)**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#101).

#102 - Training and Professional Development

Purpose

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

Accomplishments

During FY 2010, the BMCMPO accomplished the following tasks identified in the UPWP:

A. Staff Training, Education, and Technical Needs
- Renewed annual TransCAD license (1st Quarter)
- BMCMPO staff attended several web conferences (1st, 2nd, 3rd, & 4th Quarters)
  - International Bicycle and Pedestrian Scan (hosted by APBP)
  - Counting Bicycles and Pedestrians (hosted by APBP)
  - ADA Accessibility Survey methodology
  - Fundamentals of connecting transit and bike/ped facilities (hosted by PBIC)
  - Project management (hosted by APA)
  - Monetizing Sustainability (hosted by APA)
  - Planning with Large Institutions (hosted by APA)
  - Safety Effects of Marked and Unmarked Crosswalks (hosted by FHWA)
  - 7 Trends that will transform local government (hosted by NARC)

- Selection of pedestrian treatments at intersections (hosted by PBIC)
- Performance measures in transportation planning (hosted by APA)
- Redevelopment and Revitalization for a new era (hosted by APA)
- TIGER II (hosted by FHWA)
- Design graphics for planning (hosted by APA)
- Planning Law Review (hosted by APA)

- BMCMPO staff attended the Indiana MPO Council Annual Conference (1st Quarter)
  - Gave presentations on bicycle safety and mobilizing a safe routes to school task force
  - Was awarded "Outstanding MPO Planning Project" for the Complete Streets policy
- BMCMPO staff attended the Transportation Summit hosted by the Congress for New Urbanism (2nd Quarter)
- BMCMPO staff attended Indiana Road School (3rd Quarter)
  - Gave a presentation on Complete Streets
- BMCMPO staff attended the annual APA-Indiana spring conference
- BMCMPO staff attended a Complete Streets workshop (4th Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 10,434.19	$ 11,729.05	$ (1,294.86)	112.4%	-12.4%
Local	$ 2,608.55	$ 2,932.26	$ (323.71)		
Total	**$ 13,042.74**	**$ 14,661.31**	**$ (1,618.57)**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is carried into the *Fiscal Year 2010-2011 Unified Planning Work Program* (#101).

#103 - Public Participation Coordination

Purpose

This element includes activities to solicit citizen input into the transportation planning process through monthly meetings of the Citizens Advisory Committee (CAC). Additionally, the BMCMPO 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 BMCMPO. Lastly, the BMCMPO 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 BMCMPO activities, contacts, and resources.

Accomplishments

During FY 2010 the BMCMPO accomplished the following tasks as identified in the UPWP:

A. Citizens Advisory Committee (CAC):
   - The Citizens Advisory Committee met ten times (1st, 2nd, 3rd, & 4th Quarters)
   - The Citizens Advisory Committee formed two subcommittees: ADA compliance subcommittee, and Vision scoring and prioritization subcommittee (1st, 2nd, 3rd, & 4th Quarters)

B. BMCMPO Web Page Administration
   - Managed the BMCMPO's website; www.bloomington.in.gov/mpo (1st, 2nd, 3rd, & 4th Quarters)
     - Posted materials related to BMCMPO Committee (PC, TAC, CAC) meetings, agendas, and packets
     - Maintained the BMCMPO, Policy/Advisory Committees, Transportation Planning, Alternative Transportation Planning, and Documents Clearinghouse webpages.

- Posted draft/final plans and documents to the website and the Monroe County Public Library (Amended FY 2010-2013 TIP, Amended FY 2009-2010 UPWP, readopted 2030 Long Range Transportation Plan etc.)

C. Public Involvement Process
- Held a public open house which made BMCMPO documents available for review and afforded BMCMPO Committee members an opportunity to interact amongst themselves and the public in a relaxed atmosphere (2nd Quarter)
- Held a 30 day public review and comment period for the readoption of the 2030 Long Range Transportation Plan (3rd Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 29,976.11	$ 10,381.40	$ 19,594.71	34.6%	65.4%
Local	$ 7,494.03	$ 2,595.35	$ 4,898.68		
Total	**$ 37,470.14**	**$ 12,976.75**	**$ 24,493.39**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#101).

#201 - Transportation Improvement Program

Purpose

This element includes activities to develop a Transportation Improvement Program (TIP) pursuant to U.S. Department of Transportation requirements which detail all federal-aid projects. The BMCMPO 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 BMCMPO is now responsible for administering a local allocation of Transportation Enhancement funds. Lastly, the BMCMPO is charged with assisting local public agencies in the development of ADA Compliance Plans.

Accomplishments

During FY 2010, the BMCMPO accomplished the following tasks:

A. Transportation Improvement Program (TIP)
- Processed and adopted TIP amendments to the FY 2009-2012 TIP (3rd Quarter)
  - Updated eight ARRA funded projects
- Processed and adopted TIP amendments to the FY 2010-2013 TIP (1st, 2nd, 3rd & 4th Quarters)
  - Reallocated ARRA funds through a special vote (Bloomington/Ellettsville)
  - Programmed ARRA funds for preventive maintenance of Old SR37 (Monroe County)
  - Added two Transportation Enhancement funded projects (Bloomington, Monroe County)
  - Updated six ARRA projects (Bloomington, Monroe County)
  - Removed four State projects (INDOT)
  - Added purchase of hybrid buses (IU)
- Processed a complete streets compliance determination for the Mount Tabor Rd. Bridge (3rd Quarter)
- Developed and implemented a quarterly project tracking procedure (1st, 2nd, 3rd, & 4th Quarters)

B. Highway Safety Improvement Program (HSIP)
- The State approved the local HSIP procdures adopted in 2009 (3rd Quarter)
- Updated the local HSIP procedures to be consistent with the State's procedures which allowed for programmatic, system-wide projects (3rd & 4th Quarters)
- Attended a training on the State's HSIP procedures and provided comments on it (4th Quarter)

C. Project Coordination
- Attended twelve meetings of the City of Bloomington's Projects Team (1st, 2nd, 3rd, & 4th Quarters)
- Participated in project workshops (1st & 3rd Quarters)

D. Transportation Enhancement (TE) Administration
- Issued a call for projects for TE funds and sought recommendations from a TE Selection Committee and the Advisory Committees (1st Quarter)
- Awarded TE funds to Monroe County's Karst Farm and Bloomington's Park Ave. historic brick street restoration projects (3rd Quarter)

E. Americans with Disabilities Act (ADA) Compliance Plans
- The BMCMPO hosted presentations and trainings on ADA Transition plans (2nd & 3rd Quarter)
- Formed a CAC subcommittee to discuss accessibility (3rd & 4th Quarters)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 65,146.14	$ 7,258.68	$ 57,887.46	11.1%	88.9%
Local	$ 16,286.54	$ 1,814.67	$ 14,471.87		
Total	**$ 81,432.68**	**$ 9,073.35**	**$ 72,359.33**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#101).

#202 – Short-Range Transportation Studies

Purpose

This element includes special studies to be conducted by the BMCMPO and its project partners, often with the assistance of a consultant. Specifically, the BMCMPO worked 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 BMCMPO will also work with the City to complete the West 2nd Street Feasibility Study to address traffic congestion, access management, and lack of alternative transportation facilities along this corridor. Lastly, the Citizens Advisory Committee will submit project ideas to a student design team from Rose-Hulman Institute of Technology or Ball State University to address a transportation issue.

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. North Campus Area Study
- Fostered coordination between Indiana University, the City of Bloomington, the BMCMPO, and the consultant to complete the N. Campus Area Study (1st, 2nd, & 3rd Quarters)
  - Held public workshops, maintained a webpage and Facebook page, presented the final findings of the study to the MPO Committees.

B. West 2nd Street Feasibility Study
- No tasks were accomplished with the W. 2nd St. Feasibility Study in FY 2010

C. CAC/Student Assisted Study
- No tasks were accomplished with the CAC/Student Assisted Study in FY 2010

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 92,586.72	$ 58,317.59	$ 34,269.13	63.0%	37.0%
Local	$ 23,146.68	$ 14,579.40	$ 8,567.28		
Total	**$ 115,733.40**	**$ 72,896.99**	**$ 42,836.41**		

Status

The North Campus Area Study of this work element was satisfactorily completed in Fiscal Year 2010. The BMCMPO will no longer support the West 2nd Street Feasibility Study. The BMCMPO will pursue opportunities with the CAC to partner with students to complete studies in FY 2011. However, the CAC must await selection of its project(s) by a class before this project can proceed. The CAC/Student Assisted Study as well as new consultant driven studies will be carried forward into 2011 of the *Fiscal Years 2011-2012 Unified Planning Work Program* (#102).

#301 – Long Range Transportation Studies

Purpose

This element includes activities to update the Long Range Transportation Plan and the associated Travel Demand Model. Additionally, this element includes activities to develop and maintain a Regional Intelligent Transportation Systems (ITS) Architecture in order to identify technological solutions to improve the safety and efficiency of the transportation network. Lastly, the UPWP was amended to include an update to the county-wide Geographic Information Systems (GIS) layers.

