



TECHNICAL ADVISORY COMMITTEE

January 27, 2021

10:00 - 11:30 am

Virtual Location via Zoom

<https://bloomington.zoom.us/j/94556121947?pwd=RzdKRld1anQvSTIBY1VYUjZWdFZCZz09>

Clicking on the link will take you to the meeting. You will automatically receive a dial-in number if you want to use your phone for audio and not your computer microphone.

- I. Call to Order and Introductions
- II. Approval of the Meeting Agenda*
- III. Nominations and Election of Officers for Calendar Year 2021*
 - a. Chair
 - b. Vice-Chair
- IV. Approval of Minutes*
 - a. November 18, 2020
- V. Reports from Officers and/or Committees
 - a. LPA Project Updates
- VI. Reports from the MPO Staff
 - a. CY 2021 Technical Advisory Committee Meeting Schedule
 - b. Metropolitan Planning Organization 101
 - c. FY 2022 Unified Planning Work Program
 - d. BMCMPPO Draft Crash Report
- VII. Old Business - None
- VIII. New Business
 - a. Coordinated Human Services Public Transportation Plan
 - (1) Purpose and Need
 - (2) Development Schedule and Committee Assistance Role
 - (3) Community Survey Link: https://www.surveymonkey.com/r/Indiana_Transportation
- IX. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- X. Upcoming Meetings
 - a. Policy Committee - February 12, 2021 at 1:30 p.m. (Virtual)
 - b. Technical Advisory Committee - February 24, 2021 at 10:00 a.m. (Virtual)
 - c. Citizens Advisory Committee - February 24, 2021 at 6:30 p.m. (Virtual)

Adjournment

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

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail human.rights@bloomington.in.gov.



TECHNICAL ADVISORY COMMITTEE

November 18, 2020 - Minutes

10:00 - 11:30 am

Virtual Location via Zoom

<https://bloomington.zoom.us/j/93592984493?pwd=ZWliK3VBWkc0WEEx2MXNocVcvUCt4Zz09>

Clicking on the link will take you to the meeting. You will automatically receive a dial-in number if you want to use your phone for audio and not your computer microphone.

Members Present: Lew May, Brian Noojin, Paul Satterly, Jane Fleig, Stephanie Carter (proxy), Neil Kopper, Scott Robinson, Tyler Caldwell, Steve Cotter, Laura Haley

Staff Present: Ryan Clemens, Pat Martin

- I. Call to Order and Introductions
 - a. May called the meeting to order.

- II. Approval of the Meeting Agenda*
 - a. Robinson moved to approve the agenda. Cotter seconded. Motion passed by unanimous roll call vote (10-0).

- III. Approval of Minutes*
 - a. October 28, 2020
 - (1) Robinson moved to approve to the agenda. Cotter seconded. Motion passed unanimously by roll call vote (10-0).

- IV. Communications from the Chair and Vice-Chair
 - a. none

- V. Reports from Officers and/or Committees
 - a. LPA Project Updates
 - (1) Monroe County
 - (a) The Curry Pike project is in stage 3 development and will begin construction next year.
 - (b) The Fullerton Pike Phase 3 project is in the stage 2 planning process.
 - (c) The Bicentennial Trail is in stage 3 development and right-of-way acquisition.
 - (d) The Vernal Pike project is in stage 2 development and right-of-way acquisition.
 - (2) City of Bloomington
 - (a) The Rogers-Henderson-Winslow Multiuse Trails project is wrapping up construction.
 - (b) The Jackson Creek Multiuse Trail project is looking to go to bid in early 2021.
 - (c) The B-Line Trail Extension project is a year out from beginning.
 - (d) The 17th Street project is partially finished and partially open to traffic.
 - (e) The Sare Road Multiuse Trail project is ongoing.
 - (f) The Crosswalk project is working toward letting in Spring 2021.
 - (g) The 1st Street project has an initiated design contract.

VI. Reports from the MPO Staff - None.

VII. Old Business - None

VIII. New Business

(1) BMCMPPO Complete Streets Policy - Annual Review*

(a) Martin gave the report stating that the BMCMPPO's Complete Streets Policy must be reviewed, updated, and approved on an annual basis. Clemens mentioned that the Complete Streets Policy is a policy that trickles down from the Metropolitan Transportation Plan and is drafted and amended based on that document. Discussion ensued.

(i) Cotter moved to approve the Complete Streets Policy. Kopper seconded. Motion passes by roll call vote (9-0-1).

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

a. Topic Suggestions for Future Agendas

(1) CY 2021 MPO meeting schedules

X. Upcoming Meetings

a. Policy Committee - January 8, 2021 at 1:30 p.m. (Virtual)

b. Technical Advisory Committee - January 27, 2021 at 10:00 a.m. (Virtual)

c. Citizens Advisory Committee - January 27, 2021 at 6:30 p.m. (Virtual)

Adjournment

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

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2021 BMCMPO Committee Meeting Schedules

POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
1/8/2021, 1:30 pm	1/27/2021, 10:00 am	1/27/2021, 6:30 pm
2/12/2021, 1:30 pm	2/24/2021, 10:00 am	2/24/2021, 6:30 pm
3/12/2021, 1:30 pm	3/24/2021, 10:00 am	3/24/2021, 6:30 pm
4/9/2021, 1:30 pm	4/28/2021, 10:00 am	4/28/2021, 6:30 pm
5/14/2021, 1:30 pm	5/26/2021, 10:00 am	5/26/2021, 6:30 pm
6/11/2021, 1:30 pm	6/23/2021, 10:00 am	6/23/2021, 6:30 pm
Summer Recess - No Meetings		
8/13/2021, 1:30 pm	8/25/2021, 10:00 am	8/25/2021, 6:30 pm
9/10/2021, 1:30 pm	9/22/2021, 10:00 am	9/22/2021, 6:30 pm
10/8/2021, 1:30 pm	10/27/2021, 10:00 am	10/27/2021, 6:30 pm
11/5/2021, 1:30pm*	11/17/2021, 10:00am*	11/17/2021, 6:30 pm*
Winter Recess - No Meetings		

**Moved ahead one week due to holiday*

ALL MEETINGS WILL BE HELD VIRTUALLY UNTIL FURTHER NOTICE
 Technical & Citizens Advisory Committees (4th Wednesdays)
 Policy Committee (2nd Fridays)

“MPO 101”

The Purpose & Function of a Metropolitan Planning Organization (MPO)



MPO 101 Overview

Key Concepts

- MPOs – What, Why, Who?
- Functions & Products
- Structure
- Best Practices
- Challenges
- Resources
- Discussion

MPO 101 Overview

Key Concepts

- Fiscal Constraint
- Public & Stakeholder Involvement
- Collaboration
- Multimodalism/Intermodalism
- Transportation – Land Use Connection
- Transportation – Economic Vitality Connection
- System Management & Operations (M&O)
- Safety & Security

MPOs - **What**, Why, Who?

What is an MPO?

- A Metropolitan Planning Organization (MPO) is a transportation policy-making and planning body with representatives of local, state & federal government and transportation authorities
- Required in urbanized areas of 50,000+ residents
- Ensures federal spending on transportation occurs through a comprehensive, cooperative and continuing (“3-C”) process
- Variety of organizational arrangements – “hosted” by another agency; stand-alone; existing agency designated as MPO by the Governor



MPOs - What, **Why**, Who?

Why an MPO?

- Transportation investment means allocating scarce transportation funding resources appropriately
- Planning must reflect the region's shared vision for its future
- Requires a comprehensive examination of the region's future and investment alternatives
- **MPO facilitates collaboration** of governments, interested parties and residents

MPOs - What, Why, **Who?**

Who is the MPO?

- Elected Officials
- State Agencies (e.g., DOTs and others)
- Municipalities, Counties, Regional Agencies
- Transit Operators
- Public
- Federal Agencies (e.g. FHWA, FTA)
- Private Sector Representatives
- ADA Accessibility
- Other Interest Groups

MPO – Functions, Process, Products

MPO Core Functions

- Establish a fair & impartial setting
- Evaluate multi-modal transportation alternatives
- Development of a Long Range Transportation Plan (LRTP)
- Development of a Transportation Improvement Program (TIP)
- Involve the public residents and key affected sub-groups (Public Participation Plan)

MPO – Functions, Process, Products

The MPO Process

- Regional Vision & Goals
- Alternate Improvement Strategies – Operations & Capital
- Strategies Evaluation & Prioritization of Strategies
- Maintenance of a Long-Range Transportation Plan
- Maintenance of a Transportation Improvement Program
- Project Development and supportive project advancement monitoring
- System Operation

MPO – Functions, Process, Products

MPO Products (All Performance Monitoring)

- *Unified Planning Work Program (UPWP)*
 - 2 Year Time Horizon
 - Includes Planning Studies, Tasks, Budget
 - Update Requirements = Annual
- *Transportation Improvement Program (TIP)*
 - 5-Year Time Horizon
 - Includes Transportation Investment Projects
 - Local Project Federal Funding Sources: STBG (80/20); TA (80/20); HSIP (90/10)
 - Update FAST Act Performance Measures = Every 2 years; project amendments as required
- *Long-Range Transportation Plan (LRTP)*
 - 20-Year Minimum Time Horizon
 - Includes Future Goals, Strategies & Projects
 - Update Requirements = Every 5 years

MPO – Functions, Process, Products

Unified Planning Work Program

- Reflects local planning priorities
- Lists studies & tasks to be performed by MPO and/or member agencies with MPO funds
- Covers at least one year
- Funding sources for each planning study/task
- Basis for planning (PL) funding & FTA 5303 (planning) transferability
- Delivery schedules
- Responsible agencies for each study/task
- Often includes a “preamble” element explaining a purpose and need



MPO – Functions, Process, Products

Long Range Transportation Plan

- Statement of region’s transportation systems investment priorities and plans
- Minimum 20-year time horizon
- Focused on systems level planning & intermodal/multimodal in nature
- Clearly links with regional land use, development, housing & employment goals & plans
- Emphasizes safety, the efficient use of the existing transportation system, and preservation
- Consistent with Statewide Transportation Plan
- Conforms with State Implementation Plan (SIP in non-attainment areas only) for Air Quality
- Fiscally-constrained prioritized listing of projects



“Typical” MPO Structure

MPO Policy Committee (“The MPO”)

- Locally Elected & Appointed Officials
- Modal representatives
- State Agency Officials
- Interest Group Representatives
- Tribal Governments

“Typical” MPO Structure

Technical Advisory Committee

- An advisory body to the MPO Policy Committee for transportation issues, primarily technical in nature
- Oversees MPO staff technical work and develops recommendations on projects and programs for Policy Committee consideration
- Meets on a regular schedule
- Usually comprised of staff-level technical officials of local, state & federal agencies, Citizens Advisory Committee, MPO professional staff

“Typical” MPO Structure

Citizens’ Advisory Committee

- Often acts in an advisory capacity to MPO on public participation strategies and offers “real world” feedback on issues of jurisdictional concern
- May meet regularly to review and develop plans, and also assists in organizing and managing public meetings and comments
- Comprised of members of the public
 - Often appointed by localities & MPO Policy Board
 - May include representatives of community, environmental & other interested organizations

MPO Operating Procedures

MPO Operations

- Decision-making processes
- Effective & ongoing public involvement

Decision-Making

- MPO process is designed to be “bottom-up” from stakeholders
- Leadership is critical to progress
- Policy Committee must clearly delineate roles & responsibilities of committees & staff (through adoption/maintenance of Bylaws)



MPO Operating Procedures

Effective Public Involvement

- *Public Participation Plan (PPP)*
 - Required document
 - Must clearly define process, strategy and responsibilities for ensuring continuous public input and education opportunities
 - Public involvement methods stressed in current federal funding bill
- Innovation in public involvement can enhance the process and make it more cost-effective

MPO Operating Procedures

Effective Public Involvement Examples

- Interactive & social media websites
- Videos/Animation
- Public Access TV
- Electronic communications
- Telephone “hotlines”
- Speakers & Speakers’ kits
- Local liaisons
- Community meetings
- Interactive workshops/open houses
- Resident surveys
- Newsletters/media releases
- Other efforts to reach the “under-involved”

MPO Operating Procedures

MPO Best Practices

- Considerable innovation across MPOs in many different topics
- Small MPOs are sometimes among the leaders being more agile and closer to stakeholders
- Worth considering best practices for lessons learned and local applicability

MPO Operating Procedures

Themes of MPO Best Practices

- Creativity & innovation in public & stakeholder involvement
- Focus on consensus-building on priorities & actions
- Innovation - use planning tools & process to effectively address hot topics in the region (e.g., visualization)
- Aggressively monitor & report on regional transportation system performance measures
- Develop plans, projects and work programs within a strategic framework
- Strong leadership is the most important determinant of MPO success

