



POLICY COMMITTEE

May 11, 2012; 1:30 – 3:00 p.m.
Council Chambers (#115)

- I. Call to Order
- II. Approval of Minutes:
 - A. February 24, 2012
 - B. March 9, 2012
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - A. Citizens Advisory Committee
 - B. Technical Advisory Committee
- V. Reports from the BMCMPO Staff
 - A. 2012 MPO Conference
 - B. Long Range Transportation Plan Task Force
 - C. Transportation Legislation Reauthorization
- VI. Old Business
 - A. FY2013-2014 Unified Planning Work Program*
**Action Requested*
- VII. New Business
 - A. SRTS TIP Amendment*
**Action Requested*
- VIII. Communications from Committee Members (*non-agenda items*)
 - A. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
 - A. Technical Advisory Committee – May 23, 2012 at 10:00 a.m. (McCloskey Room)
 - B. Citizens Advisory Committee – May 23, 2012 at 6:30 p.m. (McCloskey Room)
 - C. Policy Committee – June 8, 2012 at 1:30 p.m. (Council Chambers)

Adjournment

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



Policy Committee Meeting Minutes
February 24, 2012 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: Michelle Allen (FHWA), Jack Baker (Bloomington Plan Commission), Susie Johnson (City Public Works), Lynn Coyne (IU Real Estate), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Patrick Murray (CAC Chair), Andy Ruff (Bloomington City Council), Jim Stark (INDOT), Mark Stoops (Monroe Co. Commissioner), Dan Swafford (proxy--Ellettsville Town Council), Julie Thomas (Monroe County Council), and Bill Williams (County Highway).

Others: Adrian Reid (TAC Chair), Lew May (Bloomington Transit), and the following residents and citizens: Clark Sorensen, Vicky Sorensen, Dee Owens, Charles Newmann, Mary Ann Williams, Thomas Tokarski, Karen Wisniewski, Phil Wisniewski, and Tom Glastrus.

MPO Staff: Vince Caristo, Josh Desmond, Raymond Hess and Jane Weiser.

- I. **Call to Order** – Kent McDaniel called the meeting to order.
- II. **Election of Officers**
 - A. **Chair** – Andy Ruff nominated Kent McDaniel for Policy Committee (PC) Chair. Richard Martin seconded the motion. The motion passed by unanimous voice vote.
 - B. **Vice-Chair** – Mr. Martin nominated Jack Baker for Vice-Chair. Mark Stoops seconded. The motion passed by unanimous voice vote.
- III. **Approval of Minutes:**
 - A. **November 4, 2011** – Mr. Martin moved approval of the minutes. Julie Thomas seconded the motion. The minutes were approved by unanimous voice vote.
- IV. **Communications from the Chair** – Mr. McDaniel reported about the House’s proposed elimination of the mass transit account which would disconnect it from the gas tax. This would be very dangerous for BT and Rural Transit. This is the same thing that the General Assembly did to Public Mass Transportation fund last year. Both of these funds have existed for 29 years. The news from the House today is that this proposal will be withdrawn.
- V. **Reports from Officers and/or Committees**
 - A. **Citizens Advisory Committee** – Mr. Murray reported that staff updated the CAC on the Long Range Transportation Plan, the I-69 Subcommittee and other quarterly project reports. The CAC approved a recommendation to amend the TIP to include 3 new expenditures for BT.
 - B. **Technical Advisory Committee** – Mr. Reid reported that the TAC reviewed the same items as CAC. There is nothing more to report that you aren’t discussing in this meeting.
 - C. **Policy Committee I-69 Subcommittee** – Mr. Martin said the subcommittee has met twice since the last PC meeting. They came up with a list of discussable concerns. They have been discussing these with INDOT and FHWA. In the interim as part of those concerns, the State

has extended an offer to the 3 municipal jurisdictions served by the MPO (Bloomington, Monroe County & Ellettsville) to become formal participating agencies in the Section 5 NEPA action which will result in the FEIS for Section 5. This was discussed by the subcommittee in Feb. The minutes have been posted on the MPO website. Another meeting has been set for Feb. 29 where they will discuss Section 4 and Section 5. Another meeting will be scheduled in March. We would like to see the TIP amendments postponed until a special meeting in March so that we can assemble this information, review it with MPO members and to have the time to what we need to do so that when we do have this issue on an agenda for a meeting, we don't have any outstanding questions at that point in time as there have been in the past. Staff has been looking at a date in March and we think that is probably the appropriate thing to do so that we can focus on that particular issue for that meeting.

*****Jim Stark moved we move the Old Business on the agenda regarding the inclusion of I-69 to the March PC meeting. Mr. Martin seconded.**

Andy Ruff noted that the Section 4, as I recall, of I-69 was as recently as 2010 called for construction to begin in 2016 according to the 2010 STIP. The hell bent pace at which it has been moving forward seems not based on any urgent reality or practical. It seems more political. As long as this Section 4 question is not resolved and considering that very recently the schedule was for 2016, I would ask that INDOT stop all activity in Section 4 from now until this body takes an action.

Julie Thomas thanked the subcommittee for their work. She asked Mr. Martin if he was referring to the specific inter-agency agreement or about all the questions that have been posed. Mr. Martin said they want to get as many of the posed questions answered as possible. They may not be satisfied with all of the answers we get but they may be the extent of the answer that is possible. Ms. Thomas requested that those questions that are posed include the questions that were posed at the last meeting that were just approved as part of the minutes here. Mr. Martin said he would. ***** Mr. McDaniel asked for a voice vote to accept the report of the subcommittee. The vote was unanimous.**

Mr. McDaniel asked the PC how they wanted to deal with public comment at the next meeting dealing with I-69. We have already satisfied the legal obligations by having public comment on the same issue. This is just a continuation of that discussion. So, we have the option to not take public comment at the next meeting. Another option would be that we could declare that this is a continuation of the same thing that we did at the last meeting and only allow people to testify if they did not previously testify. We don't allow people to speak more than once on a topic.

*****Mr. McDaniel asked for a vote on Mr. Stark's motion. The motion was approved by unanimous voice vote.**

Mr. McDaniel continued discussing the options for public comment as above. The 3rd option would be to open the floor for any public comment. Mr. Ruff suggested that people attending a meeting concerning I-69 would be very upset by not being allowed to speak. *****Mark Stoops moved to accept full public comment at the March meeting. Mr. Ruff seconded.**

Lynn Coyne added that if we have public comment that it be civil and respectful and not insult anybody. The last time a couple of people were out of line. Mr. Stoops said that is always the goal but you can't control what somebody at the podium is saying. INDOT and FHWA have seen this before. It is something that happens. Mr. Coyne said that he didn't say that it can be controlled but that it can't be condoned. We should set the standard of our expectation is civil behavior and respectful treatment of everybody. Mr. Stoops asked how it was condoned before. Mr. Coyne said he saw that it happened and they were allowed to continue to do it. Mr. Stoops said that a letter from INDOT held the PC and Mr. McDaniel accountable. Mr. Hess said that Mr. McDaniel met with MPO staff as well as Police Department staff and we have formalized a more coherent procedure than the last time. He anticipates that this will lead to better control of the meeting if people are talking out of turn, etc. Ms. Johnson suggested that they carefully monitor the occupancy limits of this room. We may have been over the limit at that meeting. Mr. Ruff said that one of the reasons he nominated Mr. McDaniel for another term as Chair was because of the way he handled the last meeting. He thought Mr. McDaniel did an excellent job and he thought the letters received from other agencies criticizing the meeting and the conduct of the Chair was completely out-of-line and even an attempt to divert attention from the real issues. There was a very small amount of the meeting that was unacceptable.

Mr. Martin said that at the last meeting many people left without speaking. People who were against I-69 spoke early and very few of the people speaking for the adoption of the TIP. He has spoken as a remonstrator often and understands the frustration that can occur when there are a lot of people with similar views speaking in succession on a particular issue. Remonstrators can feel very hopeless about their chance to speak and subsequently leave. He would like to make sure that all positions are in fact able to speak without waiting forever or even feeling intimidated by the speakers. It is inappropriate to tolerate intimidation in a public meeting. Mr. Stoops suggested having a pro and con list so that you can alternate the speakers with differing points of view. Mr. Ruff suggested having 2 podiums—one for pro and one for con. That has worked well with City Council. Mr. Martin asked if he could offer a friendly amendment that would call for 2 podiums (one pro and one con) and alternating between them for public comment. Several PC members indicated that they could informally agree to this procedure. Mr. Stark he would like to see the crowd controlled when people make their comments so that they don't feel threatened one way or the other. Mr. McDaniel agreed completely but added that unfortunately the crowd cannot always be controlled. We have an understanding with the Police Department that if someone gets out of hand they will be removed. *****The question was called on Mr. Stoops' motion. The motion was approved by unanimous voice vote.**

VI. Reports from the BMCMPPO Staff

A. FY 2012 2nd Quarter Progress Report –Mr. Hess presented the report. He focused on the MPO Planning Funds budget. We are at about 27% of our total budget for the FY 2012 UPWP PL funds had been spent and about 73% remains on the table. We have some big ticket projects to do yet. They will take a good amount of that money.

B. Quarterly Project Tracking –Mr. Hess presented the report. Projects that are identified in the TIP program receive a Planning Emphasis Area from FHWA and a Best Practice from INDOT to suggest that we monitor these projects in their developmental stages as it relates to

design, preliminary engineering, and right-of-way acquisition to make sure that projects stay on task, schedule and budget. That is the purpose of this report. Every project has contact information, the latest status update, cross-references against the TIP, shows current status and its relationship to our Complete Streets Policy. The way the report is organized is by project sponsor. He pointed out the Administrative Modifications section. They are very minor TIP amendments to existing projects. The procedure is that we notify all PC members of the requested modification. The PC members have 3 days to object to the Chair and Director signing off on that. If there is a voiced objection, we bring it back before the board as a regular agenda item. If there are no objections, we approve those. We are adding this part of the project tracking to make the public and members of the PC aware of these modifications. In 2007, we set aside 5% of our Surface Transportation Program Funds into a special pot for Change Orders in order to provide funds for any unforeseen cost changes. Most of that money has been spent. Only \$5,010 remains. The Change Order reserve pot resets with another \$150,000 at the next fiscal year—July 1.

Mr. Martin noted that the intersection SR 46 improvement program at Smith Rd. did not score high enough in the State's Hazard Analysis Tool. Are there ways in which locally we can devote funds to do modifications or does this have to be State-initiated and State-managed project since it's a state highway? Mr. Hess said that he understood it any improvements along a state road corridor would have to have the consent and approval of INDOT. Mr. Stark said that local communities do work on state roads all across the state. It is really just a mechanism where the LPA need to work with the district and make a recommendation. It is like a permitting process from the state.

Mr. Martin asked Mr. Williams why we did not receive TIGER III funding from FHWA for the Fullerton Pike construction at SR 37 to Sare Rd. What impact does that have on your timeline? Mr. Williams said that they are proceeding with preliminary engineering. At this point, it is not hurting anything. Mr. Martin asked about the denied additional funding requested for Karst Farm Greenway Phase IIA. What is the impact? Mr. Williams said that that amount is tied to the Unionville Trail. The Karst Farm II would be coming back to this.