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. 2035 Long Range Transportation Plan (LRTP)
   - The BMCMPO strategized on the update to the Long Range Transportation Plan and decided to readopt the existing 2035 Long Range Transportation Plan (2nd, 3rd, & 4th Quarter)
     - Held a 30 day public written public comment period on the LRTP readoption
     - Established a Task Force to guide the development of a new 2035 Long Range Transportation Plan.

B. ITS Architecture Maintenance
   - No tasks were accomplished with Regional Intelligent Transportation Systems Architecture in FY 2010.

C. Update County-wide Aerial and Elevation GIS Layers
   - Monroe County, with the help of a consultant, conducted data acquisition and processing for the aerial update (4th Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 107,844.96	$ 27,364.29	$ 80,480.67	101.4%	-1.4%
Local	$ 26,961.24	$ 109,385.18	$ (82,423.94)		
Total	**$ 134,806.20**	**$ 136,749.47**	**$ (1,943.27)**		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2010. The readoption of the existing 2030 Long Range Transportation Plan was a stop-gap measure to prevent the Plan from lapsing while allowing the MPO to formulate a strategy to develop an improved 2035 LRTP. No changes to the ITS

Architecture were warranted in FY2010. Work from this element will be continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#102).

#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 BMCMPO 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 BMCMPO's functionally classified roadway network is covered. Additionally, the BMCMPO will produce an annual crash report in an effort to identify potentially hazardous intersections and corridors.

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Traffic Volume Counting
   - The City of Bloomington conducted 222 traffic counts and 30 intersection turning movements within the BMCMPO urbanized area boundary (1st, 2nd, 3rd, & 4th Quarters)
   - The BMCMPO and the City of Bloomington continued to support but downsized its permanent traffic volume counting stations program from nine counters (1st & 2nd Quarters) to three (3rd & 4th Quarters), including utility and maintenance costs.
   - The Town of Ellettsville conducted 24 vehicular counts (4th Quarter)

B. Annual Crash Report
   - Collected and analyzed data and finalized the CY 2008 Annual Crash Report (3rd and 4th Quarters)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 40,986.75	$ 28,672.85	$ 12,313.90	70.0%	30.0%
Local	$ 10,246.69	$ 7,168.21	$ 3,078.48		
Total	**$ 51,233.44**	**$ 35,841.06**	**$ 15,392.38**		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2010. The BMCMPO will no longer pursue an update to the local traffic counting procedures. Additionally, the BMCMPO will need to produce the CY 2009 Crash Report. The ongoing status of this element is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#201).

#402 - Infrastructure Management

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

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Infrastructure Management Plan
   - Monroe County Highways Department entered data and analyzed segments as part of infrastructure management (1st, 2nd, & 4th Quarters).
   - The City of Bloomington conducted work on the three year and ten year pavement schedule and entered data into the infrastructure management software (4th Quarters).

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 13,501.37	$ 17,398.78	$ (3,897.41)	128.9%	-28.9%
Local	$ 3,375.34	$ 4,349.70	$ (974.36)		
Total	**$ 16,876.71**	**$ 21,748.48**	**$ (4,871.77)**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#202).

#501 - Transit, Bicycle, and Pedestrian Data Collection

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

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Transit, Bicycle and Pedestrian Data Collection
- BMCMPO staff conducted bicycle and pedestrian counts as well as bike rack counts (1st, 2nd & 4th Quarters)
- BMCMPO staff worked with the City's Sidewalk Committee on the sidewalk inventory (2nd & 3rd Quarters)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 12,166.82	$ 4,639.74	$ 7,527.08	38.1%	61.9%
Local	$ 3,041.71	$ 1,159.94	$ 1,881.77		
Total	**$ 15,208.53**	**$ 5,799.68**	**$ 9,408.85**		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2010. The BMCMPO will need to coordinate with Bloomington Transit to continue transit ridership data collection. Additionally, bicycle and pedestrian count procedures should become routine and streamlined. The ongoing status of this element is continued in FY2011 in the *Fiscal Year 2011-2012 Unified Planning Work Program* (#301).

#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, BMCMPO staff will promote and encourage bicycle and pedestrian activities as viable modes of transportation through continued cooperation with the Bicycle and Pedestrian Safety Commission. BMCMPO 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, BMCMPO staff 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.

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Safe Routes to School (SRTS) Program
- Coordinated the Safe Routes to School Task Force (1st, 2nd, 3rd, & 4th Quarters)
  - Coordinated regular meetings of the Safe Routes to School Task Force and its subcommittees
  - Helped coordinate International Walk to School Day activities at schools within BMCMPO urbanized area
  - Participated in the statewide Safe Routes to School initiative

B. Bicycle and Pedestrian Project Coordination
- Attended meetings and workshops of the Bloomington Bicycle and Pedestrian Safety Commission (1st, 2nd, 3rd, & 4th Quarters)
- Attended meetings of the Monroe County Alternative Transportation Technical Advisory Committee (1st, 2nd, 3rd, & 4th Quarters)

C. League Cycling Instructor (LCI) Training Program
- Conducted bicycle safety sensitizations and outreach to over 100 cyclists (1st, 2nd, 3rd, & 4th Quarters)
  - Taught Smart Cycling 101, Learn to Ride, and bike rodeos classes
  - Held an LCI Seminar to certify new LCIs
  - Gave a presentation on bicycle safety to the Bloomington Bicycle Club
  - Gave a presentation on Bicycle Friendly Communities at the Indiana Bicycle Summit
  - Distributed bike lights to cyclists riding at night without them
- Worked with the City of Bloomington on Bike Week activities including Bike to Work Day (4th Quarter)
- Worked on Bloomington's Bicycle Friendly Community and Bicycle Friendly Business applications.

D. Transit Development Program (TDP)
- This task was completed in FY 2009
  - A consultant worked with BT in development of the TDP including a public charrette was held to get feedback on transit proposals

E. Grimes Lane Operations Facility Study
- Bloomington Transit, with the help of a consultant, complete 68% of the study (4th Quarter)

F. Car Sharing Program Support
- BMCMPO continued coordination with IU on bringing a car-sharing program to Bloomington (1st Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 83,650.72	$ 39,020.10	$ 44,630.62	**46.6%**	**53.4%**
Local	$ 20,912.68	$ 9,755.03	$ 11,157.65		
Total	**$ 104,563.40**	**$ 48,775.13**	**$ 55,788.27**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#302).

#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.

Accomplishments

During FY 2010, the BMCMPO accomplished the following tasks:

A. Alternative Transportation Corridor Study
   - BMCMPO staff strategized on bicycle wayfinding measures and greenways projects (3rd Quarter).

B. Coordinated Human Services Public Transit Plan
   - BMCMPO staff coordinated with Bloomington Transit on long range policies, the possibility of "small starts" funding, group ridership agreements, and Google Transit (3rd Quarter).

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 14,929.59	$ 241.83	$ 14,687.76	**1.6%**	**98.4%**
Local	$ 3,732.40	$ 60.46	$ 3,671.94		
Total	**$ 18,661.99**	**$ 302.29**	**$ 18,359.70**		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2010. The BMCMPO will have to continue to facilitate coordination with local transit providers and human service providers. The BMCMPO has decided to not continue work on the Alternative Transportation Corridor Study. The ongoing status of this element is continued in FY 2011 in the *Fiscal Year 2011-2012 Unified Planning Work Program* (#303).

EXPENDITURE SUMMARY

This section of the Annual Completion Report provides a synopsis of all expenditures made in FY 2010. Expenditures are broken down by quarter, by work element, by Contract Service Agency (CSA), and by overall MPO fiscal activity.