MPO Operating Procedures

MPO Challenges

- “Meeting fatigue” – MPO participants, citizens, professional staff
- Coordination among different players in MPO process (and knowing who they are!)
- Staying on top of emerging issues and requirements – federal, state, local levels
- Balancing the management of in-house work and consultant tasks
- Achieving organizational goals with limited financial and staff resources

MPO 101 - Resources

Additional MPO Informational Resources

- *The Metropolitan Transportation Planning Process: Key Issues - A Briefing Notebook for MPO Board Members* (Nov. 2001)
- Transportation Planning Capacity Building Program - www.planning.dot.gov/metro.asp
- Association of Metropolitan Planning Organizations (AMPO) - www.ampo.org
- National Transportation Research Board (NTRB) on Metropolitan Policy, Planning and Processes - www.trb.org

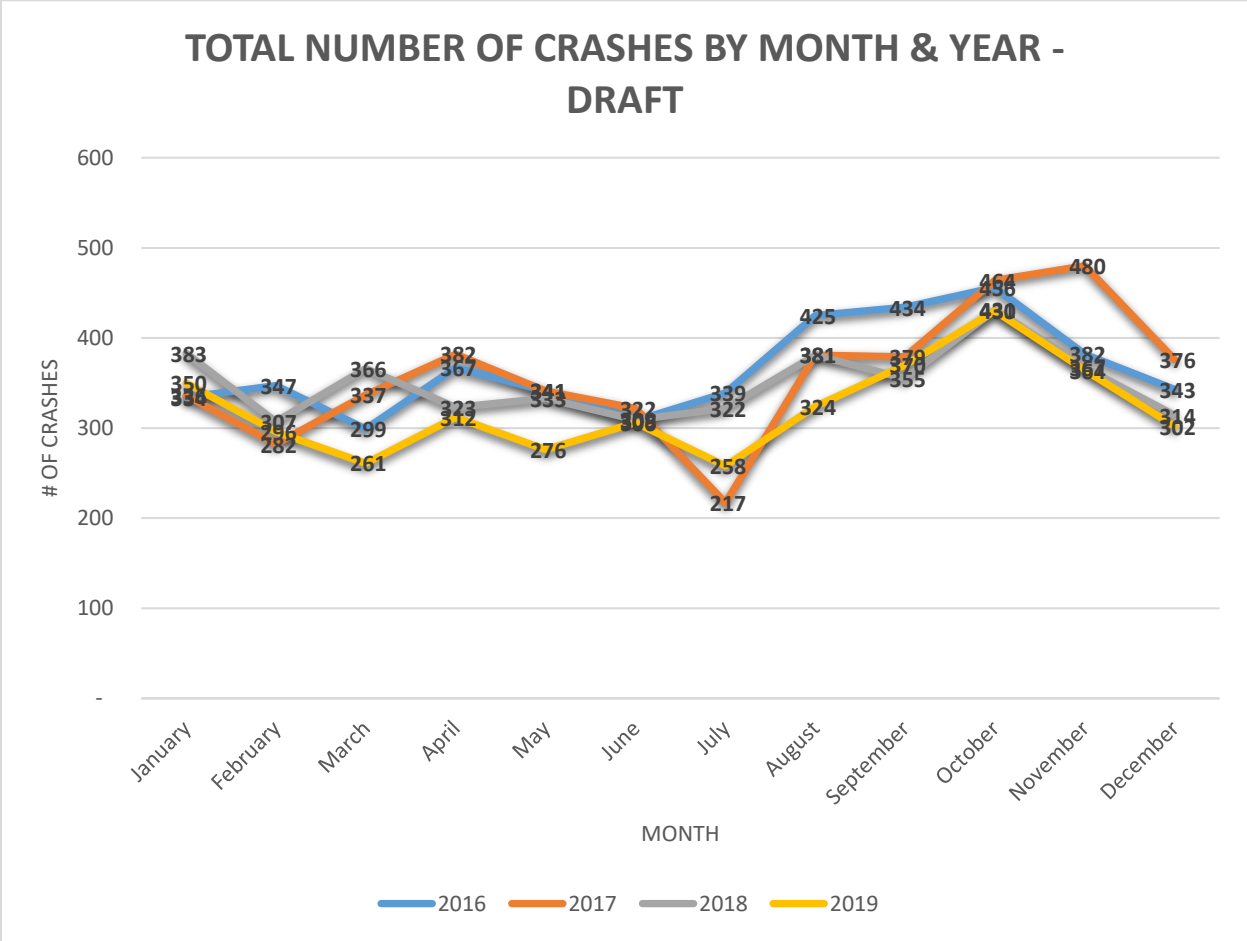
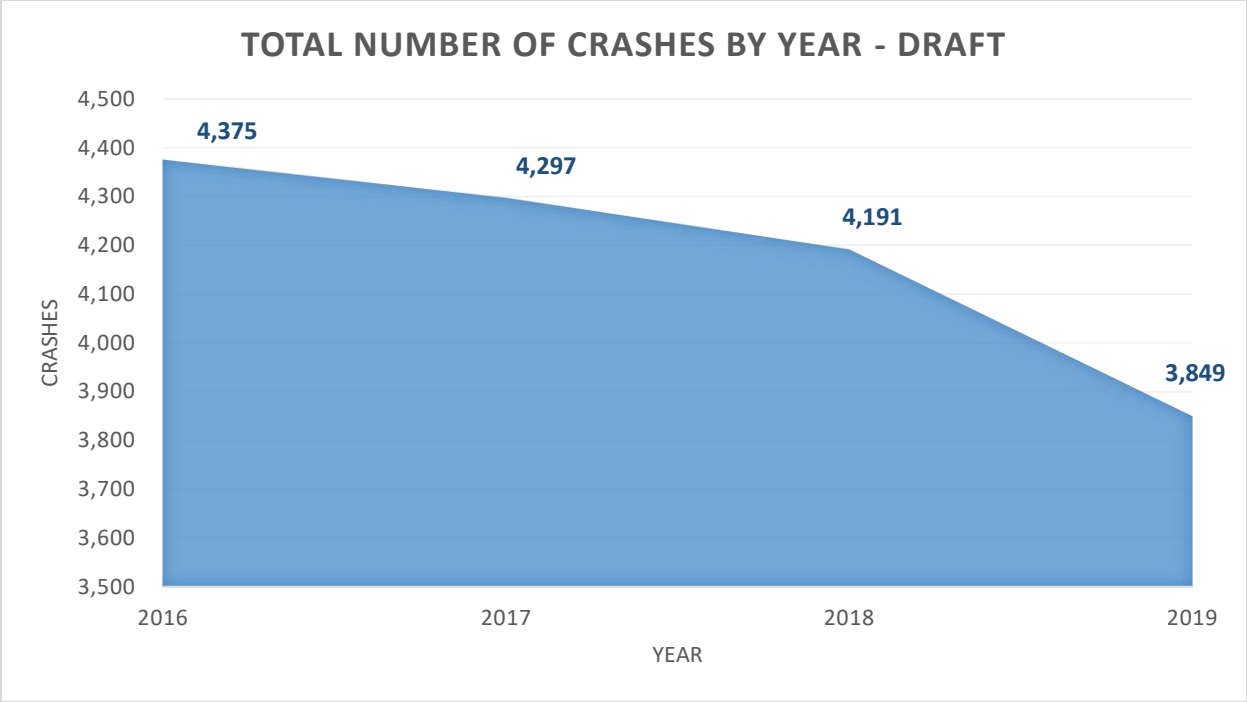
MPO 101 - Questions

- Questions?
- Questions?
- Suggestions?
- Suggestions?

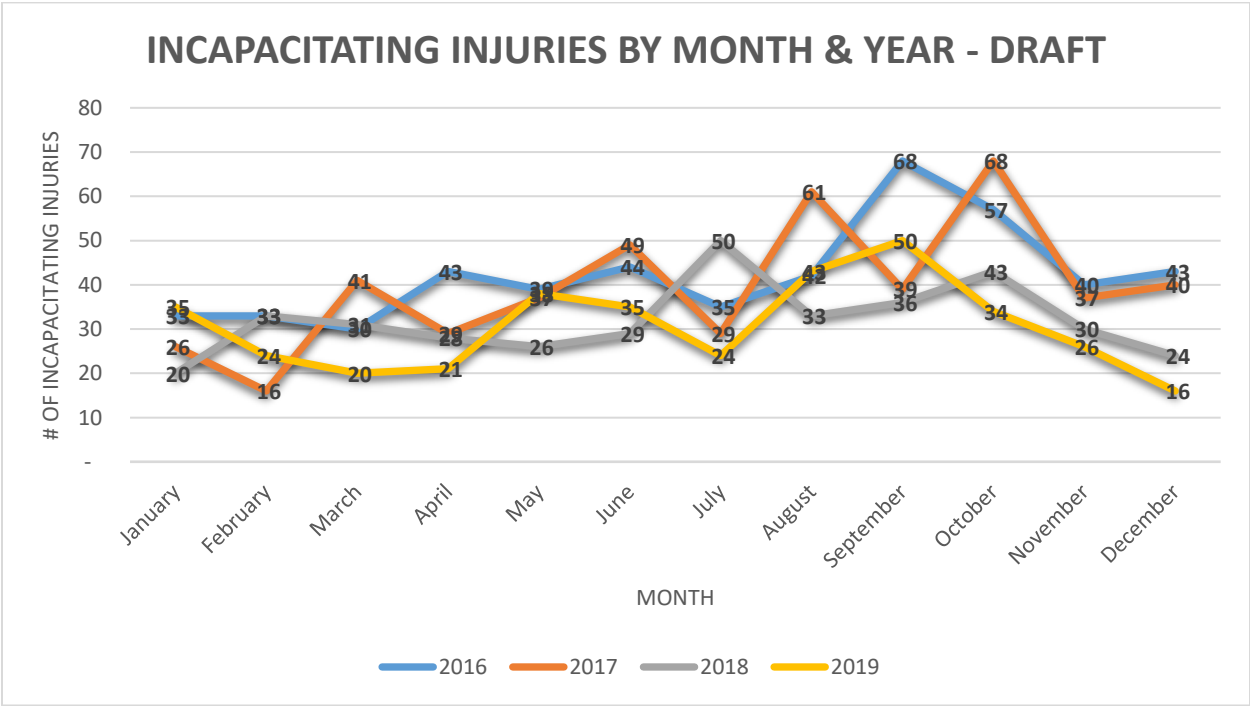
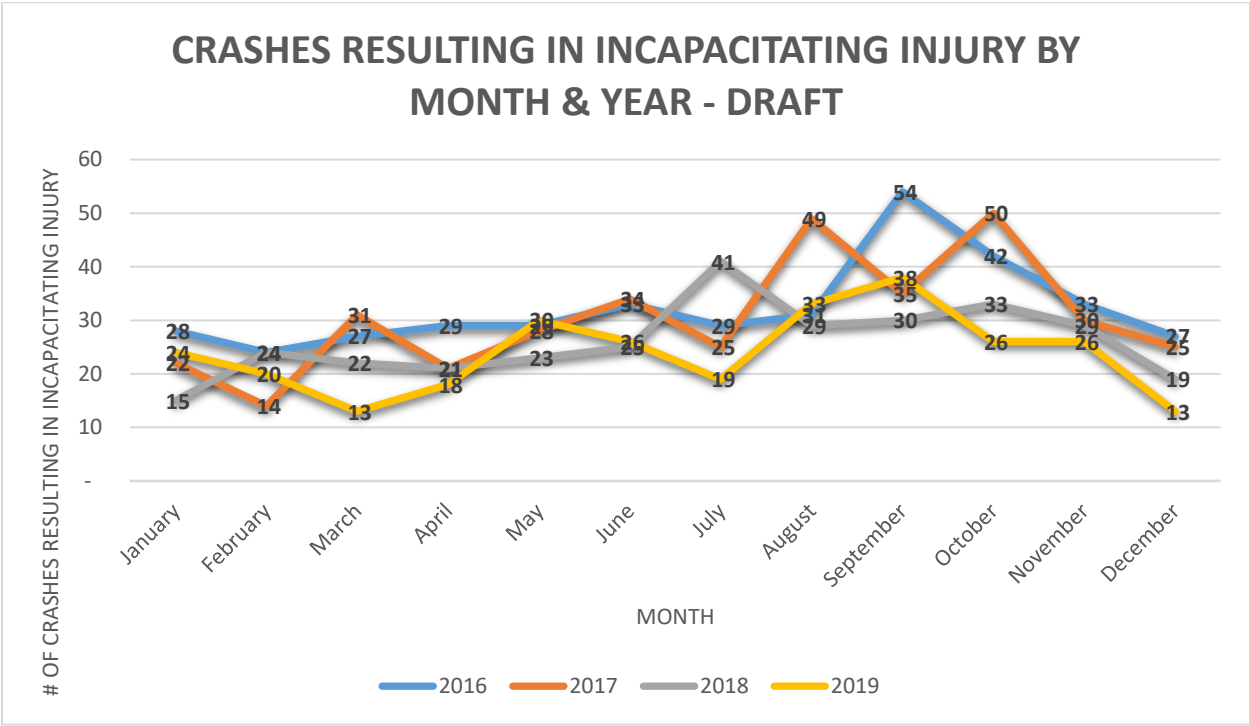
- Contact Bloomington-Monroe County Metropolitan Planning Organization
 - BMCMPPO: mpo@Bloomington.in.gov
 - Pat Martin: martipa@Bloomington.in.gov
 - Ryan Clemens: clemensr@Bloomington.in.gov