Mr. Martin asked about the Old SR 37 connection at Dunn St. Is anything being done? Mr. Reid said they have started early coordination and are in the preliminary engineering phase.

C. 2012 MPO Conference –Mr. Desmond said that we are hosting the annual statewide MPO Conference this fall in Bloomington at the Convention Center (Oct. 16-18). We are developing the speaker list and schedule. All MPO members are encouraged to attend.

D. 2013-2014 Unified Planning Work Program – Mr. Desmond said staff is developing the 2013-2014 work program. Our budget for that is about \$7500 less in PL funds than the last couple of years. That will not impact us very much. FHWA and INDOT have directed our attention to 4 new key issues or PEAs. Three are carried over from the last Work Program— Planning and environmental linkages, quarterly project tracking and reports, and ADA Transition Plans for Ellettsville, Bloomington and Monroe County completed by the end of this calendar year. The new PEA is to adjust our Urban Area boundaries and MPO Planning Area boundaries based on the last census results. The urbanized area and the boundary determine the

how much funding we get and where the funding can be spent. We will carry over the Long Range Transportation Plan and the MPO Conference. We anticipate bringing a final draft to the PC in April so that we can submit it to INDOT and FHWA for review before it becomes final. We need to get our new funding as of July 1, 2012.

E. Long Range Transportation Plan Task Force – Mr. Desmond said staff intends to hire a consultant for the technical analysis component of the LRTP. The RFQ will be distributed within the next 2 weeks. We hope to have a firm under contract by the end of this fiscal year. The consultant will work on the travel demand model and additional technical data analysis while the report will be written by staff after input from the MPO and the public.

F. Transportation Legislation Reauthorization – Mr. Desmond reported on the transportation re-authorization proposals before both houses of Congress. Neither has been heard by the houses as a whole yet. Under discussion is a change in population thresholds necessary to authorize the existence of an MPO. He and Mr. McDaniel have submitted a memo to the Indiana MPO Council voicing their concerns. The Council was collecting a packet of communications to be submitted by our Congressional delegation from Indiana. Congressman Young met with Mr. Desmond and Mr. McDaniel recently. Mr. McDaniel added that if the 200,000 population threshold is upheld, 7 out of Indiana's 14 MPOs would be eliminated. That would put us at a severe disadvantage in competing for federal funding. Congressman Young contacted us because of a provision from Congressman Bucshon of Indiana's 8th District that says that if there is a conflict between an MPO Policy Committee and the Department of Transportation over an Interstate issue, the Governor can do whatever he wants. Mr. Stoops asked if there was a mechanism to become a multi-regional MPO. Mr. Desmond said he didn't know the specific rules. Mr. Williams said that the County is very concerned with the off-system bridge program. The Forest Service says that they may be hit by this legislation, too.

G. 2010 Crash Report – Vince Caristo reported. This report covers the years 2008-2010. (See report for details.) He pointed out the highlights of the report and informed the PC about proposed changes to the report in the future. This year we improved our methodology from previous years. The 5 criteria considered include the type of vehicles involved, severity of the crash, time of day, location and primary crash factor. Fatalities and bike/pedestrian accidents are reviewed. In the next report, on the table of the top 50 crash locations we would like to list the change in rank from the prior year. Throughout the report we would like to highlight locations where recent improvements have been made or planned for the near future. They would like to add an analysis of crash frequency at intersections. The TAC asked that crash locations be identified as to city or county. Mr. Martin asked why some high crash locations are not listed on the HSIP list. Mr. Caristo said that HSIP locations must have at least 1 fatal or incapacitating injury at that location. Ms. Johnson praised the report and said it will be an extremely useful tool. Mr. Ruff said he would like to see the crash frequency data as soon as possible. Mr. Caristo said that the data for the next report is already available. He would try to figure out the best way to add the frequency data.

VII. Old Business – Action Requested on all Old Business*

A. Policy Committee Meeting Recordings on CATS – Mr. Hess asked the PC to decide if they want all meetings, some meetings or no meetings to be recorded by CATS on a regular

basis. It makes it easier for the public to know how to follow the meetings. Also, meeting rooms and staffs' presentation depend on whether the meeting is recorded or not. It is important for the PC and for CATS to know what will happen on a regular basis. Mr. McDaniel asked for committee opinions. Mr. Ruff asked if the PC could ask CATS to tape unless we tell them not to. Mr. Hess said that CATS is looking for new programming material and would be willing to tape them on a regular basis. What is the downside to having CATS tape every meeting? Mr. Hess and Mr. Desmond said that they didn't see a downside to it. Mr. Desmond said staff is just looking for guidance from the PC. Mr. McDaniel told Mr. Ruff said that in previous discussions some members of the PC had noted how meetings in Council Chambers did change the dynamic of the meeting. He felt that people might be more comfortable literally talking to each other around a table. It is possible that once I-69 is not on their agendas, people might not be as interested in their meetings. Mr. Ruff thought that there is a growing interest in the MPO's work. Ms. Thomas agreed that there is a different feel to the other room although 13 people cannot all sit around that table. *****Mr. Ruff moved that the Policy Committee meet in Council Chambers with CATS televising the meetings. Ms. Thomas seconded.** Jack Baker supported the idea of transparency via CATS taping the meetings. Mr. McDaniel asked for public comment. Scott Wells agreed with Mr. Baker. He liked taxpayers to have the chance to see how the money is spent. CATS participation gives the public the choice to watch the meetings from home. *****The motion passed by unanimous voice vote.**

- (Items B & C were moved to the March PC meeting by PC action and not discussed.)*
- B. FY 2010-2013 Transportation Improvement Program Amendment
I-69 Section 4 (Construction) (INDOT)**
 - C. FY 2012-2015 Transportation Improvement Program Amendment**
 - a. I-69 Section 4 (project addition) (INDOT)**

VIII. New Business – Action Requested on all New Business*

A. Coordinated Human Services and Public Transportation Plan Update – Mr. Hess said that the PC adopted the Coordinated Plan in 2007. The purpose of this plan is to link transportation human service providers to help fill the gaps in transportation services for 3 distinct populations—older adults, persons of low or no income and persons with disabilities. The idea is to engage with different community organizations involved with transportation and serving the needs of these communities to come up with a list of transportation providers, a list of community needs and then strategies to address those needs. SAFETEA-LU created 3 funding sources: 5310 is used for purchase of vehicles for non-profit organizations, (5316) JARC (Job Access and Reverse Commute) funding targeted to help persons use transportation services and (5317) New Freedom Funding targeted at persons with disabilities. Staff felt that it is time to update the plan. We have been meeting with the Mobility Steering Committee. The update you have before you is the same plan that was adopted in 2007 with some additions. The additions are outlined in the memo. Mr. Hess presented the changes. We got a positive recommendation from both the CAC and the TAC. Ms. Johnson asked what it would mean to add for-profit corporations to the mix. Mr. Hess said they would add a little more competition to the mix. Ms. Johnson asked Mr. May about the effect on BT. Mr. May said the BT was part of the Mobility Steering Committee. There will be a little more competition state-wide for these funds. BT has not had trouble in the past getting the funds that they apply for from JARC funds

or New Freedom funding. Mr. Stoops asked how tied is this funding to the MPO to the boundary. Or can we look at this as extending to the county as a whole. Mr. Hess said he didn't really know that. The State has a state-wide plan and we have tried to get some coordination between their plan and ours. Mr. Stoops asked for the link to the state plan.

*****Ms. Johnson moved approval. Mr. Coyne seconded.** There was no public comment. **The motion was approved by a unanimous voice vote.**

B. FY 2010-2013 & FY 2012-2015 Transportation Improvement Program Amendment –

Mr. May presented the amendments to the TIP. BT received some discretionary grant awards late last year for projects that were not included in the original TIP. We are also going to pursue some new discretionary awards in this coming year so those need to be included in the TIP. We have some new projects that we propose to use our federal funding for.

- a. **Bicycle Lockers for Downtown Transfer Facility (BT)**
- b. **Voice Enunciators (BT)**
- c. **35 Foot Buses (BT)** (2 additional hybrid busses)
- d. **Fuel Capitalization (BT)** In FY2012 only, BT can capitalize fuel at a rate of 80/20.
- e. **Maintenance Facility Exhaust System Upgrade (BT)** Needs to retrofit their systems to be able to work on and exhaust higher temperature emissions.

Mr. Hess added that the CAC and TAC recommended approval of the last 3. The first 2 were recommended at previous meetings. Mr. McDaniel said he was interested in the impact on Campus Bus. What is the cost per bay? Mr. May said it is roughly \$6500 per bay for 9 bays. Mr. Martin asked if fuel capitalization amounts to a savings in this fiscal year that can be applied elsewhere. Mr. May said it is not a savings. It allows us to use more of our regular federal funding for fuel costs than we could previously. It will save us some local funds. It will help us on our local reserves at the end of the year.

*****Mr. Coyne moved amendment to the Transportation Improvement Program as outlined in the materials for bike lockers, voice enunciators, 35-foot buses, fuel capitalization and maintenance facility exhaust system upgrade. Mr. Martin seconded.** (There was no public comment.) **The motion was approved by unanimous voice vote.**

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

A. Topic Suggestions for future agendas

X. Upcoming Meetings

***Mr. McDaniel noted that there would be an I-69 Subcommittee meeting on Feb. 29 at 1:30 (McCloskey Room)**

- A. **Technical Advisory Committee – March 28, 2012 at 10:00 a.m. (McCloskey Room)**
- B. **Citizens Advisory Committee – March 28, 2012 at 6:30 p.m. (McCloskey Room)**
- C. **Policy Committee – April 13, 2012 at 1:30 p.m. (Location TBD)**
- D. **Policy Committee Special meeting tentatively scheduled for March 9, 2012 at 1:30 pm (Council Chambers)**

Adjournment

The minutes were approved at the PC meeting held on _____(_____).



Policy Committee Meeting Minutes
March 9, 2012 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), Susie Johnson (City Public Works), Lynn Coyne (IU Real Estate), Vic Kelson (Monroe County Council), Mark Kruzan (Mayor-City of Bloomington), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Patrick Murray (CAC Chair), Andy Ruff (Bloomington City Council), Jim Stark (INDOT), Mark Stoops (Monroe Co. Commissioner), Dan Swafford (proxy--Ellettsville Town Council), Robert Tally (FHWA), Julie Thomas (Monroe County Council), and Bill Williams (County Highway).

Others: (residents and citizens): Shawna Girgis, Brad Ellsworth, Darby McCarty, Andy Williams, Trent Carney, Buck Ritz, Brad Mills, Jim Shelton, Morgan Hutton, Dan Peterson, Bobby Minton, Mark McMath, Charles Selby, Jeff Mulzer, Peter O'Daniel, Larry Jacobs, Jon Craig, David Sabbagh, Joe O'Connor, Chris Schrader, Donna Lentz Ferree, Patrick Munson, Bruce Bundy, Ramsay Harik, Sarah Clevenger, Greg Knott, Terri Greene, Mick Harrison, Michael Lukens, Rebecca Woodaman, Gretchen Clearwater, Joanne Shank, Brian Garvey, Greg Alexander, Danna Desopo Jackson, Sandra Tokarski, Nan Brewer, Okcha Atwood, Farra Ferree, Jess Gwinn, Carol Rice, Sam Flenner, Cheryl Munson, Mark Haggerty, William A. Boyd, Zilia Estrada, David Keppel, Mary Ann Williams, Thomas Tokarski, and Scott Wells.