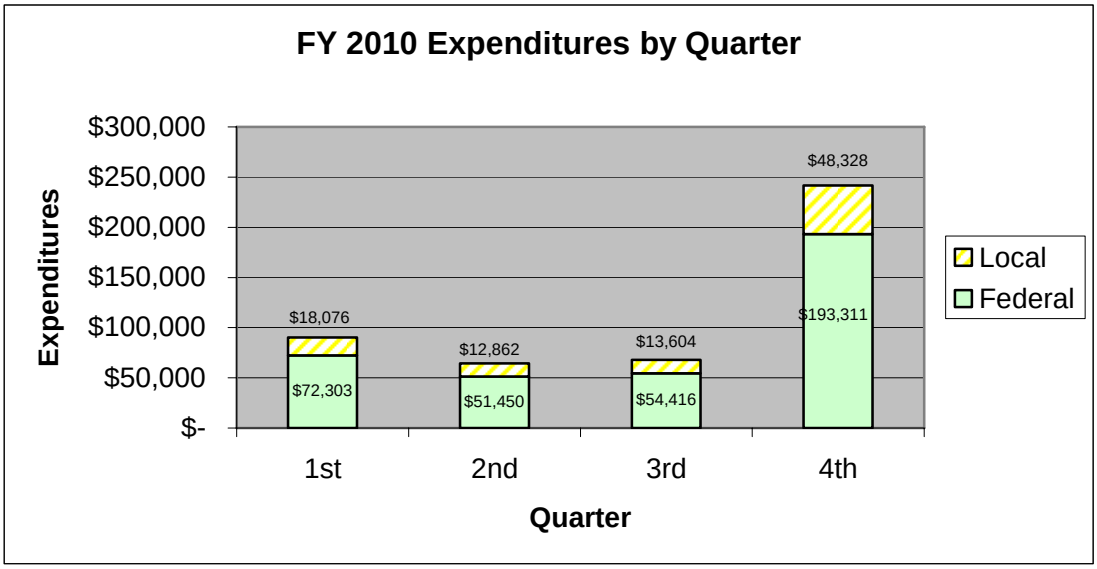
FY 2010 QUARTERLY EXPENDITURES

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**

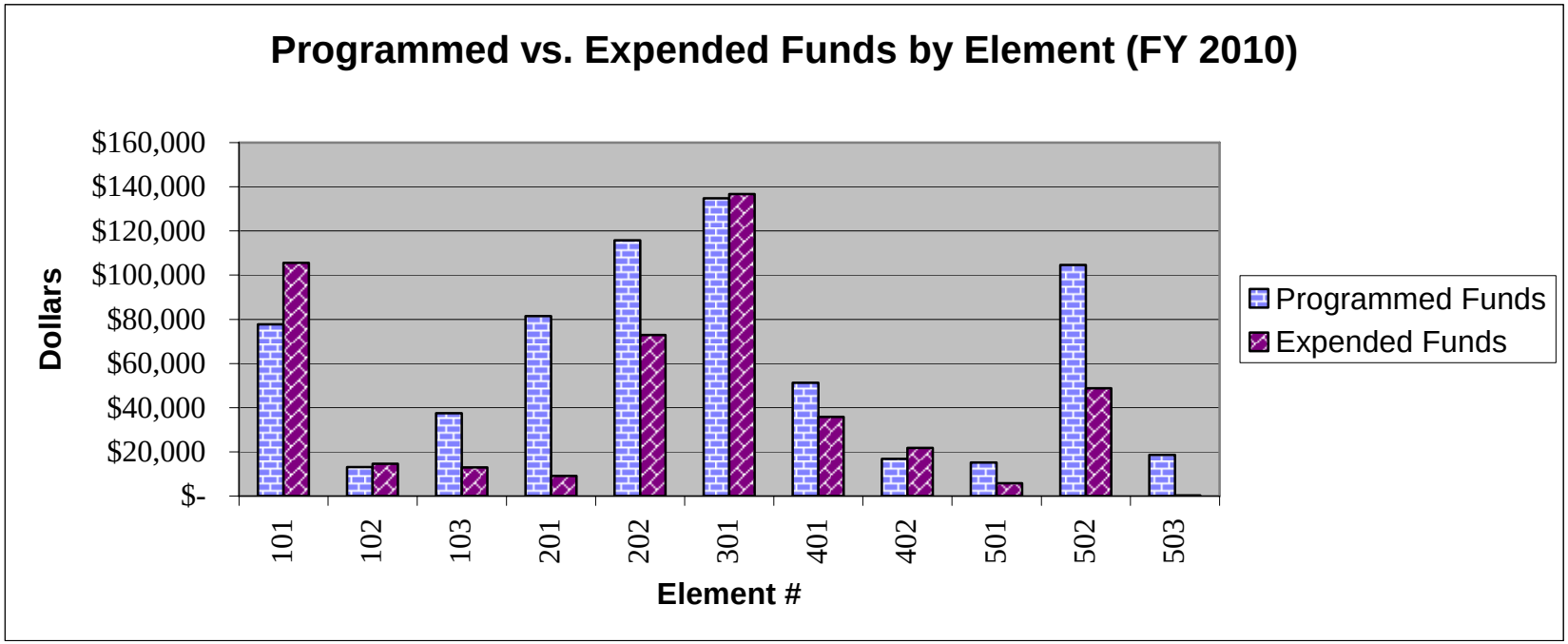
Third Quarter Summary			
Quarter	Q3 / FY 2010		
Period	01/01/2010 - 03/31/2010		
Element #	**Local Share**	**PL/FTA Share**	**Total Amount**
101	$ 5,390.76	$ 21,563.06	$ 26,953.82
102	$ 483.26	$ 1,933.04	$ 2,416.30
103	$ 864.73	$ 3,458.91	$ 4,323.64
201	$ 581.62	$ 2,326.49	$ 2,908.11
202	$ 3,850.32	$ 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	$ 6,172.24	$ 24,688.95	$ 30,861.18
102	$ 515.81	$ 2,063.23	$ 2,579.04
103	$ 786.36	$ 3,145.45	$ 3,931.81
201	$ 368.72	$ 1,474.90	$ 1,843.62
202	$ 31.74	$ 126.97	$ 158.71
301	$ 27,047.74	$ 108,190.96	$ 135,238.69
401	$ 1,940.41	$ 7,761.66	$ 9,702.07
402	$ 3,522.95	$ 14,091.81	$ 17,614.76
501	$ 500.97	$ 2,003.88	$ 2,504.85
502	$ 7,440.74	$ 29,762.94	$ 37,203.68
503	$ -	$ -	$ -
Total	**$ 48,327.69**	**$ 193,310.74**	**$ 241,638.43**



FY 2010 TOTAL EXPENDITURES PER ELEMENT

Fiscal Year Budget Summary											
	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio	
Element #	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Expended	Unspent
101	$ 15,554.34	$ 62,217.38	$ 77,771.72	$ 21,108.68	$ 84,434.73	$ 105,543.41	$ (5,554.34)	$ (22,217.35)	$ (27,771.69)	135.7%	-35.7%
102	$ 2,608.55	$ 10,434.19	$ 13,042.74	$ 2,932.26	$ 11,729.05	$ 14,661.31	$ (323.71)	$ (1,294.85)	$ (1,618.56)	112.4%	-12.4%
103	$ 7,494.03	$ 29,976.11	$ 37,470.14	$ 2,595.35	$ 10,381.40	$ 12,976.75	$ 4,898.68	$ 19,594.71	$ 24,493.39	34.6%	65.4%
201	$ 16,286.54	$ 65,146.14	$ 81,432.68	$ 1,814.67	$ 7,258.68	$ 9,073.35	$ 14,471.87	$ 57,887.46	$ 72,359.33	11.1%	88.9%
202	$ 23,146.68	$ 92,586.72	$ 115,733.40	$ 14,579.40	$ 58,317.59	$ 72,896.99	$ 8,567.28	$ 34,269.13	$ 42,836.41	63.0%	37.0%
301	$ 26,961.24	$ 107,844.96	$ 134,806.20	$ 27,346.29	$ 109,385.18	$ 136,731.47	$ (385.05)	$ (1,540.22)	$ (1,925.27)	101.4%	-1.4%
401	$ 10,246.69	$ 40,986.75	$ 51,233.44	$ 7,168.21	$ 28,672.85	$ 35,841.06	$ 3,078.48	$ 12,313.90	$ 15,392.38	70.0%	30.0%
402	$ 3,375.34	$ 13,501.37	$ 16,876.71	$ 4,349.70	$ 17,398.78	$ 21,748.48	$ (974.35)	$ (3,897.42)	$ (4,871.77)	128.9%	-28.9%
501	$ 3,041.71	$ 12,166.82	$ 15,208.53	$ 1,159.94	$ 4,639.74	$ 5,799.68	$ 1,881.77	$ 7,527.08	$ 9,408.85	38.1%	61.9%
502	$ 20,912.68	$ 83,650.72	$ 104,563.40	$ 9,755.03	$ 39,020.10	$ 48,775.13	$ 11,157.65	$ 44,630.61	$ 55,788.27	46.6%	53.4%
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**	**$ 92,869.98**	**$ 371,479.93**	**$ 464,349.91**	**$ 40,490.21**	**$ 161,960.83**	**$ 202,451.03**	**69.6%**	**30.4%**



FY 2009 & 2010 TOTAL EXPENDITURES BY CONTRACT SERVICE AGENCY

Monroe County

WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
402	$ 17,600	$ 4,400	$ 22,000	$ 13,810	$ 3,452	$ 17,262	$ 3,790	$ 948	$ 4,738	78.5%	21.5%
TOTALS	$ 17,600	$ 4,400	$ 22,000	$ 13,810	$ 3,452	$ 17,262	$ 3,790	$ 948	$ 4,738	78.5%	21.5%

Bloomington

WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	$ 36,000	$ 9,000	$ 45,000	$ -	$ -	$ -	$ 36,000	$ 9,000	$ 45,000	0.0%	100.0%
401	$ 52,800	$ 13,200	$ 66,000	$ 40,947	$ 10,237	$ 51,184	$ 11,853	$ 2,963	$ 14,816	77.6%	22.4%
402	$ 17,600	$ 4,400	$ 22,000	$ 28,592	$ 7,148	$ 35,740	$ (10,992)	$ (2,748)	$ (13,740)	162.5%	-62.5%
TOTALS	$ 106,400	$ 26,600	$ 133,000	$ 69,539	$ 17,385	$ 86,924	$ 36,861	$ 9,215	$ 46,076	65.4%	34.6%