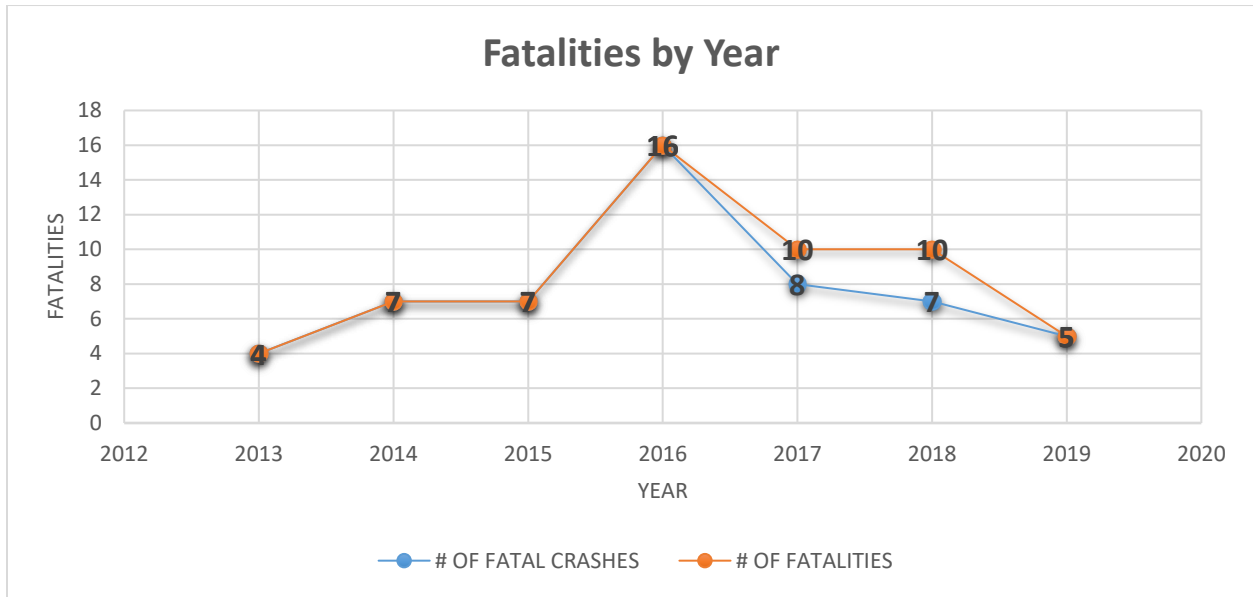
2019 CRASH STATISTICS – DRAFT CHARTS



2019 CRASH STATISTICS – DRAFT CHARTS



2019 CRASH STATISTICS – DRAFT CHARTS



FATAL CRASH PRIMARY FACTORS - 2015-2019

RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	RAN OFF ROAD - RIGHT	11	23%
1	LEFT OF CENTER	11	23%
3	UNSAFE SPEED	4	9%
4	PEDESTRIAN ACTION	3	6%
4	FAILURE TO YIELD RIGHT-OF-WAY	3	6%
4	DRIVER DISTRACTED	3	6%
7	DISREGARD SIGNAL / REG SIGN	2	4%
7	SPEED TOO FAST - WEATHER CONDITIONS	2	4%
9	ANIMAL/OBJECT IN ROADWAY	1	2%
9	OVERCORRECTING/OVERSTEERING	1	2%
9	IMPROPER LANE USAGE	1	2%
9	UNSAFE BACKING	1	2%
9	ENGINE FAILURE OR DEFECTIVE	1	2%
9	REAR-END - CAR TO BICYCLIST	1	2%
9	RAN OFF ROAD - LEFT	1	2%
9	DRIVER ILLNESS	1	2%
TOTAL		47	100

2019 CRASH STATISTICS – DRAFT CHARTS

TOP 50 CRASH LOCATIONS		
Intersection	INTERSECTION RANK - 2019	# OF CRASHES - 2019
SR 46 & SR 45/46 / SR 45 & E 10TH ST	1	44
SR 46 & E 3RD ST / SR 46 & S COLLEGE MALL RD	2	35
SR 45/46 / N WALNUT ST & N WALNUT ST/N COLLEGE AVE	3	29
SR 48 / S CURRY PIKE	3	29
SR 45/46 & N KINSER PIKE	5	27
SR 45/46 / E 17TH ST	5	27
I-69 (SR 37) / W 3RD ST & SR 48	7	23
S WALNUT ST / W COUNTRY CLUB DR & E WINSLOW RD	7	23
SR 46 / N SMITH PIKE & N CENTENNIAL DR	9	22
SR 46 / W ARLINGTON RD	10	21
SR 37 / S OLD SR 37 & S WALNUT ST	11	20
E 3RD ST / S SWAIN AVE	12	19
I-69 / SR 46 & SR 45/46	12	19
SR 46 / N CURRY PIKE	14	18
SR 37 / S VICTOR PIKE	15	17
S WALNUT ST / S FAIRFAX RD & W CHURCH LN	16	16
SR 48 / S GATES DR	17	15
SR 37 / E/W SMITHVILLE RD	17	15
I-69 (SR 37) / SR 45 & W BLOOMFIELD RD	19	14
SR 45 / N PETE ELLIS DR & N RANGE RD	19	14
SR 46 / N UNION VALLEY RD & N OUTBACK RD	19	14
SR 46 / KINGSTON DR S	22	13
SR 48 / S LIBERTY DR & S WELMIR DR	22	13
E/W 3RD ST / S WALNUT ST	22	13
SR 45/46 / N MONROE ST & W STONELAKE DR	22	13
SR 46 / E 7TH ST	22	13
W KIRKWOOD AVE / N/S ROGERS ST	22	13
S COLLEGE MALL RD / E COVENANTER DR	22	13
SR 45 / S CURRY PIKE & S LEONARD SPRINGS RD	29	12
W 3RD ST / S COLLEGE AVE	29	12
E 17TH ST / N INDIANA AVE	29	12
W BLOOMFIELD RD / S OAKDALE DR & S BASSWOOD DR	29	12
S WALNUT ST PIKE / E WINSLOW RD	33	11
E 3RD ST /S JORDAN AVE	33	11
E 17TH ST / N JORDAN AVE	33	11
W 2ND ST / S PATTERSON DR	33	11
N CURRY PIKE / W VERNAL PIKE	33	11
SR 45/46 / N DUNN ST	33	11

2019 CRASH STATISTICS – DRAFT CHARTS

E 10TH ST / N JORDAN AVE	33	11
S WALNUT ST / S ORCHARD LN (MULTIPLE INTERSECTIONS)	33	11
SR 45 / S LIBERTY DR & S HICKORY LEAF DR	41	10
S WALNUT ST / E/W GRIMES LN	41	10
N CURRY PIKE / W JONATHAN DR	41	10
N SMITH PIKE / W WOODYARD RD	41	10
W OLD SR 37 / N WALNUT ST & N SR 37 BUSINESS	41	10
SR 46 / S PARK RIDGE RD	41	10
SR 48 / W VERNAL PIKE	41	10
W 3RD ST & S ADAMS ST / S PATTERSON DR	41	10
SR 46 / S PETE ELLIS DR	49	9
E 10TH ST / N UNION ST	49	9
W KIRKWOOD AVE / N/S COLLEGE AVE	49	9
E 10TH ST / N SUNRISE DR	49	9
E WINSLOW RD / S HENDERSON ST	49	9
N CURRY PIKE / W PROFILE PKWY	49	9
SR 45 / W HINDS RD	49	9
SR 46 / N HARTSTRAIT RD	49	9
W 3RD ST / S CORY DR	49	9
S WALNUT ST / E RHORER RD & W GORDON PIKE	49	9

Coordinated Human Services – Public Transportation Plan

Adopted
June 8, 2007

Amended
February 24, 2012



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

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Introduction

A Mobility Steering Committee (Committee) was formed in March 2007 by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) to explore how Bloomington and Monroe County could make the best use of the community's resources to provide optimal transportation service for persons in need. The Mobility Steering Committee was reconvened in December 2011 to evaluate the Coordinated Human Services – Public Transportation Plan and identify any needed changes. The following community agencies, organizations, businesses, and governmental departments were invited to participate in the Committee in either 2007 and/or 2011:

- Abilities Unlimited
- American Cancer Society
- Area 10 Agency on Aging (Rural Transit)
- Bell Trace Senior Living Community
- Big Brothers Big Sisters of Monroe County
- Bloomington Hospital (Assisted Medical Transport)
- Bloomington/Monroe County Metropolitan Planning Organization
- Bloomington Public Transportation Corporation (BT/BT Access)
- Catholic Charities Bloomington
- Center for Women's Ministries
- Child Protection Services of Monroe County
- City of Bloomington's Council for Community Accessibility
- City on a Hill
- Community Kitchen
- Dunn Mental Health Center
- e2 Taxi
- Family Service Association of Monroe County
- Go Express Travel
- Greater Bloomington Chamber of Commerce
- Habitat for Humanity Monroe County Inc.
- Harmony School
- Housing Solutions Inc.
- Indiana University Campus Bus Service
- Indiana University Institute on Disability and Community (Center for Aging and Community)
- Life Designs (formerly Options for Better Living)
- Meadowood Retirement Community
- Mental Health America
- Middle Way House
- Monroe House
- Monroe County Coalition for Access and Mobility
- Monroe County Planning Department
- National Center on Accessibility
- New Hope Family Shelter
- Salvation Army
- Shalom Community Center
- South Central Community Action Program
- St. Vincent De Paul Society
- Stepping Stones
- Stone Belt
- United Way Community Services of Monroe County Inc.
- The Villages
- Volunteers in Medicine
- WorkOne Bloomington
- Yellow Cab Co. Inc.

The primary goal of the steering committee was the development of this Coordinated Human Services – Public Transportation Plan (Coordinated Plan or Plan). The Coordinated Plan would not only attempt to address the transportation needs of the community, especially for those with special needs, but it would also fulfill a requirement

mandated by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Mission and Vision

Mission:

To optimize and coordinate human services and transportation resources for Bloomington and Monroe County through a steering committee representing diverse perspectives.

Vision:

To develop a coordinated transportation system offering accessible, affordable, universal, and diverse transportation options. This system will address currently unmet needs and serve every person, especially disabled persons, older adults, and those with low/no-income, who must rely on forms of transportation other than a personal vehicle.

Short-range Action Plan

It is important to set obtainable goals as part of the Plan. Given the amount of time and resources afforded the Mobility Steering Committee, the goal of this Plan was to establish a foundation upon which subsequent versions could be built. Therefore, the following tasks needed to be accomplished:

- Create and maintain a mobility steering committee
- Develop a Mission and Vision
- Identify and assess available transportation services
- Conduct preliminary analysis to evaluate how well existing transportation services meet the needs of targeted populations
- Identify funding opportunities for transportation infrastructure and special projects
- Identify eligible projects that meet the needs of targeted populations
- Develop long-range action plan
- Develop the Coordinated Plan and get approval by the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization

Long-range Action Plan

The Plan is envisioned to be a living document that will be updated as needed. With time, the Mobility Steering Committee will be able to assess how well the Plan is coordinating transportation and human service providers to address unmet needs. It is anticipated that the Plan will be re-evaluated in an effort to address some of the following points:

- Conduct or review needs assessment to identify unmet needs and duplication of services
- Expand analysis of how well existing services are meeting the needs of targeted populations and formulate strategies based on this analysis

- Seek out best practices and evaluate options
- Pursue related pilot projects
- Expand mobility steering committee to be more inclusive of stakeholder interests
- Assess ability to maintain current services
- Assess ability to expand services
- Identify funding opportunities and explore innovative funding partnerships

Assessment of Available Services

MASS PUBLIC TRANSIT

Area 10 Agency on Aging (Rural Transit)

630 W. Edgewood Dr

Ellettsville, IN 47429

Ph: (812) 876-1079

Fx: (812) 876-9922

Email: area10@area10.bloomington.in.us

Web: <http://www.area10.bloomington.in.us/ruraltransit/>

Rural Transit offers transportation services in Lawrence, Monroe, Owen and Putnam counties. Express services offers opportunities to travel between Spencer, Ellettsville, and Bloomington Monday through Friday. County Sweeps offer round-trip service between specific points in the county (see Appendix A for Rural Transit Routes).