MPO Staff: Vince Caristo, Josh Desmond, Raymond Hess and Jane Weiser.

- I. **Call to Order** – Mr. McDaniel called the meeting to order.
- II. **Communications from the Chair** -- Although not strictly necessary, the PC has decided to open the floor up for public comment again today. 45 members of the public spoke at the last meeting. He appealed for short, non-repetitious, and civil comments. He explained that 2 podiums will be used. Comments against including I-69 in the TIP will speak at one podium and comments in favor will speak at the other one. Each speaker can only speak once. *****Jack Baker moved to limit public input to 3 minutes per person. Dan Swafford seconded the motion. The motion was unanimously approved by voice vote.**
- III. **Reports from Officers and/or Committees**
 - A. **Policy Committee I-69 Subcommittee** – Richard Martin reported from this subcommittee. Meeting minutes may be found on the MPO website. He spoke about a list of discussable concerns generated from previous meetings. They have a response from INDOT to the items on the discussable concerns list. They have an I-69 actions schedule to coordinate Section 4 and Section 5 safety improvements. The MPO voted to include Section 4 design and right-of-way into its TIP in Nov. 2010. That action gave INDOT the fiscal constraint which was necessary for FHWA to authorize them to proceed with Section 4 and it provided INDOT with preliminary and engineering a right-of-way authorization but not with construction inside the MPO boundary. The Governor can spend State money as he sees fit if the MPO does not include I-69 in its TIP, the state can build it with its own At Risk Funds. Once the State has federal approval a contract can go into effect and it is controlled by the State. Several contracts for I-69 Section 4 have already been let. The State has authority over all items in our TIP and their advancement. It is the State's option to forward MPO projects to FHWA. The MPO has certain responsibilities, as well. FHWA

responded to a similar question about INDOT authority stating that the FHWA could issue a corrective action to both the MPO and INDOT for failure to resolve any impasse. They did not speculate on what remedies such a corrective action might require. It is stated in the federal legislation that the MPO is required to include “regionally significant projects in its TIP.” We believe those to all be factual statements. We have also looked at safety risks on SR 37 that might result from Section 5 not being completed prior to Section 4. So, if the MPO does not put Section 4 or Section 5 in its TIP, the State can proceed with I-69 using its own non-federal At Risk funding. We are only talking about \$25 million which is not very much when you look at the State’s INDOT budget. If it chooses that alternative for Section 4, local projects in the Section 5 corridor like the Vernal Pike intersection (which is one of our more dangerous there) would not likely be addressed. Those projects are considered peripheral to Section 4 of I-69. During this process over the last several months, we have been fortunate enough to become engaged in what’s called a participating agency status. That is a status which is provided in the NEPA process for the identifying as early as practicable any issues of concern regarding the project’s potential environmental and social economic impacts. All 3 jurisdictional LPAs (Local Planning Authorities) of the MPO have chosen to participate. The City of Bloomington, the Town of Ellettsville and Monroe County are participants in that process. They are participating by coordinating meetings and joint field reviews, as appropriate, with monthly meetings now scheduled through May of 2013. You can see the minutes of the I-69 Subcommittee for Feb. 10 and Feb. 29 for more information. As a result of our January meeting, we developed a discussable concerns list. One element of this list has to do with our expectations concerning Section 4 within the MPO jurisdiction. The primary concerns that we identified were the intersection of SR 37 and its configuration, noise mitigation issues in the rural residential areas of Section 4, how the karst was going to be treated since we spend a great deal of time dealing with karst in Monroe County, how stormwater was to be managed and treated (which is critical in this area with so much karst) and for some notion of the schedule of completion. You will be hearing a great deal more about the intersection at SR 37 because it is necessary to make a change from a stoplight to an intersection. There will be a re-evaluation process for the record of decision that will require that 2 or 3 proposals be made public and that there will be public comment received for those before a decision can be made. The State has been working with FHWA on issues of noise mitigation and how some of those may be addressed within the context of an established noise mitigation process. That has to be established by the State of Indiana and has to be consistently applied throughout the state. In dealing with karst and stormwater we are guided by the Memorandum of Understanding which was signed by state and federal agencies in 1993 as a result of efforts that were in controversy surrounding Indiana SR 37 because it also crosses karst areas.

Mr. Martin said that our second group of issues had to do with Section 4 within the jurisdiction within Section 5 and the interaction between those two. Certainly our objective is to make sure that there is no dumping of interstate traffic resulting in measurable increase to personal injury or property damage as Section 4 is opened and Section 5 has not been converted to an interstate. This has been an active issue all along the interstate as it is developed by segments. We are interested in a SR 37 safety plan which would be a set of agreed improvements and mitigations to eliminate the harm caused by such potential

dumping. We expect that the safety issue is first in the minds of everybody dealing with this. The Section 4 intersection with SR 37 does not open until a safety plan is agreed, completed and performed. We will talk more about that.

Mr. Martin said that the 3rd set of discussable concerns had to do with our expectations concerning Section 5 within the jurisdiction in Section 5. Section 5 runs up to just south of Martinsville. Only a portion of Section 5 is within the MPO's jurisdiction because there is a section of county which is not within the MPO. The part of Section 5 within our MPO's jurisdiction takes us into the Bean Blossom creek area north of Bloomington. First, we wanted to make sure that SR 37 to I-69 Final Environmental Impact Study (FEIS) provided for participating agency status for those members of the MPO that qualified for such status. That is our jurisdictional participants in the planning process including the City of Bloomington, Town of Ellettsville and Monroe County. And, that the design of Section 5 was consistent with existing community plans. The SR 37 corridor has been planned and re-planned several times in Monroe County with existing and established plans that we expect to be implemented going forward.

Mr. Martin said we have another section which has to do with how we are going to move forward as partners with a common set of objectives. We are trying to link the approval of I-69 project request and our MPO expectations. The TIP approval for Section 4 construction is linked to the items 1, 2 and 3 that we talked about previously and that we add to the MPO 2012-2015 TIP that is the planning horizon that we must cover for any action for any activity that has to do with MPO funding after 2013—when our current TIP expires. We would anticipate that the 2012-2015 TIP would be included in the State's TIP without Section 5 funding at this time.

The 2nd part of this has to do with our monitoring of Section 5 participating agency activity. The MPO itself is not a participant in that process. The MPO is also involved in a Long Range Transportation which we need to get completed as soon as we can. There will be Requests for Proposals (RFPs) going out later this year. We will be given an opportunity as a community in addition to these participating agency activities to conduct a formal review of the Section 5 DIS and EIS to determine compliance with the MPO policy as expressed in the Long Range Transportation Plan and the specific local planning agency expectations as documented in their plans that already exist. Upon completion of review and satisfactory alignment of the FEIS recommendations with the MPO policy, we would expect then to add Section 5 request components to the TIP and enable FHWA to issue their record of decision. As an action plan, we would have the following preliminary action plan schedule that would be necessary to implement most of these things. Regarding Section 4 Segment 9, in April 2012 there will be a reevaluation submitted for the interchange and public comment accepted. The public comment will go for 2-3 weeks in April. In October 2012, INDOT will plan on letting bids for construction for Segment 9. We would then see construction beginning at the beginning of the next construction season (probably February) in 2013. They already have authority to do preliminary engineering and right-of-way acquisition. In October of 2014, they would plan on opening Section 4 to interstate traffic. It will take 2 construction seasons to complete that work. During that time, they would be providing monthly updates to the MPO Technical Advisory Committee (TAC) and to the

MPO when it should seek such information. Regarding the schedule for Section 5—which is the most critical from a long-term perspective—in September of 2012 they plan on releasing their DEIS with a preferred alternatives specified. It would then be open to public comment. By preferred alternative, we mean interchange designs, how they are going to deal with roadway intersections and blocking traffic because of road closures, etc. In November of 2012, they would plan on having public comment completed. In March 2013, they would plan on releasing their FEIS. In May 2013, FHWA would plan on issuing its record of decision to be signed. June 2013 would be the earliest possible date for letting some targeted safety improvement projects on Section 5. July 2013 would be the earliest possible date for safety improvement projects to begin construction. By October 2014 would be the possible date for safety improvement projects to be completed. That would align with the opening of Section 4 to interstate traffic. Actions that would be required on the part of the MPO to implement this plan would be an approval of Section 4 construction funding into the current 2012-2015 TIP today and acceptance of that TIP into the STIP subsequently. In September 2012 we would expect to receive a request for approval of addition of Section 5 preliminary engineering and right-of-way into the 2012-2015 TIP. In May of 2013, we would expect to receive a request for approval of construction into the 2012-2015 TIP so that they could let contracts and get work underway.

A few moments ago, I received the following letter from INDOT. He read the letter addressed to Mr. Martin as chair person of the subcommittee in full: “Thanks to you and the other MPO PC board members for all your work on the I-69 subcommittee. INDOT understands the need to move as quickly as possible in accomplishing the schedule I included below and is committed to do so. (That is the schedule Mr. Martin summarized above.) With a successful vote today, there will be no greater priority in the next biennium. As evidence I point to the rapid progress we have made in letting construction contracts in Sections 1, 2, 3 and 4. The very reason INDOT and FHWA offered participating agency status to the City of Bloomington, Monroe County, Town of Ellettsville, Morgan County, and the City of Martinsville is to coordinate the planning of Section 5 and address mutual needs as early and quickly as possible. In order to begin construction in 2013, we will complete the EIS in spring 2013. In preparation of safety improvements and the first Section 5 construction contracts in the summer of 2013, INDOT will request a TIP amendment for preliminary engineering and right-of-way in September 2012. We anticipate and hope the communities in Section 5 will participate at every step. Once FHWA signs a record of decision next year, INDOT intends to let construction contracts in Section 5. It is our intention to focus on improved safety and mobility first on SR 37. The sequence of work will be a recommendation in the FEIS for Section 5 and will include public input. I am encouraged by the progress we have made over the last few weeks and look forward to more as we move forward. It is critical for us to understand however that anything other than a vote Friday on March 9 to include construction for all of Section 4 in the TIP will be an unfortunate step backward in our cooperative planning efforts and could have other unintended consequences. Thanks again, sincerely, Michael B. Cline, Commissioner INDOT. It is signed by Samuel Sarvis for Mr. Cline.”

Mr. McDaniel thanked Mr. Martin and said that before we move on to discussion and questions from the committee, he had some remarks. He noted that the report would be

posted on the web. He thanked Mr. Martin for the remarkable job that he did on the subcommittee. He spent an enormous amount of time on it and did a real service to his community. Other people especially Jack Baker, the MPO staff and INDOT and FHWA staff spent a lot of time on the subcommittee. There were no questions or comments from the PC. The report was accepted.

IV. Reports from the BMCMPO Staff – No reports

V. Old Business – Action Requested on all Old Business*

A. FY 2010-2013 Transportation Improvement Program Amendment

a. I-69 Section 4 (Construction) (INDOT)

B. FY 2012-2015 Transportation Improvement Program Amendment

a. I-69 Section 4 (Project Addition) (INDOT)

*****Mr. Stark moved to proceed with our action request from INDOT that the TIP be amended as listed above in items A & B according to our agenda. Mr. Baker seconded.**

Mr. Baker asked if a motion to combine V. A & B was needed. Mr. Desmond said a motion was not needed.