Ellettsville

WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
401	$ 6,400	$ 1,600	$ 8,000	$ 2,577	$ 644	$ 3,221	$ 3,823	$ 956	$ 4,779	40.3%	59.7%
402	$ 6,400	$ 1,600	$ 8,000	$ 3,095	$ 774	$ 3,869	$ 3,305	$ 826	$ 4,131	48.4%	51.6%
TOTALS	$ 12,800	$ 3,200	$ 16,000	$ 5,672	$ 1,418	$ 7,090	$ 7,128	$ 1,782	$ 8,910	44.3%	55.7%

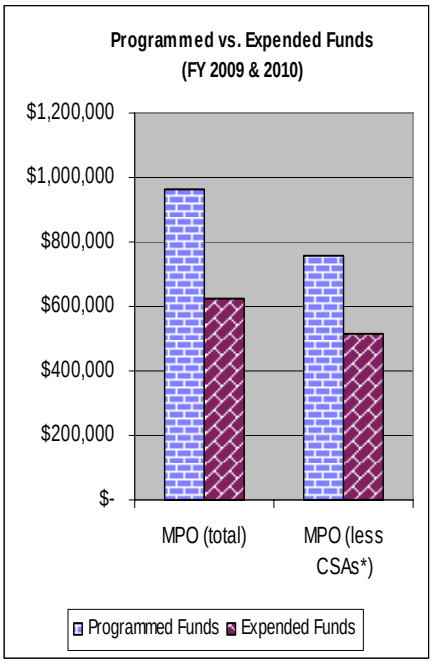
Bloomington Transit

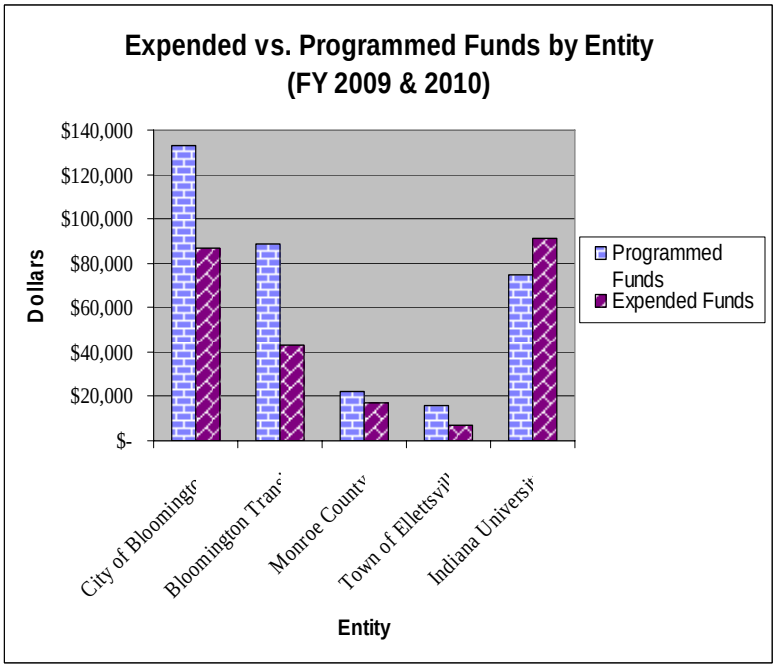
WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
501	$ 3,200	$ 800	$ 4,000	$ 1,600	$ 400	$ 2,000	$ 1,600	$ 400	$ 2,000	50.0%	50.0%
502	$ 68,000	$ 17,000	$ 85,000	$ 32,700	$ 8,175	$ 40,875	$ 35,300	$ 8,825	$ 44,125	48.1%	51.9%
TOTALS	$ 71,200	$ 17,800	$ 89,000	$ 34,300	$ 8,575	$ 42,875	$ 36,900	$ 9,225	$ 46,125	48.2%	51.8%

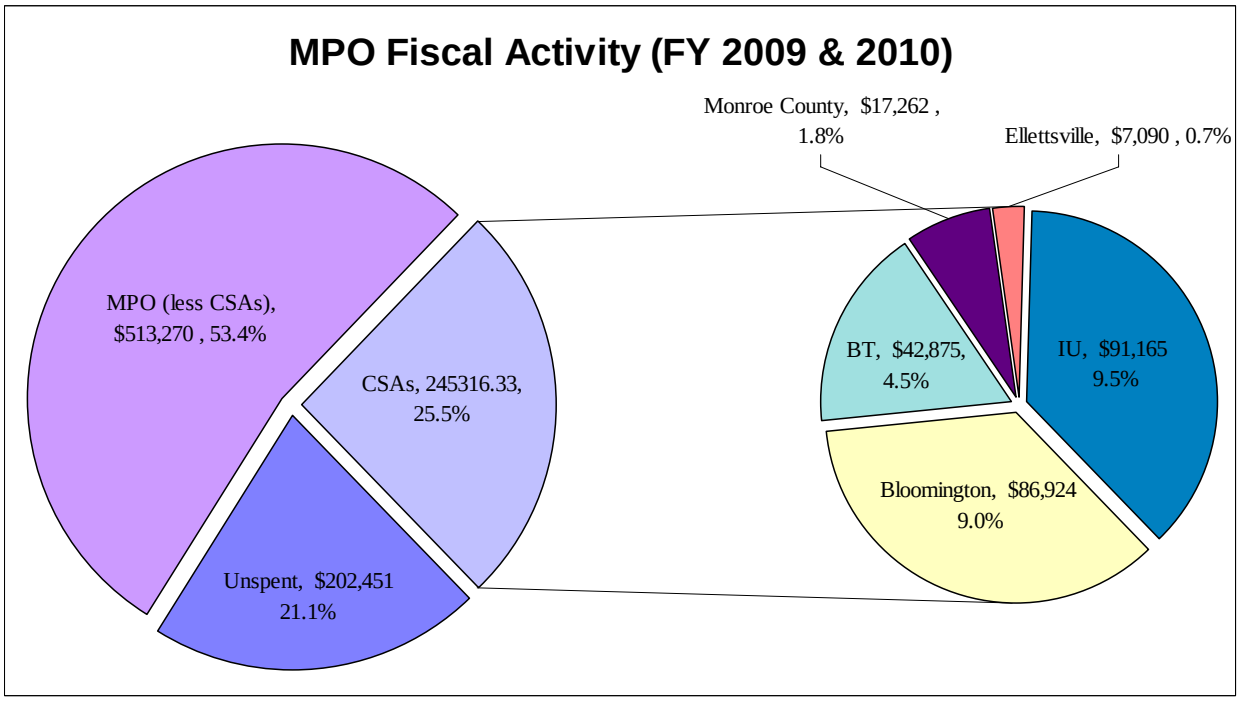
Indiana University

WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	$ 60,000.00	$ 15,000.00	$ 75,000.00	$ 72,932.00	$ 18,233.00	$ 91,165.00	$(12,932.00)	$ (3,233.00)	$(16,165.00)	121.6%	-21.6%
TOTALS	$ 60,000.00	$ 15,000.00	$ 75,000.00	$ 72,932.00	$ 18,233.00	$ 91,165.00	$(12,932.00)	$ (3,233.00)	$(16,165.00)	121.6%	-21.6%

FY 2009 & 2010 TOTAL EXPENDITURES BY CONTRACT SERVICE AGENCY







Prepared by BMCMPO Staff
September 2010

BLOOMINGTON • MONROE COUNTY mpo

2011 Meeting Schedule*

	POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
January	1/14/2011, 1:30pm;	1/26/2011; 10:00am	1/26/2011; 6:30pm
February	No meeting	2/23/2011; 10:00am	2/23/2011; 6:30pm
March	3/11/2011; 1:30pm	3/23/2011; 10:00am	3/23/2011; 6:30pm
April	No meeting	4/27/2011; 10:00am	4/27/2011; 6:30pm
May	5/13/2011; 1:30pm	5/25/2011:10:00am	5/25/2011; 6:30pm
June	6/10/2011; 1:30pm	6/22/2011; 10:00am	6/22/2011; 6:30pm
July	Summer Recess - No Meetings		
August	No meeting	8/24/2011; 10:00am	8/24/2011; 6:30pm
September	9/9/2011; 1:30pm	9/28/2011; 10:00am	9/28/2011; 6:30pm
October	No meeting	10/26/2011; 10:00am	10/26/2011; 6:30pm
November	11/4/2011; 1:30pm	11/16/2011; 10:00am	11/16/2011; 6:30pm
December	Winter Recess - No Meetings		

Meetings are held at:* City of Bloomington City Hall at the Showers Complex
McCloskey Room; Suite 135
401 N. Morton Street
Bloomington, IN 47404

**subject to change*

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: BMCMPO Policy Committee Members

From: Scott Robinson, Long Range/Transportation Manager

Date: January 7, 2011

Re: Public Participation Plan (PPP) Amendment Status Report

Public Participation Plan Background

The Public Participation Plan (PPP) was adopted in 2002 and later amended in 2007 to meet basic state and federal requirements as it pertains to public involvement. In addition, the PPP establishes local requirements for public notification and involvement that exceed these requirements. The 2007 PPP can be viewed at http://bloomington.in.gov/media/media/application/pdf/67.pdf, or at the City of Bloomington Planning Department, or at the Monroe County Library Indiana Room.