Rural Transit offers the following services and amenities to accommodate those with disabilities or special needs:

- Wheelchair lift (ADA compliant),
- TTY communication available at : 1-800-743-3333
- Rural Transit is a Medicaid Transportation Provider. Medicaid recipients are encouraged to call the dispatcher for more information.

Bloomington Public Transportation Corporation (Bloomington Transit)

130 W. Grimes Ln.

Bloomington, IN 47403

Ph: (812) 332-5688

Fx: (812) 332-3660

Email: customer@bloomingtontransit.com

Web: <http://www.bloomingtontransit.com/>

The Bloomington Public Transportation Corporation, known as Bloomington Transit (BT), provides public transportation services exclusively within the Bloomington corporate limits on nine fixed routes. Passengers can make convenient transfers between routes from a downtown transfer facility (see Appendix B for Bloomington Transit routes). Upon approval from its board, the

Bloomington Public Transportation Corporation offers discounted passes to agencies which serve the needs of persons with low/no income.

BT's fixed route transit system offers the following services and amenities to accommodate those with disabilities:

- Schedules are available in audio cassette, cd, or large print.
- Most BT buses are equipped with kneelers which lower the front end of the bus, making it easier to board.
- All BT buses are wheelchair accessible.
- TTY Communication available at: 330-7853

In addition to these services, Bloomington Transit also offers BT Access which is a demand response van service for people with disabilities who are unable to use the fixed route system. BT Access service is provided with vans equipped with wheelchair lifts. Eligible patrons can be picked up by these vans and taken anywhere in Bloomington for work, school, medical or dental appointments, shopping, or to visit friends.

Eligibility to use BT Access may be granted on a full or conditional basis depending on the person's ability to use regular fixed route bus service. Those persons who receive full eligibility status may use BT Access for all trips within the service area during days and hours that the service operates. Conditional eligibility may be granted to persons who under certain conditions may be able to use regular fixed route service. Persons with conditional eligibility may use BT Access when their disability prevents them from using the regular fixed route service. Personal Care Attendants, if required, may accompany passengers at no charge. It should also be noted that all patrons who qualify to ride BT Access may ride Bloomington Transit's fixed route system free of charge.

Indiana University Campus Bus Service

120 W. Grimes Ln.

Bloomington, IN 47403

Ph: (812) 855-8384

Email: ubus@indiana.edu

Web: www.iubus.indiana.edu/campus_bus/index.html

Indiana University Campus Bus provides public transportation services primarily serving student transportation needs on the Indiana University campus on five fixed routes. Campus Bus service is a fare free system in which no fares are charged or collected from any passenger (see Appendix C for Indiana University Campus Bus routes).

Indiana University Campus Bus Service offers the following services and amenities to accommodate those with disabilities or special needs:

- Wheelchair accessible ramps,
- Kneeling bus feature,
- Wheelchair-designated seating areas.

- Designated seating areas for people with disabilities and older adults.
- Audible announcements of major landmarks and bus stops.

MEDICAL RELATED TRANSPORTATION

IU Health Bloomington Hospital - Assisted Medical Transport

630 South Patterson Street

Bloomington, IN 47403

Ph: (812) 353-9232 / (800) 222-9589

Fx: (812) 353-4084

Web: www.iuhealthbloomington.org/oth/Page.asp?PageID=OTH000170

Assisted Medical Transport service provides assistance to patients traveling to and from medical appointments at IU Health Bloomington Hospital, doctor's office, or other healthcare facilities. People in wheelchairs or with other mobility problems can schedule one of six specially equipped vans. All of the vans are staffed by Indiana-certified emergency medical personal who are employees of Bloomington Hospital Ambulance Service (BHAS). Customers receive personal assistance to and from the van and are transferred to a responsible person at each destination

American Cancer Society

Southeast Indiana Area Service Center

4567 Progress Drive

Columbus, IN 47201

Ph: (812) 376-6781

Web: www.cancer.org/

The American Cancer Society provides transportation to and from treatments for cancer patients in Bartholomew, Brown, Dearborn, Decatur, Fayette, Franklin, Henry, Jackson, Jefferson, Jennings, Monroe, Ohio, Ripley, Rush, Scott, Switzerland, Union, Washington, and Wayne counties through a volunteer driver service. All arrangements need to be coordinated through the ACS office.

Monroe Hospital

4011 S. Monroe Medical Park Boulevard

Bloomington, IN 47403

Ph: (812) 369-2161

E-Mail: we.care@monroehospital.com

Web: www.monroehospital.com

Monroe Hospital offers wheelchair accessible vans to provide medical transportation to residents of Monroe County and adjacent areas. Patrons should call three to four days in advance to reserve a trip. Medicaid is accepted.

Veterans of Foreign Wars

Post #604

209 S. College Ave.
Bloomington, IN 47401
Ph: (812) 332-4686
Web: <http://vfwwebcom.org/in/post604>

The VFW offers free transportation for Monroe County veterans to the Veterans Affairs Hospital in Indianapolis. They do not have wheelchair accessible vehicles.

Classic Medicab Transportation

312 W. Main St.
Greensburg, IN 47420
Ph: (866) 663-9990

Classic Medicab Transportation offers medical trips to Indianapolis from Monroe County, Owen County and adjacent areas. Vehicles are not wheelchair accessible and drivers do not assist passengers door to door. Appointments must be made 48 hours in advance. There is a reduced rate for Medicaid recipients.

J & S Medi-Cab

2901 S. 100 West
Washington, IN 47501
Ph: (812) 254-7244 or (888)311-7244

J & S Medi-cab provides medical transportation to Indianapolis and other locations from Monroe and Owen counties. Door-to-door service is offered to people on Medicaid. Vehicles are not wheelchair accessible.

PRIVATE TRANSPORTATION PROVIDERS

Go Express Travel (Shuttle, Charter, Limousine)

3200 Venture Blvd.
Bloomington, IN 47404
Ph: (812) 332-6004 or (800) 589-6004
Web: www.bloomingtonshuttle.com/

Go Express Travel (formerly known as Bloomington Shuttle Service) offers different transportation services. The airport shuttle picks up and delivers from five different Bloomington locations leaving the city nine times a day beginning at 4:40 a.m. and ending at 9:20 p.m. For the return trip, the shuttle departs the Indianapolis International Airport nine times a day beginning at 6:40 a.m. and ending at 10:40 p.m.

Go Express Travel also offers luxury busses that can be chartered to go anywhere in the continental United States for any length of time. The charter service can serve as few as a couple of people or groups of hundreds.

Signature limousines is offered by Go Express Travel and can be used for any occasion including private door-to-door transportation to the airport, weddings, anniversaries, birthdays, concerts, a special night on the town, proms or pampering an important business client.

The Chicagoland Express offers transportation service on buses between Bloomington and three suburban Chicago locations: Merrillville, IN; Oakbrook, IL; and Schaumburg, IL. The bus makes one roundtrip journey per day.

e2 Taxi

500 S. Morton St.
Bloomington, IN 47403
Ph: (812)961-8294
Web: www.e2taxi.com/index.php

Fully licensed and insured taxis may be hired for in-town travel or for an out-of-town trip. Fares are determined before the trip begins. Every taxi is equipped with internal and external cameras for passenger safety and to provide visual proof in case of accidents. The e2 Taxi fleet is made up of at least 50% accessible vehicles. Service is provided 24 hours a day and 7 days a week.

Miller Trailways, Bloomington

217 W. 6th St.
Bloomington, IN 47404
Ph: (800)544-2383
Web: www.hoosieride.com

Miller Trailways provides bus service that links cities in Indiana, including stops in Bloomington and Indianapolis, and with national Greyhound bus system. Patrons must call 24 hours in advance for a wheelchair accessible bus.

Star of America Charter Service

8111 N. State Road 37
Bloomington, IN 47404-9443
Ph: (812)876-7851 or (800)933-0097

Star of America is a first class charter service offering coaches which can accommodate 55 passengers. The busses can be chartered to go anywhere in the continental United States for any length of time.

Yellow Cab Co. Inc. (White Cab Co.)

217 W. 6th St.
Bloomington, IN 47403
Ph: (812) 339-9744 or (812) 336-4100

Fully licensed and insured taxis may be hired for in-town travel or for an out-of-town trip. Fares are typically determined by distance and by the number of passengers. Taxis usually operate 24 hours a day, 7 days a week.

TRANSPORTATION PROVIDERS FOR OLDER ADULTS

Bell Trace

800 Bell Trace Circle
Bloomington, IN 47408
Ph: (812) 332-2355
Fx: (812) 353-7575
Email: belltrace@cardon.us
Web: www.belltrace.com

Bell Trace is a private facility offering independent and assisted living arrangements. Bell Trace provides scheduled transportation for its residents for shopping, medical appointments and Bloomington events.

Meadowood Retirement Community

2455 N. Tamarack Trail
Bloomington, IN 47408
Ph: (812)336-7060
Web: www.meadowoodrc.com

Meadowood Retirement Community is a private facility offering garden homes, mid-rise apartments, and health pavilion for elderly residents. Meadowood offers regular transportation shuttles to westside, eastside, and downtown shopping, local groceries, health care facilities, dinner runs, and special events and programs. Additionally, personalized schedules and transportation can be arranged through the concierge service.

Monroe House

2770 S. Adams Street
Bloomington, IN 47403
Ph: (812) 331-8153
Fax: (812) 331-0155
Web: www.alcco.com

Monroe House is a private facility offering independent living, assisted living, companion living and respite care. Scheduled transportation is a service offered to its residents.

Redbud Hills Independent Retirement Community

3211 E. Moores Pike
Bloomington, IN 47401
Ph: (812)335-8119
Web: www.redbudhills.com

Redbud Hills Independent Retirement Community is a private facility offering studio to 2 bedroom apartments with a variety of amenities including transportation.

NON-PROFIT TRANSPORTATION PROVIDERS

Community Kitchen

1515 South Rogers St.
Bloomington, IN 47403
Ph: (812)332-0999
Fax: (812)332-1937
Email: kitchen@bloomington.in.us
Web: www.monroecommunitykitchen.com

Community Kitchen works alone and in collaboration with others to eliminate hunger in Monroe County and surrounding areas, through direct service, education and advocacy. The Community Kitchen offers free Bloomington Transit bus passes upon request.

First United Church

The Love Fund
2420 E. 3rd St.
Bloomington, IN 47401
Ph: (812)332-4439
Web: www.firstunitedchurchbloomington.org

The First United Church's Love fund is a source of help for members of the community who run into financial difficulties. Services include gas service payment assistance, medical care expense assistance, and transportation expense assistance.

Life Designs

200 East Winslow Road
P.O. Box 1732
Bloomington, IN 47402
Ph: (800) 875-9615
Fax: (812) 332-1186
Web: www.lifedesignsinc.org

Life Designs partners with people with disabilities and their communities to bring about self-directed and fulfilled lives. Life Designs provides limited transportation services to more than 200 children and adults within its residential program.

Martha's House

919 S. Rogers St.
Bloomington, IN 47403
Ph: (812)332-1444
Web: www.marthashouseofbloomington.org

Martha's House is a 28 bed homeless shelter which provides safe overnight shelter with the necessary professional social services to help men and women obtain self-sufficiency. Residents receive case management services and

assistance with banking, access to community services, and learning the bus system.

Monroe County United Ministries

827 W. 14th Court
Bloomington, IN 47404
Ph: (812)339-3429
Web: www.mcum.org

Monroe County United Ministries provides emergency relief to those in need including Bloomington Transit bus passes for people who need transportation to work.

New Hope Family Shelter, Inc.

PO Box 154
Bloomington, IN 47402
Ph: (812)334-9840
Email: newhope@nhfsinc.org
Web: www.newhopefamilyshelter.org/

New Hope Family Shelter's mission is to provide temporary shelter for homeless families in Bloomington and Monroe County and, in collaboration with other agencies, to help those families regain housing by addressing the problems that led to homelessness. New Hope Family Shelter may offer bus passes to its residents if they have been donated in-kind to the organization.

Salvation Army of Monroe County

111 N. Rogers St.
Bloomington, IN 47404
Ph: (812)334-1366
Web: www.bloomington.salvationarmyindiana.org

The Salvation Army of Monroe County provides emergency relief to those in need including Bloomington Transit bus passes for people who need transportation to work.