NOTE: The PC Chair, Mr. McDaniel, noted that the required public comment on this issue took place at the Nov 4, 2011 meeting. Therefore, for the purposes of these minutes, the public comments at this meeting are reflected only as lists of speakers supporting the amendment of the TIP and speakers against the amendment of the TIP. Full comments by the speakers listed below are on file in the Planning Department and available from CATS on DVD.

Comments supporting the above motion were made by: Charles Selby, Jeff Mulzer, Peter O’Daniel, Larry Jacobs, Jon Craig, David Sabbagh, Joe O’Connor, Christopher Schrader, Shawna Girgis, Brad Ellsworth, Andy Williams, Trent Carney, Buck Ritz, Darby McCarty, Jim Shelton, Brad Mills, Morgan Hutton, Dan Peterson, Bobby Minton, and Mark McMath

Comments against the above motion were made by: Scott Wells, Zilia Estrada, David Keppel, Bill Boyd, Carol Rice, Sam Flemmer, Cheryl Munson, Tom Tokarski, Julie Thomas, Donna Lentz Ferree, Patrick Munson, Bruce Bundy, Ramsay Harik, Sarah Clevenger, Mary Ann Williams, Greg Knott, Terri Greene, Brian Garvey, Mark Haggerty, Mick Harrison, Gretchen Clearwater, Joanne Shank, Michael Lukens, Greg Alexander, Sandra Tokarski, Becky Woodaman, Rita Lichtenberg, Nan Brewer, Farra Ferree, Oksah Atwood, Danna Desopo Jackson, and Jess Gwinn.

Mr. McDaniel said that before the PC comments start, he wanted to address an issue that has been raised. It involves Bill Williams who has talked to the Monroe County Attorney, Dave Schilling. He read part of the letter from Mr. Schilling. It was Mr. Schilling’s opinion that Mr. Williams’ participation in the vote today concerning adding I-69 to the TIP would neither violate conflict of interest laws nor unbiased decision-maker requirements. The vote is a policy matter. Including I-69 in the TIP does not involve the creation or distribution of financial

interests to Mr. Williams or any member of his immediate family. Mr. McDaniel agreed with allowing Mr. Williams to vote today.

Mr. Ruff said that over the 2 decades that he has been deeply involved in this project, his experience has been that the people from INDOT are good, hardworking folks. The problem now is that they are team players and the coach is Governor Daniels. He uses a Karl Rovian playbook. That makes it hard on them. He also spoke to the Labor members who were at the meeting. The money that will be used to build I-69 comes to the state from the federal government. The more new terrain that is used the less you can focus on upgrading and repairing existing roads. Taking land from people and disturbing natural areas does not provide union labor. The more money you spend on projects like this the less money is left over to pay union labor. The people who were fighting the Right to Work bill are more likely to be the people against I-69. He read an article from the Indiana Business Journal written by Bill Styring who is an economist, a former fellow at the conservative Hudson Institute and formerly with the Indiana Chamber of Commerce. He had the courage to go against the grain and supported the cheaper I-70/US 41 option. Mr. Styring said that new terrain was always a horrible idea and it isn't that much shorter. It is 12 miles shorter and will save only 12 minutes of trip time. New Terrain would have to average 1 vehicle every 6 sections in each lane 24/7 for the next 30 years to pay for itself. He said that Section 4 of new terrain from Crane to Bloomington is hugely expensive due to the hilly land causing many construction difficulties. Section 4 will start sucking up over state gas tax money. It will cost over \$400 million for that section and will prevent funding for existing road and bridge projects. He advocated stopping the new terrain at Crane. Mr. Ruff said that he has driven between Bloomington, Jasper and Evansville hundreds of times since he has family in Jasper and Evansville. He has spent hundreds of hours researching economic data from the IU Business School Library. He realized that nobody was paying attention. The myths kept being repeated. He presented maps illustrating unemployment around the state. Southwestern Indiana does not lag behind the rest of the state in jobs, per capita income, etc. Jasper could not be the community that it is if you have to have an interstate serving your town to create a good economic situation. There are many successful cities around the state that do not have an interstate. He presented a map of annual traffic deaths per county for the last 30 years. It shows that it is not true to claim that traveling on interstates is safer. It is not true to say the issue is about economics in southwestern Indiana or insufficient interstate miles. You really need generally competitive transportation prices—which southwest Indiana has. Doug Bawel from Jasper Transmissions supported spending the billions of dollars on investing in upgrades and improvements of existing roadways instead of building one limited access superhighway. Mr. Ruff read from the Build Indiana Council. He said that he doesn't think that the INDOT representatives are trying to deceive anyone. They have been given flawed reasoning. Other sources including the Indianapolis Star have pointed out that a convincing case has never been made for I-69 on economic grounds. The cost and trade-offs are not worth it. Jobs will result from any expenditure of billions of tax dollars. Section 4 is not under construction. Some work has been done and contracts have been let. Homes, lands and heritage are condemned forever. The threats made to the MPO may not even be legal. The next governor may conduct himself differently than the present one. Also, this road is not fiscally constrained as required by law because the part of the road from Bloomington to Indianapolis is not identified. Mr. Ruff read a communication received at CARR from John Tilford regarding Crane. Mr. Tilford said he

spoke personally to BRAC personnel to make sure that we weren't doing anything to harm Crane's viability. He said that it was made clear to him that there is no argument that I-69 will help Crane anymore than it might well hurt it. Crane's relative isolation was very important to its mission. Mr. Crane has outstanding credentials. He said that historically Crane has wanted to remain fairly isolated. Much of the work done at Crane does not involve tangible products. The very few that do "would fit in your mother's minivan." Crane has direct, on-site railroad access to move some items. Items shipping via truck have no problem on the existing roads. He asked to be shown what currently separated economic assets that need to be brought together would be brought together only by the new terrain I-69. None." He asked, INDOT "not to pretend that there is any meaningful economic or national defense justification for a new terrain I-69." It takes courage to speak truth to power. Mr. Ruff said the PC should say "no" to the threat, to the extortion and the destruction. We are saying "yes" to better alternatives.

Mr. Martin asked Sam Sarvis (INDOT) about Mr. Cline's letter. In the 2nd sentence of the letter he states that "he understands the need to move as quickly as possible in accomplishing the schedule included below." Mr. Cline says he is committed to do so. Is it correct that the schedule included below is this preliminary schedule that was delivered by Sandra Flum by email? Mr. Sarvis said he believed that it is. Mr. Martin said his copy is dated March 7. Mr. Sarvis said they received Mr. Martin's letter and decided that the schedule was a good representation of how fast the process could work. Mr. Martin said that in this schedule, there are 3 specific actions that are going to be necessary by the MPO to realize this schedule. There also is a lot of work by a lot of people that are outside our control. 1.) We would have to approve the construction funding for Section 4 so that they can proceed with using federal funds that they are already going to do in October 2012 for Segment 9. 2.) In September 2012, we will be asked to approve preliminary engineering and right-of-way for Section 5 so that they can begin doing engineering work that is necessary to prepare the contract documents that would be able to allow them to let the contracts in June 2013. This would be after the draft EIS had been completed and had been released with a preferred alternative but it would be before any decisions made as a result of public comment or the FEIS would have been released and before the ROD would be released. 3.) We would also include approving construction on Section 5 in May 2013 essentially congruent with the issuing of the ROD by FHWA that would allow them to move ahead with the safety improvement projects to try to get them done concurrent with the opening of Section 4.

Mr. Martin said that he has been very conflicted about I-69. He has been an opponent for years. It was a bad idea at the beginning and a bad idea now. The state is going to connect Section 4 to SR 37. There is not a thing that he can do about it. None of us can do anything about that. What we can do something about is to minimize the harm that it does to our community. That is the objective that he has had for the last 2 years. It is not easy to do. This highway can be very, very destructive to our community. It will take all of us—working very hard—to prevent that. We have to make sure that we don't end up with a connection of I-69 into SR 37 and nothing else occurring. That is the worst possible scenario for this community. Without our cooperation it is the most likely scenario. On a video that WFIU did about I-69 you would have seen the governor talking about I-69 moving forward from its intersection at SR 37. He said this will be for another governor at another time. No matter what percentage of the available funds to I-69, it will be entirely up to them. He was absolutely correct. The

amounts of funds that are going to be available in the future are going to be considerably less than they are now. We need to make sure that the most critical safety aspects that are going to be created by the connection of I-69 and SR 37 are dealt with as fast as possible to minimize the harm that is going to occur. Mr. Martin said we will have more fatalities at those unmanaged intersections as a result of that traffic. He wished we could have used the money for I-69 on the local roads identified as dangerous in the crash report. That is not happening. Those intersections were identified in the FEIS report as a result of questions from the City of Bloomington. A commitment from the state to the schedule that we've got is the best we can do at this time.

Mr. Stoops said he understood that there is the promise of jobs that makes it attractive to the Union workers. The EIS for Section 4 produced by INDOT only showed 700 jobs created over 30 years for Greene and Monroe County. The Federal Corridor 18 Study pointed out that most of those jobs would be service jobs—non-Union service jobs like hotels, gas stations, truck stops, etc. He said he didn't know what had been promised to the workers in this area but it is false. Remember, this is the crew that gave you the "right to work for less legislation." Not to mention that this is the NAFTA highway. No significant jobs will be created by I-69. I-69 has always been a political pork barrel project. People running for State office would always promise Evansville that they would get an interstate to connect to Indianapolis with no intention of ever doing it. They are politicians. The promise was easy. They didn't want to upset the political core and the media of Evansville. They did several millions of dollars doing studies and each study came back with the same finding. It is not an economically feasible highway. It was tremendously expensive and there was no point to it. Political money fueled its existence. Daniels came out and said that this highway was going to be built regardless of the findings of the studies. They chose a corridor that was twice as expensive as another corridor that went through more disadvantaged communities on the southwest border. So we spent billions of dollars of additional expense for no real time savings. They claim that building the highway will bring jobs but Indiana has more interstate miles per capita than any other state in the country except for California—where are those jobs? If anything expanding our rail network has a guaranteed long-term job creation and economic benefit return. We could have improved many more miles of road and spent pennies on the dollar compared to I-69. Many transportation companies locate in Bloomington because we are central and have SR 37. Mr. Stoops said it would be irresponsible of me to allow the construction of I-69 to dump interstate traffic onto SR 37 with no possibility of funding upgrades of SR 37 and especially no chance of funding the billions necessary to complete I-69 to Indianapolis. The promises that we are going to get upgrades to the intersections that are the most dangerous above that intersection of I-69 and SR 37 are only to get us to agree to include Section 4 in our TIP. It's very important before we make this decision that we do have the updated Clear Air data. We have been asking for it. We haven't gotten it. I am concerned that the information on the Clear Air data has not been made available. To me there is no reason not to make it available unless it shows a severe impact for Monroe County as was mentioned by one of the speakers—if we are in Nonattainment from clean air standards that is a large impact on our businesses and our community. I will be voting "Yes" for Bloomington and "No" to include I-69 in the TIP.