Amendment Overview

Staff has made additional changes to the draft PPP based upon past comments from the BMCMPO committee meetings during the fall of 2010. A draft of the 2011 PPP is included in the meeting packet for review as well as a chart detailing past action items and their respective approval process under the existing 2007 PPP and the draft 2011 PPP. The following items have been incorporated into the draft 2011 PPP:

- Amendments to the PPP requires a minimum 45 day public comment period;
- Allow administrative TIP amendments for minor changes to existing projects;
- Allow administrative TIP amendments for illustrative projects pending grant or other funding approvals;
- Require both the acting MPO Director and Policy Committee Chairperson to approve administrative TIP amendments;
- Require all administrative requests endure a final notice period for three business days to all Policy Committee members before an administrative request can be approved;
- Require that all administrative approvals, change orders, and special votes subsequently be reported to all BMCMPO members;
- Reorganized the PPP to make it more understandable and consistent with the Operational Bylaws and other MPO documents.

Public Comment Period

The official 45-day public comment period will commence (public notice) on January 20, 2011. Final suggestions for revisions to the draft 2011 PPP are requested. All revisions will be finalized prior to the January 20, 2011 public comment period. The final draft of the 2011 PPP will then be available for review per the policies of the BMCMPO. The Technical and Citizen Advisory Committees will make their recommendations at their February 23, 2011 meetings, but will also have opportunity to provide comments at their January 26, 2011 meeting, during the public comment period.

Action Requested

No action is requested at this time. Final action is anticipated at the March 11, 2011 meeting.

Attachment: Public Participation Plan Amendment Overview spreadsheet

The purpose of this table is to provide historic examples of projects that could be administratively approved. The "2007 PPP" column shows how amendments were adopted using the existing PPP. The "2011 PPP" column shows how amendments could be adopted using the proposed changes to the PPP.

Public Participation Plan Amendment Overview

Amendment Approval History (FY 2007-2011)	2007 PPP		2011 PPP			Administrative Approval Notes
	Major	Minor	Major	Minor	Admin	
Public Participation Plan - Update Adoption (2007)	✔		✔			
Long Range Transportation Plan Amendment Adoption	✔		✔			
Safe Routes to School Application Endorsement*		✔		✔		
Change Order Policy		✔		✔		
JARC Application BT (extend service for dntn routes until 11:35pm)		✔		✔		
JARC Application RT (extend service in urbanized area)		✔		✔		
New Freedom Application BT (extend BT Access coverage to whole City until 11:35pm)		✔		✔		
New Freedom Application RT (extend RT coverage in urbanized area)		✔		✔		
TIP Amendment - BT New Freedom/JARC; SRTS Templeton, SRTS Edgewood, SRTS Ed		✔			✔	all grants were previously reviewed and approved by MPO Committees
TIP Amendment - COB Rogers and Country Club timeline and costs		✔			✔	minor change to timeline and cost
TIP Amendment - INDOT SR45 Pete Ellis to Russell Rd.		✔		✔		
TIP Amendment - INDOT SR45/46 Monroe to Kinser Pike		✔			✔	minor change to timeline and cost
TIP Amendment - INDOT SR46 446 to 135 removal	✔		✔			
Bylaws Amendment - COB Engineer on TAC		✔		✔		
5310 Application - RT purchase of buses		✔		✔		
2009-2010 UPWP Adoption		✔		✔		
SRTS Application COB & MCCSC (infrastructure & SRTS plans)		✔		✔		
TIP FY 2009-2012 Adoption	✔		✔			
TIP FY 2008-2011 Amendment (BT Transfer Facility)		✔			✔	minor change to cost
TIP Amendment - Bloomington's Atwater/Henderson HSIP award	✔				✔	grant was previously reviewed and approved by MPO Committees
TIP Amendment - Bloomington's W. 3rd Street project cost update		✔			✔	minor change to cost
TIP Amendment - INDOT's I-69 ROW hardship acquistion	✔		✔			
TIP Amendment - ARRA suballocation programming (County, City, Ellettsville)	✔			✔		
TIP Amendment - Bloomington Transit (Operational Expense)		✔			✔	minor change to cost
TIP Amendment - Rural Transit Stimulus Package change		✔		✔		
TIP Amendment - INDOT's SR48 from SR37 to Curry Pike Preventive Maintenance		✔		✔		

Public Participation Plan Amendment Overview

Amendment Approval History (FY 2007-2011)	2007 PPP		2011 PPP			Administrative Approval Notes
	Major	Minor	Major	Minor	Admin	
Transportation Enhancement Process		✔		✔		
UPWP Amendment - Amend 2010 funding and add select PEAs		✔		✔		
Complete Streets Compliance for 6 County and City projects		✔		✔		
FY 2010-2013 Transportation Improvement Plan Adoption	✔		✔			
TIP Amendment - I-69 Hardship Right-of-way acquisition	✔		✔			
TIP Amendment - remove Eville Heritage Trail as ARRA and replace with Btown signals		✔		✔		
Transportation Enhancement Award		✔		✔		
TIP Amendment - Preventive Maintenance of Old SR 37		✔		✔		
TIP Amendment - add TE projects, update RT Op Budget, MC Pave Pres, Batchelor SRTS		✔			✔	grants were previously reviewed and approved by MPO Committees; minor changes to costs
Complete Streets - review of Monroe County Mt Tabor/Matthews Dr. Bridge		✔		✔		
TIP Amendment (FY09-12) - update projects which have been let while awaiting 10 TIP		✔			✔	minor change to costs
TIP Amendment - update ARRA projects, delete INDOT projects		✔	✔		✔	minor changes to costs (removal of projects is a major amendment)
Readoption of 2010 Long Range Transportation Plan	✔		✔			
Amendment to FY09-10 UPWP - adding County aerials		✔		✔		
FY2011-2012 UPWP adoption		✔		✔		
HSIP amendment - aligning with State procedures, allowing low-cost programmatic projects		✔		✔		
TIP Amendment - IU Campus Transit hybrid buses		✔			✔	project is illustrative
TIP Amendment - Carryover 2010 projects to 2011 for Bton, MoCo, CSCs, Transit		✔			✔	minor changes to timelines
TIP Amendment - update Ellettsville Heritage Trail		✔			✔	minor changes to timeline and cost
TIP Amendment - INDOT SR446 Resurfacing		✔		✔		

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Introduction

Federal legislation requires the establishment of a Metropolitan Planning Organization (MPO) to conduct transportation planning in urban areas where the population exceeds 50,000 people. The basic objectives of an MPO are to encourage and promote the development of transportation systems, to embrace multiple modes of transportation, and to minimize transportation related fuel consumption and air pollution.

Indiana Governor Robert D. Orr designated the City of Bloomington Plan Commission as the MPO for the Bloomington urban area on March 4, 1982.

Locally, the Bloomington/Monroe County Metropolitan Planning Organization (MPO) fulfills the MPO mission as an intergovernmental transportation policy group that manages transportation project funding for the Bloomington/Monroe County Urbanized Area (which includes the City of Bloomington, the Town of Ellettsville, and portions of Monroe County). The Bloomington/Monroe County MPO is responsible for ensuring that the transportation planning program in the Urbanized Area incorporates consultation, cooperation, and coordination between the MPO, various civic organizations, and the public. MPO decisions are endorsed by a Policy Committee upon the recommendation of both the Technical Advisory and the Citizens Advisory Committees.

The Policy Committee (PC) consists of municipal and county elected officials, non-elected members, membership from the Bloomington Public Transportation Corporation, Indiana University, Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA). The Technical Advisory Committee (TAC) includes state and local planners, engineers, transit operators and other transportation-related professionals. The Citizens Advisory Committee (CAC) represents a broad cross-section of Bloomington/Monroe County citizen and community interests.

Purpose

The Public Participation Plan (the Plan) for the Bloomington/Monroe County Metropolitan Planning Organization (MPO) has been developed pursuant to the final federal metropolitan regulations of the United States Department of Transportation (USDOT) as contained in the October 28, 1993 Federal Register and any subsequent changes herein mandated by federal legislation.

The Bloomington/Monroe County MPO has established a set of goals for the public participation process to guide MPO staff in developing opportunities for the involvement of public officials and citizens. These goals also assist in ensuring the public participation process meets the needs of the communities involved in the transportation planning activities for the region.

The Plan should be periodically updated and revised in order to improve continuous, comprehensive, and cooperative transportation planning (Federal 3C Process) for the Bloomington/Monroe County Metropolitan Planning Organization (MPO). The plan is typically updated in response to local needs and interests or due to new state and federal requirements.