Shalom Community Center

620 S. Walnut St.
Bloomington, IN 47401
Ph: (812)334-5728
Web: <http://shalomcommunitycenter.org/>

The Shalom Community Center is dedicated to relieving the plight of those experiencing homelessness and poverty in South Central Indiana. Shalom procures a set number of bus passes on a monthly basis and provides them to people in need of transportation for employment, medical appointments, or other essential needs.

Stone Belt

2815 E. 10th St.

Bloomington, IN 47408

Ph: (812)332-2168

Fax: (812)323-4610

Web: www.stonebelt.org/MonroeCtyLocations.htm

Stone Belt offers a full range of programs and services for over 1,300 individuals with developmental disabilities in Monroe, Lawrence, Owen, Bartholomew and surrounding counties. Stone Belt owns and operates a fleet of vehicles to serve the transportation needs of its consumers.

Identified Needs

The Mobility Steering Committee evaluated how established transportation systems are meeting the needs of older adults, people with disabilities, and people with low income/no income (also known as low to moderate income or LMI). The Committee identified the following needs in the community (see Appendix D for a comparison of the transportation system and targeted populations):

Transit Operating Hours

Most mass transit routes historically stopped running at 8 PM. As a result, people who were in need of public transportation after this time were left without many affordable transportation options. This potentially affected persons with low income and/or disabilities the hardest because it presented hardships going to and from work.

Additionally, all mass transit providers have limited service on Sundays. This affects persons with low income, older adults, and those with disabilities whose options for affordable transportation are severely limited on this day of the week.

Accommodations for Persons with Disabilities

Many patrons who qualify for para-transit may opt to ride the fixed route system because of cost and convenience. However, many bus stops and the pedestrian infrastructure to access them (e.g. sidewalks, curb cuts, pedestrian crossing signals) are not accessible to people in wheelchairs or who have other disabilities. Additionally, riders who are visually impaired have difficulty knowing when they have reached their destination since audible notifications are not routinely given.

Para-Transit Operating Hours and Coverage

Para-transit is typically operated during the same hours as the fixed route system. Consequently services were only available to persons with disabilities until 8 PM. As a result, people with disabilities who were in need of public transportation after this time were left without many affordable transportation options.

In addition to this, para-transit system often did not cover the entire city because ADA only requires para-transit to operate within ¼ of a mile from any given route. Without

full access to the City, persons with disabilities were not able to reach their desired destinations using affordable transportation options.

Para-Transit Reservations

BT Access para-transit services require that qualified individuals make reservations the day prior to the planned trip. Though this meets the minimum requirements of the American with Disabilities Act, it presents a hardship to disabled users of the para-transit systems that may not know of their transportation needs a day in advance.

Transportation Affordability and Active Transportation Options

The cost of transportation, even subsidized mass transit, often presents a hardship to persons with low or no income. Private transportation through the use of an automobile, though more flexible, is often cost prohibitive. Additionally, organizations which provide free bus passes to qualified low income/no income (LMI) individuals and families are often unable to secure enough passes to meet the need. Lastly, the network of facilities for bicyclists and pedestrians may be incomplete or inadequate to reach destinations.

Transportation Education and Safety

Older adults, people with disabilities, and people with low income/no income (LMI) may have difficulty obtaining information about transportation options in the community because of language barriers, limited access to technology or communication devices, or information which is not accessible to certain populations, especially those with vision impairments. There is a need to educate the community on what is available and how to effectively use these services. Additionally, users of mass transit, pedestrians, and bicyclists are more vulnerable than people travelling in vehicles. Therefore, the need exists to educate motorists, pedestrians, cyclists, and mass transit users, about best practices to ensure everyone's safety.

Lack of Coordination among Transportation Agencies

Agencies responsible for the development and implementation of transportation services and infrastructure often do not coordinate with individuals or organizations representing the interests of people with disabilities, older adults, or people with low/no income. This may result in projects which fail to incorporate solutions to address the needs of these targeted populations and may result in costly retrofits in the future.

Strategies for Meeting Service Needs

Strategies for meeting service needs were gathered by members of the Mobility Steering Committee during the Plan development and update process. These strategies were then compared against available funding sources to determine which strategies might be eligible to receive assistance from outside funding (see Appendix E for a Grant Funding Overview):

Section 5310 Program – Older Adults and Persons with Disabilities

1. Purchase vehicles for use by public, private, non-profit, or for-profit organizations serving older adults and disabled populations. This may include purchase by public agencies such as Area 10 Agency on Aging and for-profit organizations which provide accessible taxi service.

2. Ensure that information about transportation is accessible to all, especially electronic and information technologies (e.g. websites, brochures, printed materials)
3. Develop a transportation voucher system to serve older adults and persons with disabilities
4. Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services.
5. Encourage mobility management and improve coordination among project implementers to ensure the needs of older adults and persons with disabilities are being met.
6. Develop a transportation handbook that can be used by older adults or persons with disabilities to assist them with understanding transportation choices, how to access them, and ways to get involved in the transportation planning process.

Section 5316 Program – Job Access and Reverse Commute (JARC) Program

1. Extend Bloomington Transit hours for all operating fixed routes until after 11pm;
2. Extend Bloomington Transit hours for all fixed routes to include Sunday service;
3. Purchase capital equipment for Rural Transit to provide JARC program services;
4. Provide expanded Rural Transit service to serve JARC program services;
5. Expand public transit fixed routes to better serve low income populations;
6. Implement bicycle and pedestrian projects to increase mobility options for low/no income individuals for their work trips, including the provision of bicycles, retrofits to bicycles to improve carrying capacity and bicycle commuter training.
7. Purchase vehicles or assist with operational expenses for public, private, non-profit, or for-profit organizations serving older adults and disabled populations. This may include service by public agencies such as Area 10 Agency on Aging and for-profit organizations which provide accessible taxi service;
8. Develop a transportation voucher system to serve persons with limited/no income;
9. Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services;
10. Encourage mobility management and improve coordination among project implementers to ensure the needs of low/no income populations are being met;
11. Develop a transportation handbook that can be used by low income populations to assist them with understanding transportation choices and how to access them;

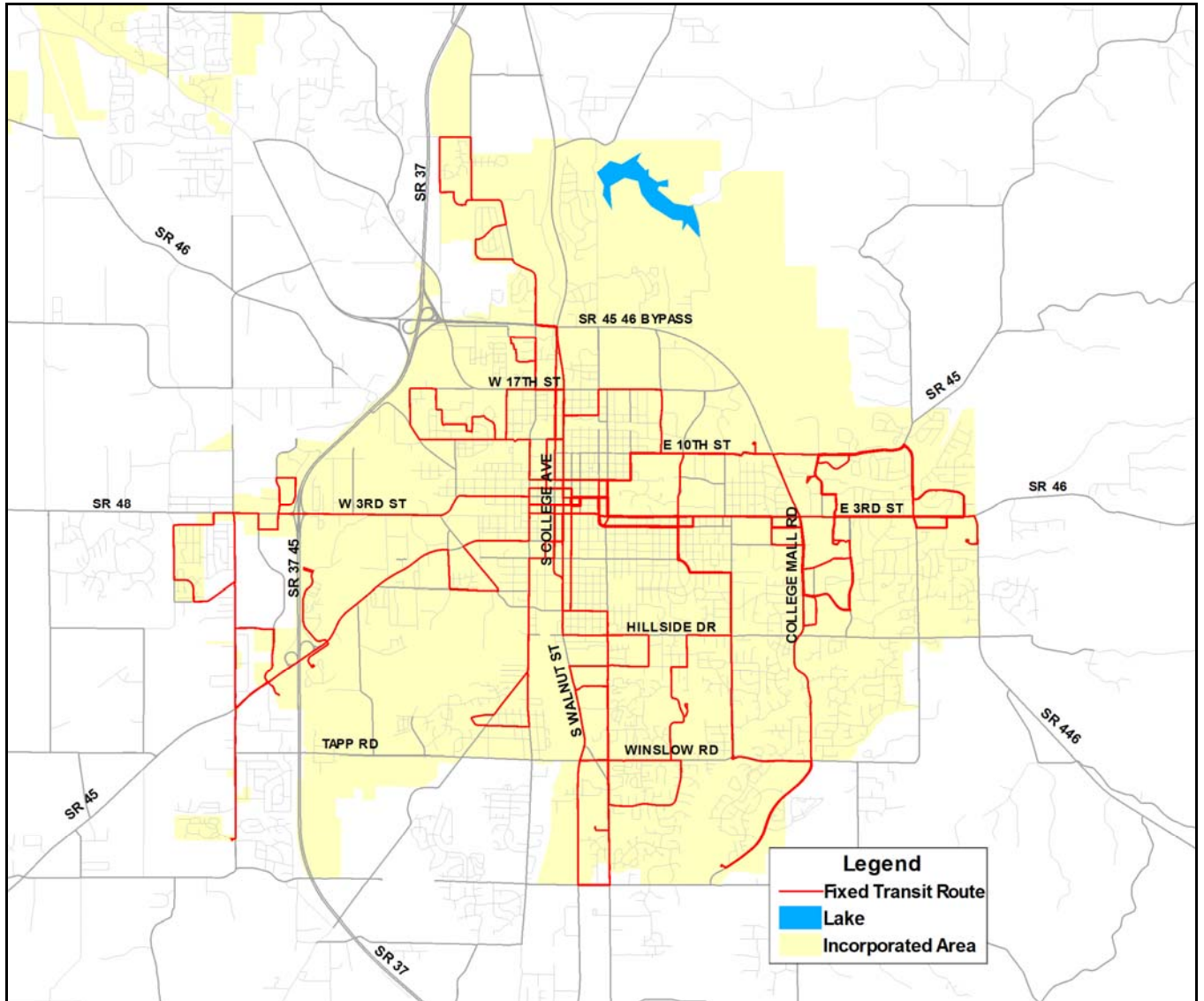
Section 5317 Program – New Freedom Program

1. Extend BT Access hours until after 11pm (to mirror the services of the fixed route system);
2. Extend BT Access hours to include Sunday service;
3. Extend BT Access coverage to include the entire City limits;
4. Purchase vehicles or assist with operational expenses for public, private, non-profit, or for-profit organizations serving older adults and disabled populations. This may include service by public agencies such as Area 10 Agency on Aging and for-profit organizations which provide accessible taxi service;
5. Improve the para-transit scheduling to reduce the call ahead requirement to same day reservations;

6. Purchase capital equipment for Rural Transit to provide New Freedom program services;
7. Provide expanded Rural Transit service to serve New Freedom program services;
8. Provide travel training for older adults and individuals with disabilities so that they can more effectively use Bloomington Transit, Rural Transit, and other transportation providers;
9. Make Bloomington Transit fixed route bus stops accessible and ADA compliant;
10. Make the pedestrian infrastructure network accessible (e.g. sidewalks, curb cuts, pedestrian crossing signals);
11. Add voice enunciators on Bloomington Transit fixed routes to assist people, especially those with visual impairments, with route and destination identification and general orientation;
12. Develop a transportation voucher system to serve older adults and persons with disabilities.
13. Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services;
14. Encourage mobility management and improve coordination among project implementers to ensure the needs of disabled persons are being met;
15. Develop a transportation handbook that can be used by persons with disabilities to assist them with understanding transportation choices and how to access them;