Mr. Kelson said he was always opposed to the idea of a new terrain I-69 coming through here. My choice would have been SR 67 or some other corridor. At this point, I think it is too late to

litigate that portion of this discussion. When I-69 gets to the Monroe County line how far will it be from SR 37? Mr. Martin thought it would be around 15 ½ miles. Will actions by this committee keep that from being built or will it simply deny federal funds? Mr. Martin said it would simply deny federal funds for construction of the last 1.75 miles. Mr. Kelson asked if it would deny spending state funds. Mr. Martin said it would not. Mr. Kelson asked if we could prevent that section from being built, would that prevent any sections to the south of Monroe County. Even if we could build a giant wall on the south end of Monroe County, would the road simply stop 15 miles from SR 37 or would it eventually be connected to SR 37 somewhere else or would there be another alternative. Bob Tally from FHWA said that the state has the authority to construct with federal dollars up to the boundary of the MPO. Until this vote is taken and this PC acts, federal funds cannot be used to construct the last 1.75 miles. Mr. Kelson said we obviously can't affect what happens in other counties. My concern is a lot like Richard's. As a person who doesn't like the idea of the road, my larger concern is that I-69 gets to SR 37 and we get the negative impacts and maybe we never get the upgrade to SR 37. What will happen I believe in this community is that the pressure to upgrade SR 37 at any cost in any way will become so large that we won't be able to influence that portion of the project. I am very concerned about the nature of Section 5 should it ever be built. It could be a barrier that would cut the county in half. I think that the safety improvements to SR 37 absolutely have to happen and I am concerned that those happen before the I-69 junction happens. I have been trying as a rookie member of this committee to get as far up to date as possible over the last couple of months and I have had a number of conversations with a number of the members of the PC largely addressing these kinds of questions. Only this afternoon did I get this letter that Richard refers to. I am disappointed that I really haven't had time to distill this and talk to other members of the committee about what the implications of this schedule are. I am not a person who thinks that engineers are a bunch of liars and being an engineer myself I am kind of bothered by that suggestion. People are doing their jobs and doing the best they can to do what they are directed to do. I am still opposed to this project but I'm trying to figure out what the rest of this committee thinks is the likelihood that these safety improvements will be built before Section 4 connects to SR 37. I believe that in the short to intermediate term the biggest issue we face is what happens to SR 37 after this portion of I-69 is done.

Mr. Baker said that a number of the PC members don't like I-69 and don't believe the projections. I am one of those. I have not liked the thought of I-69 coming through Bloomington. I had hoped that it would be relocated somewhere west of the city if it had to come through. Those things are gone. That dialogue is shut off now. Even though I don't care for I-69 I don't believe it is really going to bring us all that it says that it is going to bring in the way jobs, money, etc. I don't believe those things will happen. There will be a lot of negatives. But, it is going to happen. I firmly believe that. It is a juggernaut. Whether we like it or not and all of the reasons that have been given that are negative—many of them I think are quite true. In terms of the way things have been done in southern Indiana, the trees that have been cut, the environments that have been so destroyed—but that is not what we are here to talk about today. We can't affect that. That is done. I believe that what we have to look at is the narrower picture of its effect on this community and this county. We have to do what we can to open lines of communication and try to work from the inside. That is what we on the subcommittee have tried to do and while there aren't any promises, we are sitting at the table on Section 5. We have some decisions to make today about Section 4 and how we feel about its effect. We have

to see we believe this agreement will play out. In Section 4, we have to have some concern about the intersection. In Section 5, we have some frontage road and alternative transportation and safety issues. Regarding Section 4, we have to see if we believe the communication is open or if it is not. I think we have opened some lines of communication between all parties. We worked together on the EIS. We hope this will have some effect on policy decisions that are made about construction or the design of Section 5. On Section 4, we have to decide if we believe that the lines of communication are open--if we will be heard. My inclination is that we are being heard. I think I have to take that chance because this community certainly deserves it. I think we have started something here and while we are unsure of many things we have to go ahead and decide today whether we want to incorporate it into the TIP. We have to decide if we believe going down the road that things we need will come to pass and the right people will be put in place to do that. At the end of Section 5 we have the same opportunity to rattle sabers again as we have this time, we can do that. We still have the one club of federal funding that we can raise at the end of Section 5. Hopefully, we won't have to do that. Today we are setting the tone for what we do down the road.

Mr. Tally thanked Mr. Baker and Mr. Martin for staying the course. Clearly a lot of work time and effort went into the work that the subcommittee has done. My hat is off to them and everyone on the MPO PC who participated. Mr. McDaniel and others participated in every one of the meetings. Mr. Baker is correct. This has started absolutely the best and most appropriate way to dialogue between the state, the FHWA and the MPO when it comes to advancing transportation within a planning area. It is something that we work for in every other MPO area. I'm glad that we started that. It has been difficult that we have had to focus on this issue to start that. This is a very strong beginning that we are committed to and as we look at the remaining parts of Section 4, we are clearly looking for ways to appropriately engage this group as well as the subcommittee and the Technical Committee for the remaining elements of design that are going into Section 4. This is the beginning of the continued dialogue about what the remaining elements of Section 4 as we go through the process for the interchange, we look at the emergency access, the issues that I have before me now. Those are the processes that will continue for Section 4. We have laid a really good process in on 5. SAFETY-LU gave us an opportunity to take some concepts there to apply them to Section 5 when we didn't have to. It was a great opportunity to engage the appropriately affected agencies as participating. We really are hopeful that those groups will come back to you on a monthly or bi-monthly basis and give you updates as to how that process is going. Jack, you mentioned that there is a very critical step on Section 5. Before we could ever sign a record of decision for Section 5, this group will have to have acted for preliminary engineering right-of-way to move that process forward. The schedule that we sat down and sort of crafted is what we think is doable given that all the stars align and everyone pulls in the same direction (which they are doing). Clearly the earlier we get those kinds of approvals from this board, the faster that we at FHWA can give INDOT the latitudes and flexibilities within our federal regulations that allow them to develop contracts, do the preliminary engineering and to begin to work. Is there any certainty? No, there is not. Clearly, we know that we are in an election cycle. We understand that those are the situations that are before us. At this point, the pieces that we have at our disposal to move forward—we are doing that. We are not stopping. We are planning and continuing to anticipate federal levels of funding at the traditional levels. We hope that Congress will continue to do that for us. We will see what the Senate and the House brings to us as they go

through this process—as we get closer to the SAFETEA-LU period where it expires at the end of this month. Mr. Tally thanked everyone. It is a great start and something that we hope and want in every MPO. We will do everything we can to nurture that and to continue to work together to make sure we accomplish the goals that we have all agreed to set out to do.

Mr. Stoops said it may be important to answer Councilperson Kelson’s question about funding for correction of safety impacts if I-69 stubs out onto SR 37. There really are no provisions for corrections of 2nd St., 3rd St., Vernal Pike proposed until Section 5 commences. Is that correct?

Mr. McDaniel said he believed that is correct.

Mr. Tally said the EIS for Section 4 included Appendix QQ which identified potential areas of improvement. It did not have a commitment to do those but they are identified. Clearly, those are the same ones that we are advancing as part of Section 5. Figuring out how to advance those, when to advance those and making sure that Section 5 is delivered in a way that makes the most sense. It should address the most pressing needs first and addresses remaining needs after that. If we are successful in doing Section 5, we won’t have to worry about that. We will be implementing those things in that order. Clearly, if something becomes a wash and something happens that derails that, I’m sure we will be back talking to INDOT about how we can go about addressing some intermediate safety needs prior to the Section 5 being completed. It is our goal to get Section 5 done in the schedule that we have got or even before. I push my people real hard to get that schedule done even faster. INDOT does, too.

Mr. Kelson said Mr. Martin spoke earlier tonight and had a calendar that had those safety modifications made before I-69 was connected to SR 37. I think that is all predicated on Section 5 being in the TIP by that point. Is that a proper interpretation? So it is determined in part by what happens here at that point.

Mr. Ruff thanked the committee for allowing him to speak at length. I appreciate that. He thanked the subcommittee especially Richard, Jack and people from INDOT and FHWA. They put a lot of work into that subcommittee effort to develop the participating agency agreement. They should be recognized for that. I want to finally say—based on a couple of the comments that we heard here—it is just not true. We do not know for a fact that Section 4 is going to be built and connected to SR 37. A lot of things can happen between now and then. Construction on Section 4 has not even started yet. We are going to see some political changes in 9 ½ months. I am sure that INDOT wants to do everything that they possibly can finance and fund to give Bloomington what we need to make this the best we can. The fact is that we are not going to get any bells or whistles. The very minimum is what will be done because they won’t be able to afford it not because they don’t care or want to. There absolutely will not be any money to do anything other than very minimum. They are going to do that anyway whether we are begging them for bells and whistles or not because they have to. They care. They can’t build the thing unsafe. They would get sued. We will get the same thing either way. I do not believe that voting “no” on this today will lead to a different product in Section 5—if it is ever built—than voting “yes” on this. Nothing we can say is binding in any way and when the money isn’t there—it just isn’t going to be there. I don’t think we know exactly what is true or isn’t true about what can or can’t be done to us. But, we can take an action here that generates

awareness, creates important attention to the issue and public understanding that can lead to this highway plan being changed by public pressure from citizens across the state as awareness and understanding and financial pressures become better understood and widespread and by the influence of the state legislators as political priorities become threatened and their awareness grows and general political priorities change. That is what voting “no” on this can help do to affect the outcome of this project.

Mr. Tally said to Mr. Ruff that he really appreciates his passion. I think you believe the things you say. Let me state facts. \$101 million have already been put under contract in Section 4. The remaining segments of Section 4 will be put under contract by October. So, your statement that it will not be built is simply not accurate. With the schedule that we have, we are working very strongly towards completion. At the federal level, I have to make sure that my staff has those documents in place to create those contracts before INDOT can move forward with them. From my perspective, that is the schedule that I am working from and those are the funds that are committed to this level of the project. The reality is that the project is moving forward.