Public Participation Plan Goals

The Plan has been developed pursuant to the Safe Accountable, Flexible, Efficient Transportation Equity Act A legacy for Users (SAFETEA-LU); Title VI, 6001 (a).134 (i)(5),(A):

> *"Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with a reasonable opportunity to comment on the long-range transportation plan [for the TIP]"*

The Plan has been developed using the following SAFETEA-LU and Bloomington/Monroe County MPO general goals:

- Provide adequate public notice and time for public review and comment at key decision points
- Demonstrate explicit consideration and response to public input received
- Seek out the needs and input of the public who typically are underserved by existing transportation systems
- Provide periodic reviews of the public involvement process and participation plan in terms of their effectiveness
- Coordinate to the maximum extent practical with statewide public involvement processes

- Educate and raise awareness within the MPO's boundaries about current and future transportation needs
- Encourage broad public participation from all sectors of the community, and provide the community with adequate opportunities to participate in the decision making process
- Foster a sense of ownership toward the transportation planning process and the resulting projects within the community

Public Participation Mission Statement

The Bloomington/Monroe County MPO is committed to providing the City of Bloomington, the Town of Ellettsville, and Monroe County with quality transportation planning programs and services, and working to provide all citizens access to an efficient and safe transportation system. Toward this goal, the Bloomington/Monroe County MPO shall be committed to:

- The promotion of environmental justice principles in all of its programs and policies as prescribed by the governing Environmental Justice Policy Statement. This involves the development of equitable programs and policies that avoid disproportionately negative effects on minority and/or low-income populations, as well as expediting the distribution of benefits from these projects.
- Working continuously to ensure the full and fair participation of all affected communities in the transportation planning process.
- Providing an equitable distribution of transportation infrastructure affecting public and environmental health, and to the development of a just public transit system.

Public Participation Plan Policy

It is the policy of the Bloomington/Monroe County MPO to provide access to the transportation planning process so as to allow the public opportunity to comment on transportation planning activities. By doing so, the Bloomington/Monroe County MPO Policy Committee will have available to them public ideas, concerns, and suggestions on all transportation planning issues.

Two areas of primary interest for transportation planning issues and public involvement are the Long Range Transportation Plan and the Transportation Improvement Program (TIP). The MPO is responsible for adopting and maintaining these core MPO products. The Long Range Transportation Plan (LRTP) is the twenty year long range, multi-modal transportation plan for the Bloomington Urbanized Area as required by Federal Statutes (23 USC 135, Section 450.300) for the programming of Federal funds for transportation project planning and implementation of ground transportation modes (roadway, transit, bicycle, and pedestrian facilities). The long range plan shall be updated every five years in order to maintain the twenty year horizon, but may be amended more frequently if needed. The TIP is the four year short range capital improvement plan to implement the Long Range Transportation Plan. Project details such as timing, costs, design, phases, and funding sources are all detailed within the TIP and thus provide a strategic planning document to program funding for actual transportation projects.

Additional areas of interest for transportation planning issues and public involvement exist for all programs and products of the MPO. These areas may include, but are not limited to, transportation studies, transportation grant applications (e.g. Transportation Enhancement, Safe Routes to School), design feasibility studies, MPO policies and procedures (e.g. operational bylaws), and other related programs, processes, and activities as detailed within the applicable fiscal year Unified Planning Work Program (UPWP).

Adoption Resolutions and Major Amendments Policy

The Bloomington/Monroe County MPO shall follow to the fullest extent possible the Public Participation Plan for adoption resolutions and major amendments to the Long Range Transportation Plan and the TIP. MPO staff shall bring all such resolutions and amendments to the Citizen's Advisory Committee and Technical Advisory Committee before they are adopted by the Policy Committee. The public shall have a minimum of 30 days for written comment on such resolutions and amendments before they may be adopted by the Policy Committee.

This section applies to the following resolutions and amendments:

- Adoption of a new Transportation Improvement Program.
- Adoption of a new Long Range Transportation Plan.

- Adoption of a new, or amendment to an existing, Public Participation Plan, except that the required written public comment period shall be 45 days for such action.
- Inclusion into an adopted TIP of new capital improvement projects that meet one or more of the following criteria:
    - capacity expansion;
    - acquisition of right of way.
- Removal from an adopted TIP of an existing capital improvement project.
- Amendments to an adopted TIP that change the total cost of existing capital improvement projects by 100% or more.
- Amendments to the Long Range Transportation Plan that modify transportation projects identified in the Plan.

Related MPO Programs and Minor Amendments Policy

The Bloomington/Monroe County MPO shall follow to the fullest extent possible the Public Participation Plan for related MPO program adoption resolutions and minor amendments to the 2030 Long Range Transportation Plan and the TIP. MPO staff may bring such resolutions and amendments to the Citizen's Advisory Committee and Technical Advisory Committee before they may be adopted by the Policy Committee, but may only present them to the Policy Committee due to time constraints. The minimum 30 day written public comment period may also be waived for such resolutions and amendments.

This section applies to the following resolutions and amendments:

- Adoption of a new Unified Planning Work Program (UPWP)
- Inclusion into an adopted TIP of new capital improvement projects that do not meet one or more of the following criteria:
    - capacity expansion;
    - acquisition of right of way.
- Amendments to an adopted TIP that change the total cost of existing capital improvement projects by greater than 20% but less than 100%.
- Amendments to the Long Range Transportation Plan that modify transportation policy, document text, or other material in order to be compliant with federal, state, and/or local regulations and policy.
- Any other MPO product or program requiring Policy Committee approval.

Administrative Approval Policy

Certain resolutions and amendments shall only require administrative approval by the MPO Director and the MPO Policy Committee Chairperson once a Final Notice Period of three business days has transpired without any objection from any Policy Committee member (see Other Approvals for Final Notice Period). Such resolutions and amendments shall be exempt from review by the Citizen's Advisory Committee and Technical Advisory Committee prior to their administrative approval. The minimum 30 day written public comment period shall also be waived for such resolutions and amendments. All such resolutions and amendments approved under these administrative procedures shall be reported to all MPO Committees at their next regularly scheduled meetings.

This section applies to the following resolutions and amendments:

- Modifications to the text or graphics in an adopted TIP that do not affect project costs, scopes, or schedules.
- Amendments to an adopted TIP that change the proposed year for a phase of an existing capital improvement project.
- Amendments to an adopted TIP that change the total cost of existing capital improvement projects by 20% or less.
- Inclusion into an adopted TIP of new capital improvement projects that are labeled as "Illustrative" because they have not received formal approval for their expected funding source and/or have time sensitive or emergency related circumstances associated with the amendment.
- Changing "Illustrative" projects to funded projects if funds have been received and the Policy Committee has previously reviewed and acted on the project. Examples include projects funded through Transportation Enhancement (TE), Highway Safety Improvement Program (HSIP), Safe Routes to School (SRTS), and Transit capital improvement projects into new capital improvement projects provided that the formal funding awards has subsequently been received. All other "Illustrative" projects that seek formal funding must be amended into the TIP using the procedures provided under the Major Amendments Policy.

Other Approvals

Three other approval types are provided for the MPO:

- Change Orders: The MPO Director may approve Change Orders to projects in an adopted TIP subject to the procedures of the BMCMPO Change Order Policy.
- Special Votes: The Policy Committee may conduct special votes using mail, fax, or e-mail in the event of a time-sensitive business item, subject to the procedures of the BMCMPO Operational Bylaws.
- Final Notice Period: Staff shall issue a "Final Notice Period" by email to all Policy Committee members for eligible administrative approval requests. The message shall contain "Final Notice Period" in the subject line, details on the nature of the request, the response requested (objection only), the deadline to respond, and detail the minor amendment process to be taken if any objection is received by BMCMPO staff. Policy Committees will have three business days to respond from the time the "Final Notice Period is issued. Once the Final Notice Period has transpired and no objections have been received, the request may be approved by the MPO Director and MPO Policy Committee Chairperson. If an objection is received by any member of the Policy Committee, then the amendment will be put forth for consideration at the next Policy Committee meeting.

Such approvals shall not be subject to public comment period requirements, but shall be reported to all MPO Committees at their next regularly scheduled meeting.

General Provisions

When required under these procedures, the written public comment period for resolutions and amendments shall begin on the first date of the legal public notice published in the local newspaper(s), provided no substantive changes have occurred to the advertised resolutions and amendments by the time the Policy Committee takes formal action. If substantive changes occur, then an additional 30 day written public comment period shall be provided. Additional public notification methods may be used to supplement the required legal notice.

At minimum, the public shall always have the opportunity for comment on any MPO topic, agenda item, or other relevant transportation issue. This may occur during any MPO Committee meeting as governed by the Operational Bylaws of the BMCMPO. The public, MPO staff, MPO Committees, and related BMCMPO partner agencies shall mutually respect all comments conveyed and shall always conduct themselves in a professional manner. All information related to any MPO activity will be accessible to anyone and available upon request.