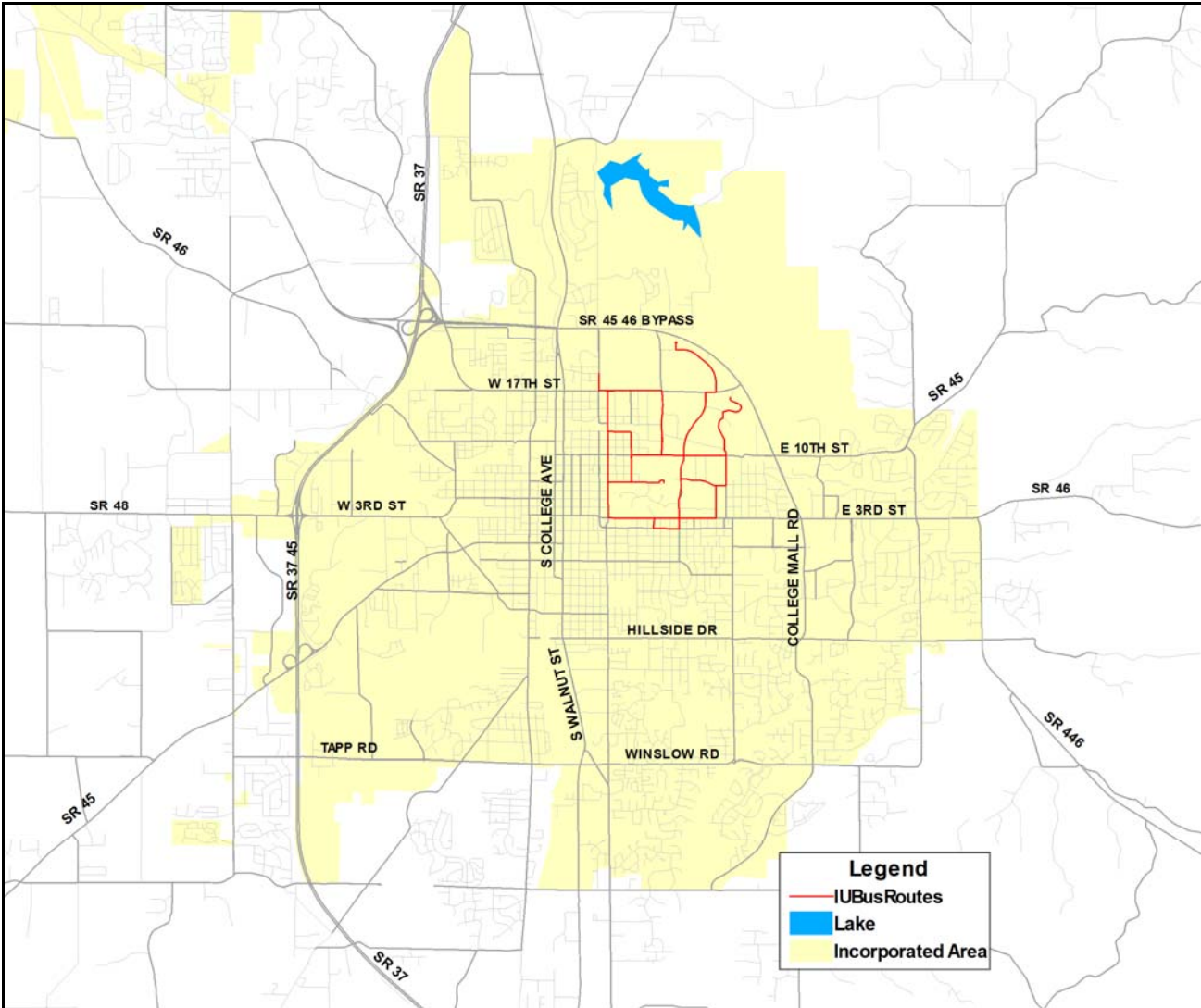
Appendix A

Bloomington Transit Fixed Routes



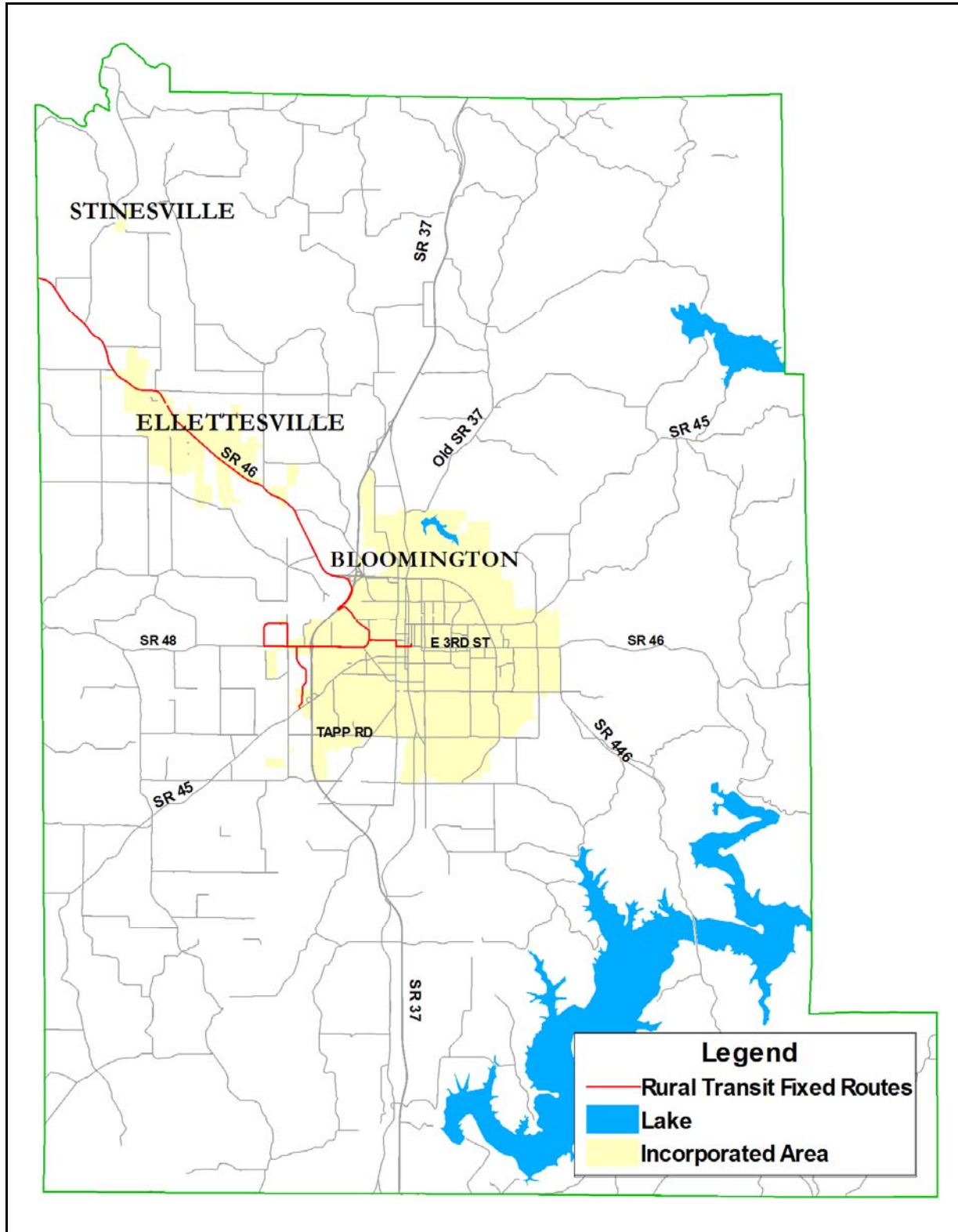
Appendix B

Indiana University Campus Bus Fixed Routes



Appendix C

Rural Transit Fixed Routes



Appendix D

Transportation Systems and Targeted Populations

Low Income Households by Census Tract

The median household income for Monroe County is \$38,137 as identified by the 2010 American Community Survey (5-Year Estimate). Table D-I shows the population and median household income of each Census Tract in Monroe County. The table also highlights low income Census Tracts.

For purposes of this study, low income is defined as those Census Tracts in which 50 percent or more of the households in the Census Tract earned less than 50 percent of the median household income of Monroe County, or \$19,069. Four of the twenty-nine total Census Tracts in Monroe County are identified as low income Census Tracts by this definition and are highlighted in Table D-1. These Census Tracts are:

- Census Tract 2.02 – Median household income is \$5,000
- Census Tract 16.00 – Median household income is \$8,848
- Census Tract 1.00 – Median household income is \$9,047
- Census Tract 2.01 – Median household income is \$15,451

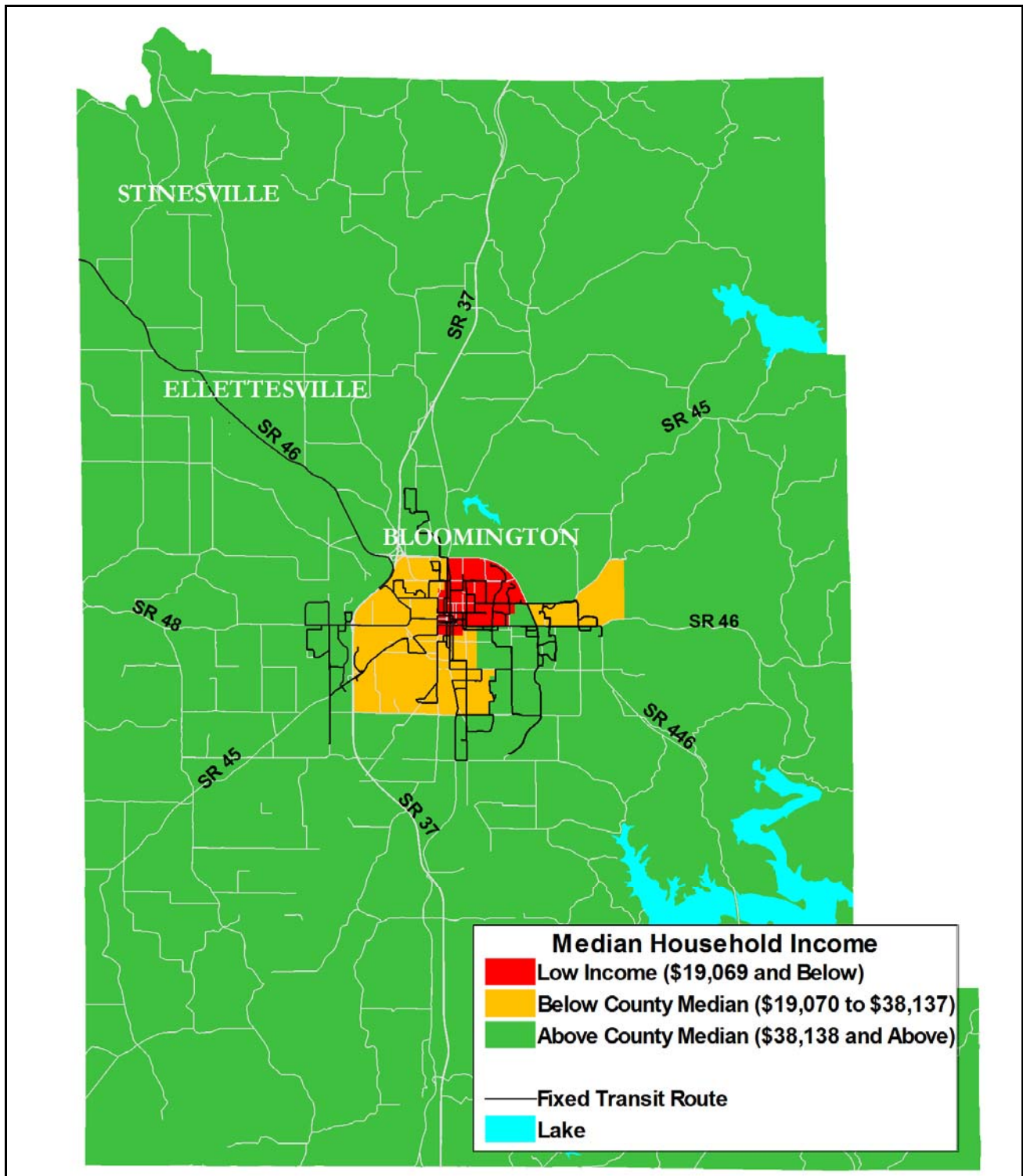
Map D-1 illustrates the location of Census Tracts with high concentrations of low income households within Monroe County.

Table D-1: Household Income per Census Tract for Monroe County

Census Tract	Population	Median Household Income
1.00	4,159	\$9,047
2.01	6,903	\$15,451
2.02	7,530	\$5,000
3.01	4,266	\$29,250
3.02	3,043	\$47,833
4.01	3,322	\$27,911
4.02	4,186	\$33,597
5.01	4,651	\$45,820
5.02	3,458	\$41,201
6.01	2,733	\$22,159
6.02	3,183	\$20,649
7.00	3,029	\$57,267
8.00	5,279	\$44,309
9.01	2,911	\$43,611
9.03	4,323	\$28,902
9.04	5,561	\$40,270
10.01	4,989	\$79,868
10.02	5,958	\$57,104
11.01	5,112	\$25,719
11.02	3,838	\$40,910
11.03	3,214	\$49,736
12.00	5,310	\$44,016
13.01	5,253	\$54,143
13.03	5,316	\$61,667
13.04	3,667	\$46,121
13.05	2,643	\$46,181
14.01	2,113	\$56,813
14.02	5,174	\$58,422
15.01	5,047	\$56,229
15.02	2,296	\$73,261
16.00	5,975	\$8,848

Source: US Census Bureau / 2010 American Community Survey 5-Year Estimate

Map D-1: Low Income Census Tracts and All Existing Fixed Route Transit Services



Older Adult Populations by Census Tract

According to the 2010 American Community Survey (5-Year Estimate), 14.2% of the population in Monroe County is 60 years of age or older. Table D-2 shows the distribution of people 60+ years old across census tracts in Monroe County.