Mr. Kruzan said that he sympathized with Sandra’s scattered thoughts. I do feel somewhat obligated to explain a vote before casting it. He thanked everyone for participating in a healthy debate of the issue. At previous meetings, we have great input by everyone on both sides. I don’t think you can thank Richard enough for the number of hours and the incredible detail and conscientiousness in which he has approached this even though he is opposed to the project. The same goes for Jack and staff. In the State Legislature, I cast maybe thousands of votes. I don’t cast votes in my current role. I debate with Council members on votes. There are times in all of those votes where there is disagreement and sometimes there are hard feelings and even disrespect over a disagreement. I hope that no one will judge somebody on their vote today in a way that diminishes the amount of thoughtfulness I think they have put into those votes. I have not heard any of that and I have appreciated that. I’ve looked for reasons to vote “yes” and I will tell you that the first reason was irrational—I just wanted it to be over. I know it wouldn’t be over even if we voted “yes” but I want the MPO role in this vote to be over because of what it does to a community, what it does to the people up here who have diverted an awful lot of attention from other issues to this issue. If we can unleash the brain power of Richard Martin on a lot of other issues, I think it will serve the community incredibly well. The rational reason that I wanted to vote “yes” was because of concern over retribution to the community and what that impact is. For awhile I really had the belief that this was a moot point because we were all told (not disingenuously) that it didn’t matter what the MPO vote was because we couldn’t stop the highway. Then, relatively recently (within weeks) we were told that in fact it could. Now I don’t know that I agree that a community ought to be able to. I can’t believe that it can but that is what we were told the law states not in Section 4 but in Section 5. That was stunning and disappointing to find that out after years of belief that we lacked that authority. The answer was that we could stop it but should we? Another reason that he thought of to vote “yes” was the dollar impact to the community. I do think it is worth determining whether the next governor will be willing to work with the community, will be willing to actually hold those dollars back. I really wanted to say something because I think it is a legitimate question to ask a mayor, “Aren’t you worried about the dollars that could be withheld from your community.” The simple answer is yes. If dollars are actually withheld as a punishment, it really puts into question the judgment of the people who will control the construction of a highway through

your community. I would seriously question the legality and certainly the morality of withholding dollars from taxpayers of the community especially those dollars that are unrelated to interstate construction. I have been a part of government and politics and yet I have been a part of a process that it doesn't surprise me at all that dollars that are related to a project could be withheld from a community if the community is not doing what the purse string holders want to have happen. I'm not actually that offended by that—I know that many people are and it certainly could have a negative consequence to Bloomington and Monroe County. But, dollars that are being withheld not because they are directly tied to the construction of a specific project is certainly why government and politics does have a negative connotation. It is an irresponsible thing to do. The longer this project has gone on the more I have believed in the inevitability of the project. I don't believe that these votes on issues that people say a small vocal minority is having undue influence on—you vote what you believe regardless of the political breakdown. I believe the community is split and has been split all along. Ultimately the decision does lie with those who are elected and that is what elections are about. If there is a price to be paid for that one way or the other that's the way the system ought to work. I will tell you if you just look at some of the websites of those who oppose the project, I have been criticized for not having fought it hard enough. And often those who are for it—I just disagree with their position. The issue of inevitability often comes up. It is not Bloomington, Indiana's fault that the state of Indiana (democratic and republican administrations alike) proceeded building an interstate without the plans, the money or the approvals necessary prior to construction. I have since 1986 talked about the fact that this was going to be an \$800 million project. I remember saying it would easily be a billion dollar project. It is now well in excess of being a \$2 billion project and I will once again publically ask the business community especially, "How much is too much? Is there a price tag at which the business community—generally made up of people who make practical decision and are very conservative with other peoples' money—where people will say that it is too much? I have never heard an answer to that question from those who are for the interstate. I sincerely believe that I-69 threatens the uniqueness of the community. I can't in good conscience play a role in advancing it. When I believed we were over a barrel and there was no choice at all, I thought the best thing was to cut the best deal we could and move on. We may get to that point. I don't think we are there today. I believe that we will see tremendous population explosion, the air pollution and the obvious congestion that will stem from that. The bottom line for me is the loss of identity to the community. That is what you can't undo and the real threat is. I came in feeling bad about voting "no" and prolonging the agony here. But, when I saw the letter and the last part of the last sentence of the letter, it made me feel better about my vote. When a Commissioner of the Department of Transportation puts an unfortunate step backward to our cooperative planning efforts and could have other unintended consequences. That to me said it all.

*****Roll call vote was taken on Mr. Stark's motion (Mr. Baker seconded). The motion passed by a vote of 7:6.**

VI. New Business –None

VII. Communications from Committee Members (*non-agenda items*)
A. Topic Suggestions for Future Agendas

VIII. Upcoming Meetings

- A. Technical Advisory Committee – March 28, 2012 at 10:00 a.m. (McCloskey Room)**
- B. Citizens Advisory Committee – March 28, 2012 at 6:30 p.m. (McCloskey Room)**
- C. Policy Committee – April 13, 2012 at 1:30 p.m. (Council Chambers)**

Adjournment

The minutes were approved at the PC meeting held on _____(_____).

DRAFT

MEMORANDUM



To: BMCMPO Policy Committee
 From: Joshua Desmond, AICP
BMCMPO Director
 Date: May 4, 2012
 Re: Fiscal Year 2013-2014 Unified Planning Work Program

Background

Staff has developed a draft Fiscal Year 2013-2014 Unified Planning Work Program (see attached). Staff presented a Draft version of the UPWP at the April 13 Policy Committee meeting and received minimal comments from the Committee. The Final Draft UPWP attached here has few substantive changes from the previous version, except for the following items which were updated to reflect feedback from FHWA, FTA, and INDOT.

- Approximate time frames (by Quarter of Fiscal Year) for completion of each task in the UPWP have been noted.
- A discussion of how the UPWP will implement the Planning Factors found in SAFETEA-LU is now included in the Executive Summary.
- A discussion of recent updates to the Coordinated Human Services Public Transportation Plan has been added to Work Element #302(A).
- The Self-Certification statements at the end of the UPWP have been removed, as this is no longer required to be part of the UPWP (it now goes into the TIP).

The remainder of the UPWP document remains consistent with the previous version and with the information in the memo that follows.

FY2013-2014 Estimated Budget

The Federal PL funding allocation and required local match for Fiscal Years 2013 and 2014 are shown in the table below. Federal funding procedures for the MPO require that the local agency expends funds up front and then seeks 80% reimbursement of those expenditures via quarterly invoices to INDOT.

| UPWP Funding Sources | 2013 | 2014 | TOTAL |
|----------------------|-------------------|-------------------|-------------------|
| Federal (PL) | \$ 255,286 | \$ 255,286 | \$ 510,572 |
| Local Match | \$ 63,821 | \$ 63,821 | \$ 127,642 |
| Total Funds | \$ 319,107 | \$ 319,107 | \$ 638,214 |

The Federal funding allocation for FY 2013 and 2014 is approximately 3% lower than the initial allocation for FY 2011 and 2012. As with the previous work program, additional “carryover” funds will be amended into the 2014 budget in the 4th Quarter of FY 2013. This carryover funding comes from the MPO’s unspent funding from the FY 2011-2012 UPWP. The exact amount of the carryover funding that the MPO can expect to add next year will not be known until INDOT completes its audit of FY 2011 and 2012 expenditures. For this reason, potential carryover funding is not included in the UPWP budget at this time.

Planning Emphasis Areas

The Federal Highway Administration (FHWA) provides the MPO with Planning Emphasis Areas (PEAs) that must be addressed for each new work program. These are key areas that FHWA wants the MPO to focus its energy on during that time period. The PEAs for FY 2013-2014 include three carry-overs from the previous work program as one new PEA. The four PEAs for the new UPWP are summarized below.

Bloomington/Monroe County Metropolitan Planning Organization

- **Red Flag Investigations as part of Planning & Environmental Linkages:** MPOs and INDOT should consider environmental issues early in the transportation planning process, and use information and analysis conducted during early planning in the formal NEPA process. This will ensure that key early analysis and input is included as the project moves forward, and will provide for efficiencies once the NEPA process proceeds.
- **Quarterly Project Tracking Reports & Meetings:** In recent years, Indiana MPOs have developed systems to track the progress of projects within their TIPs. The BMCMPO collects project reports on a quarterly basis from each LPA, and then provides a summary report for all TIP projects to each of the BMCMPO committees. MPOs are expected to enhance these reports with the establishment of quarterly tracking meetings. Such meetings will include MPO staff, LPA staff, INDOT District staff and project consultants, and would provide an opportunity for all parties to discuss project progress and resolve issues. MPO staff is also charged with ensuring that all LPAs maintain the proper staff certifications in order to continue receiving Federal funding for their TIP projects.
- **Americans With Disabilities Act Transition Plans:** All local governments with greater than 50 employees have been given a deadline of December 31, 2012, to complete an ADA Transition Plan, which was a requirement of the original Americans with Disabilities Act when it was passed in 1990. Each MPO is asked to provide technical resources and support to the Local Public Agencies within their boundaries in order to ensure that they meet the deadline. The BMCMPO will continue to provide support to the City of Bloomington, Monroe County, and the Town of Ellettsville as they each develop their ADA Transition Plans.
- **Adjusted Urban Area Boundaries & Metropolitan Planning Area Boundaries:** In response to the new population data produced by the 2010 U.S. Census, the Bureau of the Census will release proposed revisions to the Urban Area Boundaries for MPOs across the nation. It is incumbent upon the BMCMPO, in cooperation with INDOT and FHWA, to review the proposed boundaries and make any local adjustments that may be necessary. In addition, the BMCMPO Metropolitan Planning Area boundary will also need to be reviewed to ensure it continues to meet minimum standards as well as makes sense for the planning programs of the MPO.

UPWP Outline

The new UPWP will largely be a status quo document in that there are relatively few changes to existing tasks other than those required for the revised PEAs described above. The outline below shows the proposed structure of the UPWP. Comments have been inserted to highlight areas where new tasks or key changes to existing tasks are proposed. Where no comments are inserted, assume that the new UPWP will largely carry on the same tasks listed for that element in the existing UPWP. It is important to note that the budget for FY 2013 is significantly tighter than the budget for FY 2014. This is due to the number of new tasks required to be inserted for FY 2013 as well as the substantial amount of funding that will be set aside for the completion of the LRTP. This may necessitate cuts in funding for certain elements of the UPWP, including some of the areas that have traditionally been set aside for reimbursements to LPAs.

Comprehensive Planning Coordination & Outreach

101 Transportation Planning Coordination

- A. Intergovernmental Coordination
- B. Unified Planning Work Program
- C. Planning Grant Administration
- D. Indiana MPO Council

[2012 MPO Conference: Conference hosted in Bloomington in October 2012. This task is for FY 2013 only.]

- E. Staff Training & Education
- F. Web Site Administration
- G. Public Participation Process

102 Transportation Improvement Program

- A. Transportation Improvement Program

[Enhancements to Quarterly Tracking Program consistent with MPO Committee Packet 05/11/12]

Bloomington/Monroe County Metropolitan Planning Organization

- B. HSIP Administration
- C. TE Program Administration
- D. Safe Routes to School Program Administration
- E. Planning & Environmental Linkages
[Addition of Red Flag Inventories consistent with PEA. This task is relocated from Element 202.]

Transportation Planning

201 Long Range Planning

- A. 2035 Long Range Transportation Plan
[This is a carry-over project from the previous UPWP. It is expected to be complete by the end of the 2nd quarter of FY 2014.]

202 Short Range Transportation Studies & Activities

- ~~A. CAC/Student-assisted Study~~
[No such study anticipated for this UPWP.]
- B. ADA Transition Plans
[Continued MPO support for LPAs consistent with PEA.]
- ~~C. Planning & Environmental Linkages~~
[Relocated to Element 102.]
- D. Urbanized Area/Planning Area Updates
[New task - revisions to MPO Urbanized Area and Planning Area consistent with PEA. This task is for FY 2013 only.]

203 Data Collection & Analysis

- A. Traffic Volume Counting
- B. Infrastructure Management Plan
- C. ITS Architecture Maintenance
- D. Annual Crash Report

Alternative Transportation Planning

301 Long Range Planning

- ~~A. BT Grimes Lane Facility Study~~
[No such study anticipated for this UPWP.]