Environmental Justice Policy (EJ)

Under the 1993 Federal Transit Act, metropolitan planning processes must be in compliance with Title VI of the 1964 Civil Rights Act. The 1994 Presidential Executive Order (12898) directed every Federal agency to make environmental justice a part of its mission by identifying and addressing the effects of all policies, programs and projects on minority/ low income populations. This Order provided further clarification of Title VI. The USDOT (Department of Transportation) Final Order on Environmental Justice specifically required that "procedures shall be established, or expanded as necessary, to provide meaningful opportunities for public involvement by members of minorities and low-income populations during the planning and development of programs, policies and activities."

The fundamental principles of environmental justice are:

- To avoid, minimize, or remedy disproportionately high and adverse human health and environmental (including social and economic) effects of policies, programs and projects on all living and non-living things, regardless of perceived or real economic, social or ecological status.
- To ensure the full and fair participation of all affected communities in the transportation decision making process.
- To prevent the denial of, reduction in, or significant delays in, the receipt of project benefits by all populations regardless of perceived or real economic, social or ecological status.

Specific to transportation planning, applying these environmental justice principles involves:

- Maintaining equity in programs and policies by balancing the benefits and negative results of transportation projects in all communities.
- Closely examining the scope of proposed transportation programs and projects.

- Keeping programs flexible, and seeking the input of affected communities in developing project options.

By applying the following guidelines, the Bloomington/ Monroe County MPO further complies with Title VI, EO 12898 and the DOT Order to Address Environmental Justice in Minority and Low Income Populations. These criteria are intended to provide guidance for the Bloomington/Monroe County MPO transportation planning activities, and to promote a common understanding of the concept of environmental justice.

Six Environmental Justice Principles for Transportation Planning

Making Environmental Justice a Priority - The Bloomington/Monroe County MPO is committed to following the spirit, as well as the letter of the Order (DOT Order to Address Environmental Justice in Minority Populations and Low Income Populations), throughout all of its projects and activities. The MPO will require that all Bloomington/Monroe County transportation planning partners (i.e. INDOT, Bloomington Transit, Indiana University Campus Bus) do so as well.

Increasing Meaningful Public Participation - The Bloomington/Monroe County MPO will continuously work to develop public participation that will:

- Be thorough and fully inclusive, involving all relevant stakeholders and communities. The MPO seeks to involve the broadest cross-section of the community in the transportation planning process, based on geographic distribution, sex, race, socioeconomic status and interests (environmental, neighborhood, etc.).
- Adapt and tailor programs to specific populations and situations, taking in to account a wide range of differences.
- Reach out to communities that have not traditionally been involved in transportation planning, particularly low income and minority communities.
- Provide opportunities to members of affected communities to influence project decisions by proactively soliciting their input.
- Have opportunities for public input throughout the project development process (from project selection, design and implementation).
- Develop and maintain a Public Involvement Process that is transparent and open in its methods.

Maintaining Project Flexibility - In implementing environmental justice practices, the Bloomington/Monroe County MPO will tailor its methods to reflect the unique issues and populations affected by each policy, program, or project. The MPO will work with members of affected communities, and all stakeholders to encourage input and develop project options that meet transportation goals as well as community needs.

Promoting Project Equity - In developing programs and policies, the Bloomington/Monroe County MPO will work continuously to balance the benefits and negative results of transportation projects in all communities. Programs will

not result in disproportionate negative impacts solely on low-income or minority communities.

Utilizing Rigorous Demographic Analysis - In order to address potential environmental justice issues, low income and/or minority populations must be identified through demographic (census) data and then mapped. To identify and map potential low-income and/or minority populations, the Bloomington/Monroe County MPO will:

- Be quantitative in presenting data wherever possible.
- Use community profile information (as defined in the National Environmental Policy Act of 1969-NEPA) whenever possible.
- Provide thorough documentation of information sources.
- Use flexible methods of gathering information, designed to address specific population(s)

Developing Effective Conflict Resolution Methods - If conflicting interests and issues arise during a project, an appropriate resolution process will be developed. This process will be:

- Respectful to the desires and wishes of stakeholders and communities.
- Flexible in nature, and designed to address the specific needs of affected communities.

Public Participation Plan

Public Education

Successful and meaningful public participation can only be assured through a public education effort where the issues and complexities of transportation planning can be simply explained and openly discussed. Public education will take place through utilizing the MPO website, public workshops, and various media outlets. By increasing publicity and awareness for the MPO and its activities, more citizens will become educated about transportation issues.

Visualization

The MPO shall employ visualization techniques to depict metropolitan Long Range Transportation Plan, the Transportation Improvement Program, and other significant MPO related projects to improve comprehension of these often complex transportation related projects and further promote successful and meaningful public participation. Techniques may include, but are not limited to, one or more of the following:

- 3D Renderings
- 2D Overlays
- Maps
- GIS
- Engineering Designs

Website

The MPO staff will develop and maintain a home page for the MPO on the World Wide Web. This home page may consist of historical information regarding transportation planning in the city and county, published documents, draft documents for review, reports and links to related internet sites, as well as MPO staff member contact information.

At a minimum, the content of this page will include:

- The Bloomington /Monroe County Year 2030 Transportation Plan
- The most recent Transportation Improvement Plan
- The most recent Unified Planning Work Program
- Committee Meeting Schedules
- Agendas for upcoming Policy, Technical Advisory and Citizens Advisory Committee meetings.
- Archives of minutes from previous Policy, Technical Advisory and Citizens Advisory Committee meetings.

Committee Meetings

The MPO committees (Policy, Technical Advisory, and Citizens Advisory) have regularly scheduled meetings that are open to the public. MPO staff will annually develop a schedule of meeting dates for each committee, consisting of monthly

meeting times, dates and places. The meeting schedule is available from the website or by request.

The public is actively encouraged to attend MPO committee meetings and to be involved in the transportation planning process. Meeting agendas for each of the three MPO committees are published online at http://bloomington.in.gov/mpo .

Public Meetings and Workshops

The MPO will regularly conduct 1-2 rounds of additional workshops, timed to coincide with important milestones in the development of the regular update of the Long Range Transportation Plan. The MPO will try to hold these meetings at various locations throughout the urbanized area. The purpose of these workshops will be to support development and public review of the Long Range Transportation Plan. The MPO will also conduct 1-2 rounds interagency coordination workshops, timed to coincide with the preparation for annual development of the Transportation Improvement Program. This coordination will provide the technical support needed in the preparation of the TIP for public comment and review through the Committee Meeting process.

Media Participation/Public Notification

The MPO staff may provide the major newspapers in the Bloomington urbanized area (the Herald Times and the Indiana Daily Student) with timely notice regarding the adoption of the Long Range Transportation Plan and TIP. In addition the MPO, in conjunction with the City of Bloomington, may issue press releases about other related MPO activities on a case by case basis. All press releases will include information on the meeting date(s) and time(s) for the MPO committees, announcements for public meetings/workshops to discuss the MPO's transportation planning documents, and other pertinent information.

The Bloomington MPO staff may announce† committee and public meeting/workshop information in the following media outlets:

- The Herald Times (in the On the Agenda section)
- The Indiana Daily Student
- Radio Public Service Announcements (as needed)- on B97, WHFB, WFIU
- Television Public Service Announcement (as needed)- on B-CATS
- On the MPO website - http://bloomington.in.gov/mpo .
- At the Monroe County Library (Bloomington and Ellettsville)
- At the Showers Center City Hall

†Please note that press releases do not guarantee that any of the media agencies listed will actually publish or announce the press release unless the MPO pays for advertising. Typically the MPO does not have funding available to pay for advertising and relies on these media outlets to make these announcements in a timely manner. Some instances may warrant the need to pay for advertising for public notification.

Individuals with Disabilities

All of the meeting rooms at City Hall are accessible by ADA standards.

Upon request, any MPO documents can be made available in alternative formats to individuals with disabilities. Please contact the City of Bloomington Legal Department at (812) 349-3426 or the City of Bloomington Community and Family Resources Department at (812) 349-3430 for information on sign language interpreters or Braille translations.

Individuals with disabilities who need accommodations to participate in committee meetings or public hearings, should contact the City of Bloomington Facilities Manager at (812) 349-3410.

Getting in Touch - Comments

Public comment can be submitted in several ways:

- By attending meetings and workshops
- By visiting the City of Bloomington Planning office: 401 North Morton Street; Suite 160; Showers Center City Hall
- By phone (812) 349-3423
- Fax (812) 349-3535
- US Postal Service: Attention: MPO Director; Showers Center City Hall; 401 N. Morton St.; Bloomington, IN 47402,
- Email: mpo@bloomington.in.gov

Measuring Public Outreach

In order to evaluate the quality of input and participation generated through the Public Participation technique(s) used, the Bloomington/ Monroe County MPO has developed a set of performance objectives: accessibility, diversity, outreach, and impact.

Accessibility

- MPO public workshops and/or meetings will be held in all those areas/communities affected by a proposed project.
- One hundred percent of meeting locations must be accessible by mass transit.
- All meetings must be accessible under the requirements of the Americans with Disabilities Act (ADA).

Diversity

- The demographic composition of the Citizens Advisory Committee (age, ethnicity, geographic location, disability, and socio-economic level) should roughly mirror the demographics of the Bloomington urbanized area.
- The participation of low income and minority populations at MPO meetings will be encouraged to the maximum extent possible.