For purposes of this study, Census Tracts in which at least 20% of the population is 60 years or older are identified as having significant concentrations of older adults. By this definition, six of the twenty-nine total Census Tracts in Monroe County (20%) were identified as having populations with significant concentrations of older adults and are highlighted in Table D-2. These Census Tracts were:

- Census Tract 14.01 – 25.2% of the population is 60 years or older
- Census Tract 10.1 – 23.1% of the population is 60 years or older
- Census Tract 7.00 – 21.9% of the population is 60 years or older
- Census Tract 8.00 – 21.8% of the population is 60 years or older
- Census Tract 13.03 – 21.1% of the population is 60 years or older
- Census Tract 9.01 – 20.3% of the population is 60 years or older

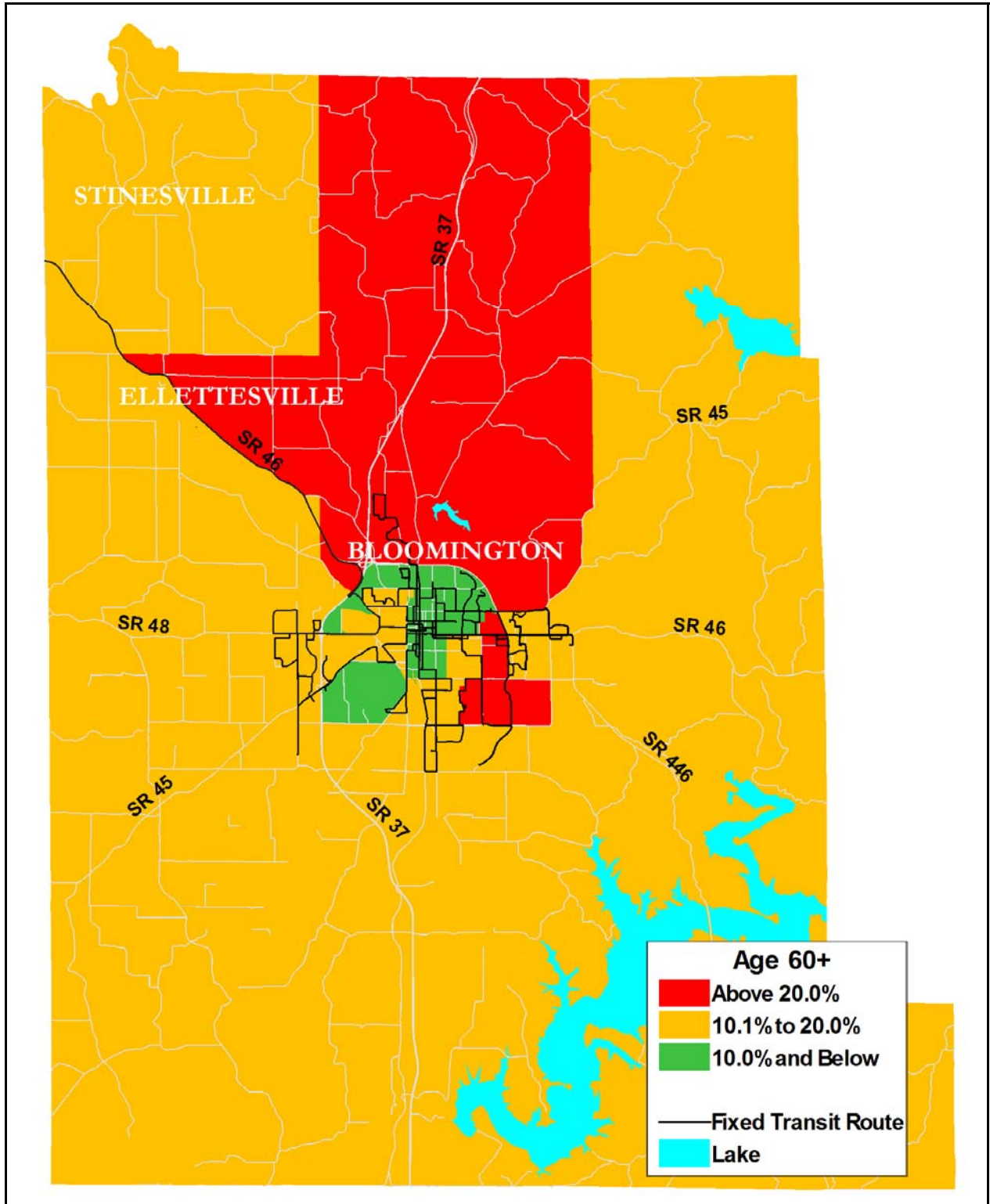
Map D-2 illustrates the location of Census Tracts with high concentrations of older adults within Monroe County.

Table D-2: Older Adult Population Distribution per Census Tract for Monroe County

Census Tract	Population	60+ Population	60+ % Total
1.00	4,159	96	2.3%
2.01	6,903	41	0.6%
2.02	7,530	38	0.5%
3.01	4,266	363	8.5%
3.02	3,043	466	15.3%
4.01	3,322	442	13.3%
4.02	4,186	301	7.2%
5.01	4,651	921	19.8%
5.02	3,458	515	14.9%
6.01	2,733	361	13.2%
6.02	3,183	178	5.6%
7.00	3,029	663	21.9%
8.00	5,279	1151	21.8%
9.01	2,911	591	20.3%
9.03	4,323	791	18.3%
9.04	5,561	673	12.1%
10.01	4,989	1152	23.1%
10.02	5,958	1156	19.4%
11.01	5,112	665	13.0%
11.02	3,838	453	11.8%
11.03	3,214	472	14.7%
12.00	5,310	998	18.8%
13.01	5,253	972	18.5%
13.03	5,316	1122	21.1%
13.04	3,667	653	17.8%
13.05	2,643	455	17.2%
14.01	2,113	532	25.2%
14.02	5,174	973	18.8%
15.01	5,047	833	16.5%
15.02	2,296	452	19.7%
16.00	5,975	90	1.5%

Source: US Census Bureau / 2010 American Community Survey 5-Year Estimate

Map D-2: Census Tracts with Largest Concentrations of Older Adults and All Existing Fixed Route Transit Services



Populations with a Disability by Census Tract

According to the 2000 Census (our most recent available data), 17.4% of the population in Monroe County is identified as having a disability. The Census Bureau defines disability “as a long-lasting physical, mental, or emotional condition” that “can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, remembering, or going outside home alone to work at a job or business.” Table D-3 shows the distribution of people with disabilities across census tracts.

For purposes of this study, the top seven (or 20%) of census tracts with the highest proportion of persons with disability are identified as having significant concentrations of disabled persons. Seven of the twenty-nine total Census Tracts in Monroe County are identified as having significant concentrations of persons with disabilities and are highlighted in Table D-3. These Census Tracts are:

- Census Tract 4.01 – 37% of the population is disabled
- Census Tract 15.00 – 35% of the population is disabled
- Census Tract 11.01 – 34% of the population is disabled
- Census Tract 6.00 – 33% of the population is disabled
- Census Tract 14.01 – 32% of the population is disabled
- Census Tract 5.01 – 30% of the population is disabled
- Census Tract 11.02 – 30% of the population is disabled

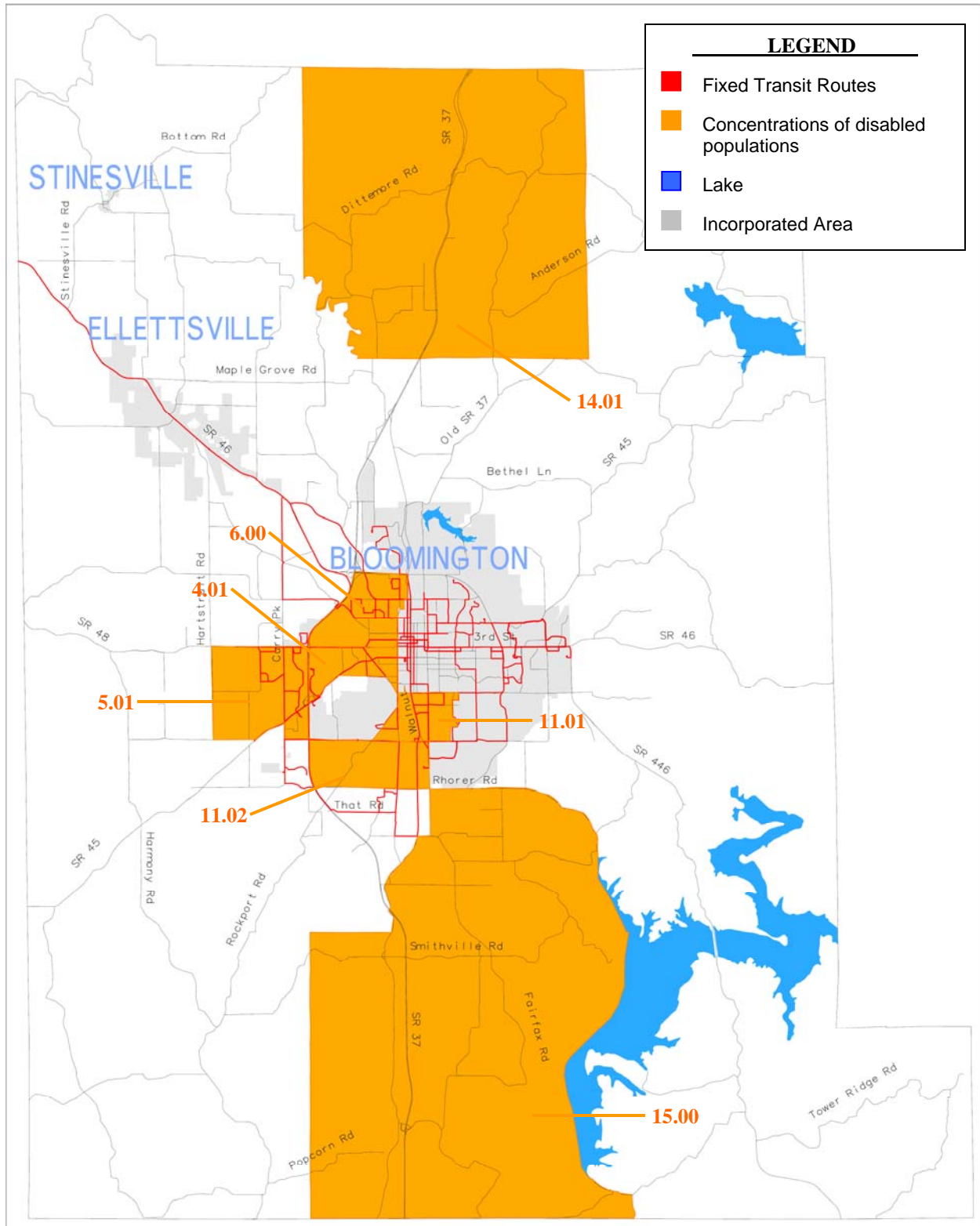
Map D-3 illustrates the location of Census Tracts with high concentrations of disabled populations within Monroe County.

Table D-3: Disabled Population Distribution per Census Tract for Monroe County

Census Tract	Population	Total Disability	Total Disability %
1.00	3,160	393	12.4%
2.01	7,078	405	5.7%
2.02	4,542	428	9.4%
3.01	4,346	898	20.7%
3.02	3,082	328	10.6%
4.01	2,980	1,093	36.7%
4.02	2,580	563	21.8%
5.01	3,911	1,170	29.9%
5.02	3,307	776	23.5%
6.00	6,838	2,228	32.6%
7.00	2,872	556	19.4%
8.00	5,162	1,068	20.7%
9.01	2,414	530	22.0%
9.03	4,448	1,279	28.8%
9.04	2,994	317	10.6%
10.01	4,423	675	15.3%
10.02	4,843	752	15.5%
11.01	5,051	1,735	34.3%
11.02	2,601	768	29.5%
11.03	2,745	711	25.9%
12.00	5,755	1,603	27.9%
13.01	5,659	1,431	25.3%
13.03	4,445	1,263	28.4%
13.04	3,184	787	24.7%
13.05	1,871	483	25.8%
14.01	1,855	595	32.1%
14.02	4,966	1,009	20.3%
15.00	6,726	2,333	34.7%
16.00	6,725	455	6.8%

Source: US Census Bureau / 2000 Census

Map D-3: Census Tracts with Largest Concentrations of Disabled Persons and All Existing Fixed Route Transit Services



Appendix E

Grant Funding Overview

Section 5310 Program *

Section 5310 funds are a form of financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of older adults and persons with disabilities in all areas. In Indiana, the current designated recipient for the Section 5310 Program is the INDOT. INDOT evaluates and grants Section 5310 to subrecipients Statewide.

Congress establishes the allocation levels for the Section 5310 Program through a formula based on the population of older adults and disabled individuals in a state. Table E-1 contains the current levels (as of June 2006) of Section 5310 funding for the State of Indiana through Federal Fiscal Year (FFY) 2009. These figures are subject to change from potential future congressional rescission of funds.