302 Short Range Alternative Transportation Studies & Activities

- A. Coordinated Human Services Public Transit Plan
- B. Bicycle & Pedestrian Safety and Project Coordination
- C. 100% On/Off Study
[New consultant study for Bloomington Transit. This task is for FY 2014 only.]
- D. Title VI Compliance Study
[New consultant study for Bloomington Transit. This task is for FY 2014 only.]

303 Transit, Bicycle & Pedestrian Data Collection & Analysis

- A. Transit Ridership & Bicycle/Pedestrian Counts

Action Requested

The TAC and CAC both voted unanimously to recommend approval of the new UPWP at their April 25 meetings. MPO Staff is requesting that the Policy Committee take action on the FY 2013-2014 UPWP.



Unified Planning Work Program

Fiscal Years 2013-2014

[July 1, 2012 through June 30, 2014]

Adopted:

TBD

ACKNOWLEDGEMENT AND DISCLAIMER

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

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Executive Summary

The following is the Executive Summary of the Fiscal Year (FY) 2013-2014 Unified Planning Work Program for the Bloomington/Monroe County Metropolitan Planning Organization. One of the federal requirements of the urban transportation planning process involves the development of an annual Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the MPO study area over the next two programming years, and documents the work that will be performed with federal highway and transit planning funds.

Planning Factors

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) introduced eight planning factors that MPOs must incorporate into their practices. These planning factors are found in 23 CFR 450.306(a) and are listed below.

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
2. *Increase the safety of the transportation system for motorized and non-motorized users;*
3. *Increase the security of the transportation system for motorized and non-motorized users;*
4. *Increase accessibility and mobility of people and freight;*
5. *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*
6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
7. *Promote efficient system management and operation; and*
8. *Emphasize the preservation of the existing transportation system.*

The FY 2013-2014 will address these factors in a number of ways, through new projects as well as on-going functions of the MPO. The development and adoption of a new 2035 Long Range Transportation Plan (Work Element #201) will help to implement several of these factors, including supporting economic vitality, increasing safety and security, increasing accessibility and mobility, and enhancing overall quality of life on a regional basis. Continued management and implementation of projects through the Transportation Improvement Program (Work Element #102), including management of the Highway Safety Improvement Program, Safe Routes to School, and Transportation Enhancements, will ensure the continued integration and connectivity of the transportation system, as well as enhance safety for all users. On-going infrastructure management work by the MPO's LPA partners, maintenance of the MPO ITS Architecture, and production of the Annual Crash Report (Work Element #203) will continue to promote efficient system management and operation. The Bloomington Transit On/Off and Title VI Compliance studies (Work Element #302) will help to ensure that transit remains a viable and connected component of the overall transportation system.

Planning Emphasis Areas

In addition the general planning factors discussed above, the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) annually issue a set of Planning Emphasis Areas (PEAs) to Indiana MPOs. These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies helps to implement the provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Four Planning Emphasis Areas have been set forth for the FY 2013-2014 UPWP, and they are summarized as follows.

RED FLAG INVESTIGATIONS AS PART OF PLANNING & ENVIRONMENTAL LINKAGES

MPOs and INDOT should consider environmental issues early in the transportation planning process, and use information and analysis conducted during early planning in the formal NEPA process. This will ensure that key early analysis and input is included as the project moves forward, and will provide for efficiencies once the NEPA process proceeds.

QUARTERLY PROJECT TRACKING REPORTS & MEETINGS

In recent years, Indiana MPOs have developed systems to track the progress of projects within their TIPs. The BMCMPPO collects project reports on a quarterly basis from each LPA, and then provides a summary report for all TIP projects to each of the BMCMPPO committees. MPOs are expected to enhance these reports with the establishment of quarterly tracking meetings. Such meetings will include MPO staff, LPA staff, INDOT District staff and project consultants, and would provide an opportunity for all parties to discuss project progress and resolve issues. MPO staff is also charged with ensuring that all LPAs maintain the proper staff certifications in order to continue receiving Federal funding for their TIP projects.

AMERICANS WITH DISABILITIES ACT TRANSITION PLANS

All local governments with greater than 50 employees have been given a deadline of December 31, 2012, to complete an ADA Transition Plan, which was a requirement of the original Americans with Disabilities Act when it was passed in 1990. Each MPO is asked to provide technical resources and support to the Local Public Agencies within their boundaries in order to ensure that they meet the deadline. The BMCMPPO will continue to provide support to the City of Bloomington, Monroe County, and the Town of Ellettsville as they each develop their ADA Transition Plans.

ADJUSTED URBAN AREA BOUNDARIES & METROPOLITAN PLANNING AREA BOUNDARIES

In response to the new population data produced by the 2010 U.S. Census, the Bureau of the Census will release proposed revisions to the Urban Area Boundaries for MPOs across the nation. It is incumbent upon the BMCMPPO, in cooperation with INDOT and FHWA, to review the proposed boundaries and make any local adjustments that may be necessary. In addition, the BMCMPPO Metropolitan Planning Area boundary will also need to be reviewed to ensure it continues to meet minimum standards as well as makes sense for the planning programs of the MPO.

Key Projects

In addition to fulfilling the PEA directives noted above, the BMCMPPO will also undertake a number of key projects over the course of the FY 2013-2014 UPWP.

2035 LONG RANGE TRANSPORTATION PLAN

The MPO re-adopted its 2030 Long Range Transportation Plan in 2010 with the understanding that the development of a 2035 Plan would commence shortly thereafter. The new LRTP has been under development since then and the MPO will be securing a consultant to assist with the project at the beginning of Fiscal Year 2013. It is anticipated that the new Plan will be adopted during Fiscal Year 2014.

2012 INDIANA MPO CONFERENCE

The Indiana MPO Council hosts an annual state-wide conference. The location of the conference rotates between the member MPOs. The BMCMPPO is the host of the 2012 Conference, after having last served as host in 2001. The Conference will take place at the Bloomington Convention Center on October 16 through 18, 2012. BMCMPPO staff will be responsible for planning and hosting the conference.

FY 2013-2014 Budget

The Bloomington/Monroe County MPO has an estimated \$510,571 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2013 through 2014. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of \$127,643 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2011-2012 UPWP is \$638,214. This budget is split between the two Fiscal Years, with \$319,107 allocated to each fiscal year. The following table summarizes the two-year budget, breaking it down by work element.

| Work Element | Federal Funds | Local Match | Total |
|---|----------------------|--------------------|--------------|
| Comprehensive Planning Coordination & Outreach | | | |
| 101 | \$ 158,811 | \$ 39,703 | \$ 198,514 |
| 102 | \$ 43,200 | \$ 10,800 | \$ 54,000 |
| Transportation Planning | | | |
| 201 | \$ 157,600 | \$ 39,400 | \$ 197,000 |
| 202 | \$ 10,000 | \$ 2,500 | \$ 12,500 |
| 203 | \$ 82,400 | \$ 20,600 | \$ 103,000 |
| Alternative Transportation Planning | | | |
| 301 | \$ - | \$ - | \$ - |
| 302 | \$ 48,560 | \$ 12,140 | \$ 60,700 |
| 303 | \$ 10,000 | \$ 2,500 | \$ 12,500 |
| TOTAL | \$ 510,571 | \$ 127,643 | \$ 638,214 |

Bloomington/Monroe County MPO Structure and Administration For Fiscal Years 2013-2014 (July 1, 2012 through June 30, 2014)

INTRODUCTION

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

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

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

The FY 2013-2014 UPWP is intended to satisfy the Bloomington metropolitan planning area's work program requirement for the Fiscal Years 2013 and 2014 (July 1, 2012 to June 30, 2014). It is entitled, and shall hereafter be referred to as the FY 2013-2014 Unified Planning Work Program.

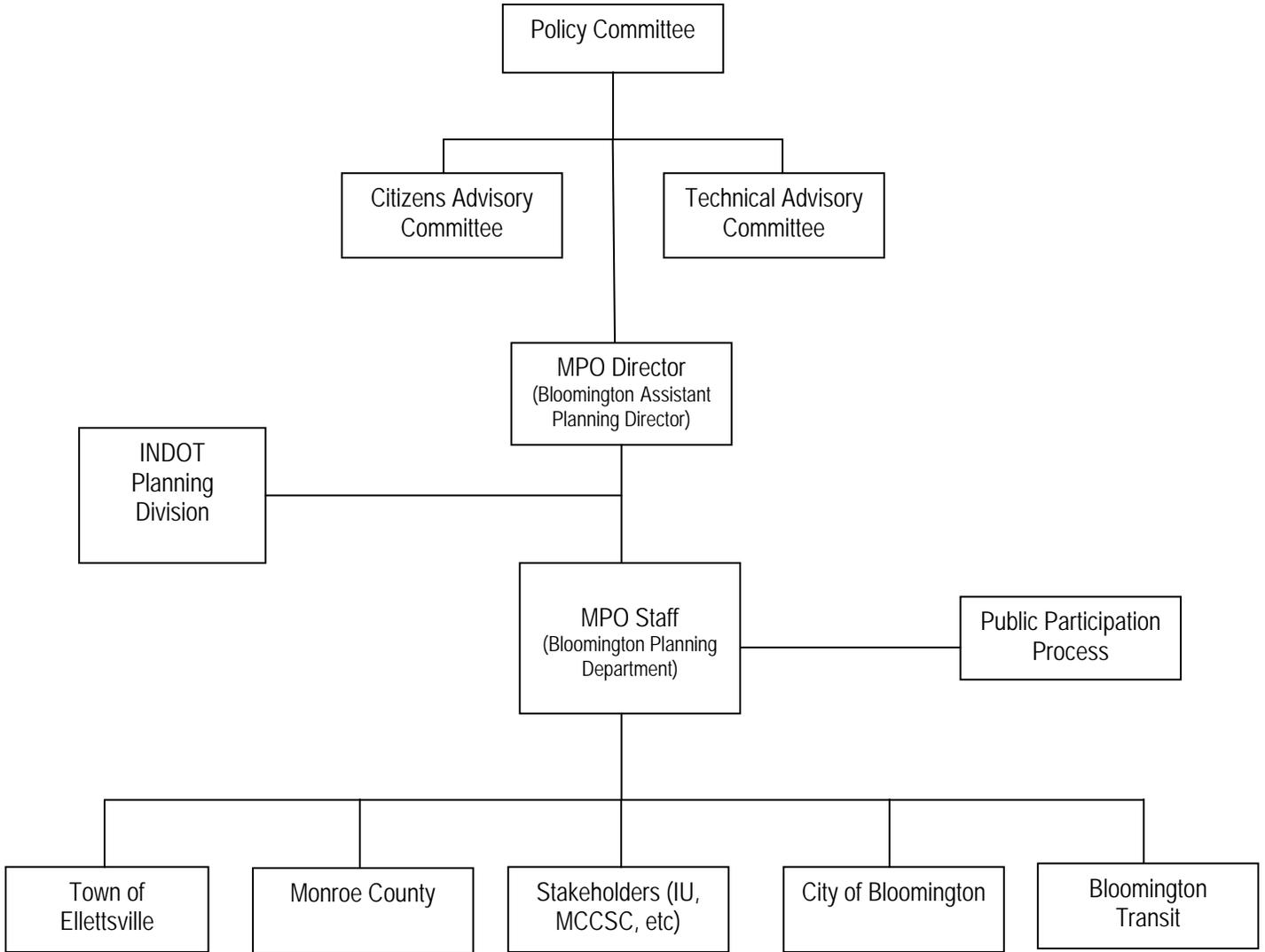
MPO STRUCTURE

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

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

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

Bloomington/Monroe County MPO Organizational Chart



Bloomington/Monroe County MPO Committee Composition

POLICY COMMITTEE

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

TECHNICAL ADVISORY COMMITTEE

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

CITIZENS ADVISORY COMMITTEE

| Name | Representing |
|--------------------------------------|--|
| Patrick Murray (<i>Chair</i>) | Prospect Hill Neighborhood |
| Laurel Cornell (<i>Vice-Chair</i>) | Prospect Hill Neighborhood |
| Joanne Henriot | Bryan Park Neighborhood |
| Buff Brown | Traffic Commission/BTOP |
| Barbara Salisbury | Southern Indiana Center for Independent Living |
| Elizabeth Cox-Ash | McDoel Gardens Neighborhood |
| Larry Jacobs | Greater Bloomington Chamber of Commerce |
| John Kehrberg | County Citizen |
| Paul Ash | McDoel Gardens Neighborhood |
| Bill Milroy | Old Northeast Neighborhood Assoc. |
| Ted Miller | Citizen |
| Jack Baker | McDoel Gardens Neighborhood |
| Randy Paul | Citizen |
| Sarah Ryterband | Prospect Hill Neighborhood |
| Marc Cornett | Citizen |
| Mary Boutain | Area 10 Agency on Aging |
| David Walter | Sixth & Ritter Neighborhood Association/BRI/CONA |
| David Sabbagh | Citizen |