Outreach

- The MPO staff and MPO Committee Members are encouraged to participate in potential outreach activities (e.g. other committees, workshops, and meetings) to increase public awareness of the MPO.
- The MPO should send out press releases of all of its activities.
- When appropriate, the MPO will participate in radio and/or TV spots.

Impact

- One hundred percent of written comments received as part of a written public comment period will be reviewed and communicated to transportation decision makers.
- One hundred percent of written comments received as part of a written public comment period will be acknowledged so that citizens are confident that their comments were taken into consideration in MPO decision making.

Appendix

Bloomington/Monroe County MPO Committees

Please refer to the BMCMPO website, the BMCMPO Operational Bylaws, or contact the BMCMPO for information on these committees.

Core Transportation Planning Documents

SAFETEA-LU continues the requirements of the development of a Long Range Transportation Plan (LRTP) and a Transportation Improvement Plan (TIP) by each MPO and requires that these documents be incorporated into a statewide plan and program of projects. Documentation of the MPO planning process is developed annually and outlined in the Unified Planning Work Program (UPWP).

Long Range Transportation Plan

The Bloomington/Monroe County Year 2030 Transportation Plan is a comprehensive transportation plan for Monroe County. Transportation projects (including but not limited to major roadways, transit and other multimodal facilities) proposed by the plan provide a guideline of future transportation investments over a twenty-five (25) year horizon. The plan will be reviewed and updated every three to five years to confirm its consistency with current and forecasted transportation and land use trends. The transportation plan reflects environmental and intermodal considerations and provides a financially constrained vision of future transportation investments.

Transportation Improvement Plan (TIP)

The TIP is a short-term document covering four (4) fiscal years, and is updated annually. The TIP includes a list of priority projects to be carried out in each of the 4 years. The TIP serves as a strategic management tool to accomplish the goals of the Transportation Plan; therefore the TIP projects must be consistent with the Plan. The TIP lists all roadway, transit and intermodal projects planned to receive federal, state and local funding. The projects are organized by the local agency implementing the project and the year the project is proposed to take place. The TIP must also be financially constrained by year and include only those projects for which funding has been identified. The financial plan for the TIP is developed by the MPO in cooperation with local and state transportation agencies as well as transit operators. After adoption of the TIP by the Policy Committee, the Bloomington/Monroe County MPO TIP becomes part of the Statewide Transportation Improvement Program (STIP). The adoption of the TIP is a reaffirmation of the Transportation Plan. If at the time of adoption the TIP does not agree with the Transportation Plan, amendment of the Transportation Plan will be necessary for the adoption of the proposed TIP to occur.

Unified Planning Work Program (UPWP)

The UPWP guides the MPO and summarizes transportation planning activities for the various agencies and interests in the Bloomington urbanized area. It shows what agency will do specific planning studies, when the work will be completed, and what the final products and resources will be. The UPWP also serves as a program budget and includes anticipated financial resources and expenditure information for the fiscal year covered. The UPWP is updated annually, and sent to state and federal agencies for review and approval.

MEMORANDUM

To: Policy Committee Members

From: Raymond Hess, Transportation Planner

Date: January 7, 2011

Re: Transportation Improvement Program (TIP) Amendment – Bloomington Transit

Bloomington Transit Project Updates

Bloomington Transit has requested that changes be made to their project tables identified in the current FY 2010-2013 Transportation Improvement Program (pages 48-50). The changes are warranted to reflect updated project costs, descriptions, and new projects. The requested changes are as follows (green font represents new or updated figures, red strikethrough font indicates deleted figures):

Existing Projects to be changed:

Bloomington Transit Projects		Fiscal Year 2010	2011	2012	2013
Project:	**35 Foot Buses**	FTA 5309 ~~$ 960,000~~	**$ 1,464,000**		
Description:	Purchase of three new 35-foot hybrid electric buses.	Local ~~$ 240,000~~	**$ 366,000**		
		-			
DES#:	n/a	-			
Support:	LRTP, TDP	**TOTAL** ~~$ 1,200,000~~	**$ 1,830,000**	$ -	$ -

Reason for change: BT plans to purchase of three (3) hybrid electric buses in 2011. This project was originally in 2010 and is being moved to 2011.

Bloomington Transit Projects			Fiscal Year 2010	2011	2012	2013
Project:	**Operational Assistance**	FTA 5307	$ 1,233,440	**$ 1,513,350**	$ 1,334,089	$ 1,387,452
Description:	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.	FTA 5316	$ 125,000	**$ 176,734**	$ 135,200	$ 140,608
		FTA 5317	$ 10,000	~~$ 10,400~~	$ 10,816	$ 11,249
		PMTF	$ 2,134,363	**$ 2,263,594**	$ 2,308,527	$ 2,400,868
DES#:	n/a	Local	$ 1,811,680	**$ 1,464,290**	$ 1,959,513	$ 2,037,894
Support:	LRTP, GPP, TDP	Fares	$ 1,233,024	**$ 1,431,230**	$ 1,333,639	$ 1,386,984
		TOTAL	$ 6,547,507	**$ 6,849,198**	$ 7,081,784	$ 7,365,055

Reason for change: Operating assistance is being amended in 2011 to reflect revised figures for FTA 5307, FTA 5316, FTA 5317, PMTF, and local.

Bloomington Transit Projects			Fiscal Year 2010	2011	2012	2013
Project:	**BT Access Vehicles**	FTA 5307	~~$ 70,195~~	$ 73,000	$ 75,920	$ 78,956
Description:	**Purchase replacement vehicles**	Local	~~$ 17,548~~	$ 18,250	$ 18,980	$ 19,739
			-			
DES#:	n/a		-			
Support:	LRTP, TDP	**TOTAL**	~~$ 87,743~~	$ 91,250	$ 94,900	$ 98,695

Reason for change: The BT Access vehicles project is changed from 'the capitalization of BT Access vehicles' (when BT contracted service out to Area 10) to an actual purchase of replacement vehicles each year including 2011 at the same project costs that were originally programmed for capitalization.

New Projects to be added

Bloomington Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project:	**Fare Collection Equipment**	FTA 5307	$ 24,000		
Description:	Upgrade hardware and software for a Windows based farebox data collection system	Local	$ 6,000		
DES#:	n/a				
Support:	LRTP, TDP	**TOTAL**	$ -	$ 30,000	$ -	$ -

Reason for Change: This project is an upgrade to hardware/software from a DOS based system to a Windows-based farebox data collection system. This is a new project for 2011.

Action Requested

The Policy Committee is requested to take action on BT's request to amend the Transportation Improvement Program to reflect changes to the 35 Foot Buses project, Operational Assistance project, and the BT Access Vehicles and to add the Fare Collection Equipment project.

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: Policy Committee Members

From: Raymond Hess, Transportation Planner

Date: January 7, 2011

Re: Transportation Enhancement Selection Committee Nominations

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Background

The BMCMPO has been allocated $280,000 of Transportation Enhancement (TE) funds by the Indiana Department of Transportation for fiscal year 2014. Pursuant to Local Transportation Enhancement Procedures adopted by the Policy Committee in May 2009, a TE Selection Committee must be formed to evaluate the applications and provide recommendations to the Committees of the BMCMPO. The Selection Committee shall be comprised of at least one but no more than two members from each BMCMPO Committee (PC, TAC, CAC). Members that are chosen to serve on the TE Selection Committee can do so provided the following conditions are met:

- The member is in good standing with the BMCMPO;
- The member is nominated by their respective BMCMPO committee to serve on the TE Selection Committee; and
- The member understands that in a good faith pledge their role is to serve in the best interest of the BMCMPO community and not to any subordinate agency, group, or association where a perceived or real advantage may come to being through their association by serving this committee.

Timeline

It is important for the BMCMPO to prioritize how it wishes to program its TE allocation in a manner that is consistent with State's deadlines. Pending final direction from the State, staff has devised the following timeline for this TE grant cycle:

1. BMCMPO TE Call for projects announced **December 27, 2010;**
2. TE Letters of Intent due **January 7, 2011**;**
3. TE Awards Committee nominations (up to 2 members/committee) PC at **January 14th** meeting and TAC/CAC at **January 26th** meeting;
4. TE Applications Due to BMCMPO **February 1st;**
5. TE Selection Committee Review and Recommendations Meeting - schedule the week of **February 7-11th**
6. TE Selection Committee Final Recommendations Due **February 16th** (to be included in TAC/CAC packets for their action on **February 23rd**).
7. TE Selection Committee and CAC/TAC Final Recommendations for PC packet due **March 4th** (PC final action on **March 11th**)
8. Selected TE Project(s) sent to INDOT for final review after **March 11th**

**At the time this memo was written, two letters of intent were received for this cycle of TE funding: the Town of Ellettsville will request funds for the Heritage Trail Phase II; the City of Bloomington will request funds for the Allen Street Bicycle Boulevard.

Action Requested

The Policy Committee is requested to nominate at least one but no more than two of its members to serve on the TE Selection Committee.