Table E-1: Allocations of Program Funds for Indiana

Program	FFY06	FFY07	FFY08	FFY09
Section 5310	2,281,514	2,408,422	2,615,787	2,750,575
JARC	1,682,656*	2,428,364	2,630,728	2,774,069
New Freedom	1,159,776*	1,634,380	1,765,534	1,866,422

* see Table E-2 Apportionment of Program Funds by Population for Indiana

Section 5310 Program funds are available to public bodies the State approves to coordinate services for older adults and persons with disabilities; or public bodies which certify to the Governor that no non-profit corporations or associations are readily available in an area to provide the service. Local public bodies eligible to apply for Section 5310 funds as coordinators of services for older adults and persons with disabilities are those that the State designates to coordinate human service activities in a particular area.

Section 5310 Program Federal funds can fund no more than 80% of the total eligible capital and program administrative costs for approved projects. There is an exception to this ratio for vehicle-related equipment required by the Clean Air Act Amendments of 1990 (CAAA) or the Americans with Disabilities Act of 1990 (ADA). The Federal share is 90% for vehicle-related equipment required by the CAAA or ADA. Only the incremental cost of the equipment required by the ADA or CAAA may be funded at 90%, not the entire cost of the vehicle, even if the vehicle is purchased for use in service required by the ADA or CAAA.

According to FTA Guidance funds for the Section 5310 program are available for capital expenses to support the provision of transportation services to meet the special needs of older adults and persons with disabilities. Examples of capital expenses include, but are not limited to:

- "Vehicles;

- Radios and communication equipment;
- Vehicle shelters;
- Wheelchair lifts and restraints;
- Vehicle rehabilitation, manufacture, or overhaul;
- Preventive maintenance, defined as all maintenance costs;
- Extended warranties which do not exceed the industry standard;
- Microcomputer hardware and software;
- Initial component installation costs;
- Vehicle procurement, testing, inspection and acceptance costs;
- Lease of equipment when lease is more cost effective than purchase;
- Acquisition of transportation services under a contract, lease, or other arrangement. Eligible capital expenses may also include, at the option of the subrecipient, the acquisition of transportation services under a contract, lease or other arrangement. Both capital and operating costs associated with contracted service are eligible expenses. User-side subsidies are considered one form of eligible arrangement. The State, as recipient, has the option to decide whether to provide funding for such acquired services. Funds may be requested for contracted services covering a time period of more than one year;
- The introduction of new technology, through innovative and improved products, into mass transportation; and
- Transit-related intelligent transportation systems.”

The INDOT Public Transit Section manages the Section 5310 Program for the State. This office can provide further information on the Section 5310 Program and the eligible expenses for the State.

Section 5316 JARC Program *

The JARC Program is intended to support the development and maintenance of job-access and job-related transportation services for welfare recipients and eligible low-income individuals. The JARC Program has no specific limitation for services for people with disabilities. For communities or areas in the State with populations under 200,000, INDOT serves as the JARC Program manager and will select all subrecipients for projects in those areas.

Congress allocates JARC funds through a formula apportioned by the population of welfare recipients and eligible low-income individuals. On a national level, for the JARC program, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. JARC funds may be transferred between urbanized areas with less than 200,000 in population and non-urbanized areas when the Governor certifies that all of the JARC objectives have been met in the area from which funds are to be transferred. Table E-1 summarizes the allocation of JARC funds through FFY 2009. Table E-2 presents the appropriation divisions for the JARC program for the State by population. These figures are subject to change from potential future congressional rescission of funds. JARC funding also may change as it is subject to the congressional appropriations process.

Table E-2: FFY06 Apportionment of Program Funds by Population for Indiana

Area	JARC	New Freedom
Urbanized Area, Population 200,000 or greater (Indianapolis)	462,916	317,294
Urbanized Areas, Population 50,000 to 199,999	672,488	407,634
Non-urbanized Area, Population Less than 50,000	547,252	434,848
TOTAL	1,682,656	1,159,776

JARC Program Federal funds can fund 80% of capital expenses, 50% of operating expenses, and 100% of up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. Department of Transportation (U.S. DOT) Federal funds may be used as matching funds, if the funds permit their use for transportation.

JARC Program funding assistance may be provided for a variety of transportation services and strategies that are directed at addressing welfare recipients' and eligible low-income individuals' unmet transportation needs. Examples of the types of projects that may use JARC funds include, but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with non-traditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; and
- Facilitating public transportation services to suburban employment opportunities.

JARC capital funds may be used for "mobility management." In the interim guidance, FTA defines "mobility management" as "consisting of short range planning and management activities for projects for improving coordination among public transportation and other transportation services providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a government entity, under this section (other than sections 5309 and 5320); but excluding operating public transportation services."

"Mobility management activities may not be used for the direct provision and operation of coordinated transportation services, including the scheduling, dispatching and

monitoring of vehicles. FTA proposes the following as eligible mobility management activities:

- The development of coordinated plans;
- The support of State and local coordination policy bodies and councils;
- The maintenance and operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and maintenance of other transportation coordination bodies and their activities, including employer-oriented Transportation Management Organizations, human service organization customer-oriented travel navigator systems and neighborhood travel coordination activities;
- The development and support of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- The acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Global Information Systems (GIS) mapping, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer pay systems.”

JARC Program funds are available for transportation services provided by public, non-profit or private-for-profit operators. INDOT’s Public Transit Section can provide additional information on the JARC Program in other areas of the State.

Section 5317 New Freedom Program *

The focus of the New Freedom Program is to provide improved transportation services and public transportation alternatives for people with disabilities. These services extend beyond those required by the ADA. FTA defines services beyond the ADA requirements to mean services not specifically required in the ADA and U.S. DOT implementing regulations. Services funded through the New Freedom Program must be in compliance with the ADA. New Freedom includes, but is not limited to, job-related transportation services.

On a national level, for the New Freedom Program, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. INDOT is responsible for management of the New Freedom Program funds allocated to areas with populations under 200,000. See Tables E-1 and E-2 for a listing of the federal allocation of the New Freedom Program funds.

New Freedom Program Federal funds can fund 80% of capital expenses, 50% of operating expenses, and 100% of up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. DOT Federal funds may be used as matching funds, if they permit their use for transportation.

New Freedom Program funds may be used for public transportation services and alternatives, beyond those required by the ADA, that assist individuals with disabilities. Conference Report language gives examples of projects and activities that might be funded under the program. These include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs;
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally;
- Making accessibility improvements to transit and intermodal stations not designated as key stations;
- Supporting voucher programs for transportation services offered by human service providers;
- Supporting volunteer driver and aide programs; and
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.

New Freedom Program funds may only be used to provide new public transportation services and public transportation alternatives that assist persons with disabilities with transportation. New Freedom capital funds may be used for “mobility management” (see above discussion on mobility management under the JARC Program for additional information on these types of projects). New Freedom Program funds are available to a State or local governmental authority, non-profit organization or operator of public transportation services (including private-for-profit operators). INDOT’s Public Transit Section can provide additional information on the New Freedom Program in other areas of the State.

* Source: Draft Coordinated Public Transit Human Services Transportation Plan for the Indianapolis Metropolitan Planning Organization

ADOPTION RESOLUTION 2007-13

RESOLUTION ADOPTING THE COORDINATED HUMAN SERVICES – PUBLIC TRANSPORTATION PLAN, as presented to the Policy Committee and Technical Advisory Committee of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) on June 8, 2007.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization is the duly designated MPO for the Bloomington, Indiana urbanized area; and

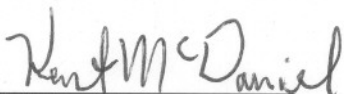
WHEREAS, the MPO is responsible for ensuring that the Bloomington, Indiana urbanized area's transportation planning program is continuing, comprehensive, and coordinated between the MPO and other public and citizen organizations throughout the planning process, as outlined in the metropolitan planning rule jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993; and

WHEREAS, a locally developed Coordinated Human Services – Public Transportation Plan must be developed pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).


NOW, THEREFORE, BE IT RESOLVED:

- (1) That the *Coordinated Human Services – Public Transportation Plan* is hereby adopted by motion of the Policy Committee.
- (2) That the adopted document 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.

PASSED AND ADOPTED by the Policy Committee by a vote of 11 - 0, upon this 8th day of June, 2007.



Kent McDaniel
Chair, Policy Committee
Bloomington/Monroe County MPO



Attest: Josh Desmond
Director
Bloomington/Monroe County MPO

ADOPTION RESOLUTION FY 2012-14

RESOLUTION ADOPTING AN UPDATE TO THE COORDINATED HUMAN SERVICES – PUBLIC TRANSPORTATION PLAN as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on February 24, 2012.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) 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, a locally developed Coordinated Human Services – Public Transportation Plan (Coordinated Plan) was developed and adopted in 2007 as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and


WHEREAS, the Coordinated Plan was in need of update to reflect new transportation providers in the community, new identified needs, and strategies for meeting those needs; and

WHEREAS, the Technical Advisory Committee and Citizens Advisory Committee recommended approval of the proposed changes to the Coordinated Plan at their meeting held on January 25, 2012.

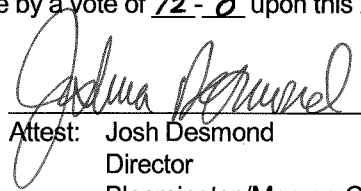
NOW, THEREFORE, BE IT RESOLVED:

- (1) The Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the updated Coordinated Human Services – Public Transportation Plan to identify new transportation providers in the community, new identified needs, and new strategies for meeting those needs, among other changes.
- (2) This resolution 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.

PASSED AND ADOPTED by the Policy Committee by a vote of 12 - 0 upon this 24th day of February, 2012.



Kent McDaniel
Chair, Policy Committee
Bloomington/Monroe County MPO



Attest: Josh Desmond
Director
Bloomington/Monroe County MPO



2021 Indiana Public and Human Service Transportation Needs Survey

Please complete this survey about your transportation needs and preferences. This information will be used in your local area's Coordinated Public Transit-Human Service Transportation Plan. For more information please contact RLS & Associates at (937) 299-5007. Thank you!

1. What forms of transportation do you use: (check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Public transit that serves your city or county, including bus systems, rail lines, ADA paratransit, or general public demand response/dial-a-ride | <input type="checkbox"/> Rely on family/friends for rides |
| <input type="checkbox"/> Medicaid Non-emergency medical transportation (NEMT) | <input type="checkbox"/> Carpool or vanpool to work |
| <input type="checkbox"/> Demand response/dial-a-ride services that are for specific groups only – for example, older adults or people with disabilities (this | <input type="checkbox"/> Uber/Lyft |
| | <input type="checkbox"/> Taxi |
| | <input type="checkbox"/> Inter-city bus, such as Greyhound or Megabus |

excludes ADA complementary
paratransit provided by public transit
systems)

- Transportation offered by volunteer
or faith-based groups
- Drive your own vehicle
- Other (please specify)

2. If you use any transportation services, such as public transit or demand response/dial-a-ride, please tell us the name(s) of the services you use:

Name of Service

1

Name of Service

2

Name of Service

3

3. What changes could be made to your local transportation options to make using them more appealing to you?

- If I could ride to other parts of the state (such as Indianapolis or other cities/towns)
- Lower the cost to ride
- Start earlier in the morning
- End later at night
- Operate on Saturdays
- Operate on Sundays
- Pick me up at my home and take me directly to my destination
- Increase health and safety precautions
- Run fixed route service more frequently (for example, make a bus route run every 30 minutes instead of every 60 minutes)
- Increase the amount of demand response/dial-a-ride service available (for example, operate more vehicles so there are fewer turn-downs for trip requests)
- Make scheduling demand response/dial-a-ride service more convenient (for example, allow for same-day or on-demand trip requests)
- Make it easier, or add the option, for children, spouses and/or care-givers to ride along

Other (please specify)

4. Do you have difficulty getting the transportation you need to any of the following types of destinations?

	No difficulty	Sometimes difficult	Frequently difficult	Always difficult	Not applicable to me
Your employer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Medical offices, clinics or hospitals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mental health care	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dental care	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pharmacy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shopping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Human service agencies or government offices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other trip purposes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. Do you need to travel to destinations outside of your county for work, medical care, shopping, or other reasons?

- No
- Yes, for work
- Yes, for medical care
- Yes, for shopping
- Yes, for other reasons (please specify)

6. Is it difficult for you to travel outside of your county? If yes, please indicate what makes it difficult.

- Yes
- No
- Not applicable (no need to travel outside my county)

If yes, please provide more information:

7. What is your age group?

... **What is your age group?**

- Under 18
- 18-54
- 55-59
- 60-64
- 65+

8. Do you have a disability which requires you to use a cane, walker, wheelchair, and/or another device, or a service animal to help you get around?

- Yes
- No

9. What county do you live in?

10. What is your zip code?

11. Do you have any comments or suggestions regarding the transportation services in your community?

1 / 1

100%

Done

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