MPO STAFF

| Name | Position |
|----------------------|-----------------------------------|
| Joshua Desmond, AICP | MPO Director |
| Scott Robinson, AICP | Long Range/Transportation Manager |
| VACANT | Senior Transportation Planner |
| Vince Caristo | Bicycle & Pedestrian Coordinator |
| Jane Weiser | Planning Assistant |

Fiscal Year 2013-2014 UPWP Funding Summary

FISCAL YEAR 2013-2014 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated \$510,571 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2013 through 2014. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of \$127,643 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2011-2012 UPWP is \$638,214. This budget is split between the two Fiscal Years, with \$319,107 allocated to each fiscal year.

FUND USE BY MATCHING AGENCY

The table below provides a breakdown of FY 2013-2014 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent MPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. More detailed breakdowns of each work element are provided in later sections of this document.

| Work Element | MPO Staff | Bloomington Transit | Consultants/Supplies | CSA | Total |
|---|------------|---------------------|----------------------|------------|------------|
| Comprehensive Planning Coordination & Outreach | | | | | |
| 101 | \$ 177,064 | \$ - | \$ 21,450 | \$ - | \$ 198,514 |
| 102 | \$ 54,000 | \$ - | \$ - | \$ - | \$ 54,000 |
| Transportation Planning | | | | | |
| 201 | \$ 20,000 | \$ - | \$ 177,000 | \$ - | \$ 197,000 |
| 202 | \$ 5,000 | \$ - | \$ - | \$ 7,500 | \$ 12,500 |
| 203 | \$ 8,500 | \$ - | \$ - | \$ 94,500 | \$ 103,000 |
| Alternative Transportation Planning | | | | | |
| 301 | \$ - | \$ - | \$ - | \$ - | \$ - |
| 302 | \$ 10,500 | \$ 50,000 | \$ 200 | \$ - | \$ 60,700 |
| 303 | \$ 8,500 | \$ 4,000 | \$ - | \$ - | \$ 12,500 |
| TOTAL | \$ 283,564 | \$ 54,000 | \$ 198,650 | \$ 102,000 | \$ 638,214 |

OBJECT CLASS BUDGET BY FUNDING SOURCE

The table below provides a breakdown of FY 2013-2014 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2013-2014 Cost Allocation Plan. As with the previous table, funding allocations for MPO Staff, Bloomington Transit, Consultants/Other, and CSA are separated for illustrative purposes. Please refer to the individual work element sections later in this document for further details on each category.

| Object Class | Federal Funds | Local Match | Total |
|----------------------------|-------------------|-------------------|-------------------|
| Direct Chargeable Salary | \$ 118,330 | \$ 29,583 | \$ 147,913 |
| Fringe Expenses (77.42%) | \$ 91,611 | \$ 22,903 | \$ 114,514 |
| Indirect Expenses (14.29%) | \$ 16,909 | \$ 4,227 | \$ 21,137 |
| Bloomington Transit | \$ 43,200 | \$ 10,800 | \$ 54,000 |
| Consultants/Supplies | \$ 158,920 | \$ 39,730 | \$ 198,650 |
| CSA | \$ 81,600 | \$ 20,400 | \$ 102,000 |
| TOTAL | \$ 510,571 | \$ 127,643 | \$ 638,214 |

SUMMARY BUDGET BY FUNDING SOURCE

The table below provides a summary of the FY 2013-2014 budget for each of the work elements in the Unified Planning Work Program. The federal funding/local match split for each work element is highlighted here. As illustrated in this summary table, the FY 2013-2014 funding allocations fall within the total available funding noted previously.

| Work Element | Federal Funds | Local Match | Total |
|---|-------------------|-------------------|-------------------|
| Comprehensive Planning Coordination & Outreach | | | |
| 101 | \$ 158,811 | \$ 39,703 | \$ 198,514 |
| 102 | \$ 43,200 | \$ 10,800 | \$ 54,000 |
| Transportation Planning | | | |
| 201 | \$ 157,600 | \$ 39,400 | \$ 197,000 |
| 202 | \$ 10,000 | \$ 2,500 | \$ 12,500 |
| 203 | \$ 82,400 | \$ 20,600 | \$ 103,000 |
| Alternative Transportation Planning | | | |
| 301 | \$ - | \$ - | \$ - |
| 302 | \$ 48,560 | \$ 12,140 | \$ 60,700 |
| 303 | \$ 10,000 | \$ 2,500 | \$ 12,500 |
| TOTAL | \$ 510,571 | \$ 127,643 | \$ 638,214 |

CONTRACT SERVICE AGREEMENTS

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

Comprehensive Planning Coordination & Outreach

101 TRANSPORTATION PLANNING COORDINATION

A) Intergovernmental Coordination

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

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

Responsible Agency and End Product(s):

- (1) MPO Staff to conduct at least 6 MPO Policy Committee meetings, 10 MPO Technical Advisory Committee meetings, and 10 Citizen Advisory Committee meetings per fiscal year.
 - (a) Publish and distribute agendas, minutes, and support material
[Estimated Completion: On-going]
- (2) MPO Staff to attend intergovernmental coordination meetings as needed with the INDOT Seymour District office each fiscal year.
 - (a) Attend coordination meetings as needed
[Estimated Completion: On-going]

(B) Unified Planning Work Program

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

Responsible Agency and End Product(s):

- (1) MPO Staff to conduct coordination technical review meetings with FHWA, INDOT, and local stakeholders to develop the annual Fiscal Year Unified Planning Work Program.
 - (a) Amendment(s) to FY 2013-2014 Unified Planning Work Program (UPWP)
[Estimated Completion: Q4/FY13]
 - (b) FY 2015-2016 Unified Planning Work Program (UPWP)
[Estimated Completion: Q4/FY14]
- (2) MPO Staff to develop and update the Cost Allocation Plan as part of the UPWP.
 - (a) FY 2015-2016 Cost Allocation Plan (CAP)
[Estimated Completion: Q3/FY14]

- (3) MPO Staff to prepare and submit an Annual Completion Report to INDOT.
 - (a) FY 2012 Annual Completion Report
[Estimated Completion: Q1/FY13]
 - (b) FY 2013 Annual Completion Report
[Estimated Completion: Q1/FY13]

- (4) MPO Staff to prepare and submit an annual Self Certification Review Statement to INDOT/FHWA/FTA representatives.
 - (a) FY 2013 Annual Self Certification Statement
[Estimated Completion: Q4/FY13, with TIP]
 - (b) FY 2014 Annual Self Certification Statement
[Estimated Completion: Q4/FY14, with TIP]

(C) Planning Grant Administration

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2013-2014 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2013-2014 UPWP will be provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that have occurred towards completion of the UPWP.

Responsible Agency and End Product(s):

- (1) MPO Staff to prepare and submit quarterly progress reports to INDOT for review.
 - (a) Quarterly Progress Reports
[Estimated Completion: On-going, Quarterly]

- (2) MPO Staff to prepare and submit quarterly billing statements to INDOT for reimbursement.
 - (a) Quarterly Billing Statements
[Estimated Completion: On-going, Quarterly]

(D) Indiana MPO Council

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association (MPO Council) that meets monthly to discuss and act on matters of mutual interest. The monthly Indiana MPO Council meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA. The MPO Council also presents an annual state-wide MPO Conference, which in calendar year 2012 will be hosted by the BMCMPPO. This will require the MPO to book venues, schedule keynote speakers and educational sessions, and manage registration and sponsorship processes for the conference, as well as playing host at major events during the conference.

Responsible Agency and End Product(s):

- (1) MPO Staff to attend 12 MPO Council monthly meetings per fiscal year.
[Estimated Completion: On-going, Monthly]
- (2) MPO Staff to organize and host the 2012 Indiana MPO Conference in October 2012.
[Estimated Completion: Q2/FY13]

(E) Staff Training and Education

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

Responsible Agency and End Product(s):

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

(F) Web Site Administration

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

Responsible Agency and End Product(s):

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

(G) Public Participation Process

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

Responsible Agency and End Product(s):

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

| 101 | | | | | |
|---|---|---------|------------------|-----------------|------------------|
| Task | Responsible Agency | FY 2013 | FY 2014 | Total Cost | |
| (A) Intergovernmental Coordination | | | | | |
| | <i>Policy, TAC, and CAC Committee</i> | MPO | \$56,757 | \$60,307 | \$117,064 |
| | <i>Coord. Mtgs. w/Seymour District</i> | MPO | | | |
| (B) Unified Planning Work Program | | | | | |
| | <i>UPWP</i> | MPO | \$6,000 | \$8,000 | \$14,000 |
| | <i>CAP</i> | MPO | | | |
| | <i>Annual Completion Report</i> | MPO | | | |
| | <i>Annual Self-Certification Statement</i> | MPO | | | |
| (C) Planning Grant Administration | | | | | |
| | <i>Quarterly Progress Reports</i> | MPO | \$6,000 | \$7,000 | \$13,000 |
| | <i>Quarterly Billing Statements</i> | MPO | | | |
| (D) Indiana MPO Council | | | | | |
| | <i>MPO Council Meetings</i> | MPO | \$24,000 | \$5,000 | \$29,000 |
| | <i>2012 Indiana MPO Conference</i> | MPO | | | |
| (E) Staff Training and Education | | | | | |
| | <i>Conferences and Technical Training</i> | MPO | \$4,250 | \$9,000 | \$13,250 |
| | <i>Membership Dues and Fees</i> | MPO | | | |
| | <i>Other educational resources</i> | MPO | | | |
| (F) Web Site Administration | | | | | |
| | <i>On-going Development and Maintenance</i> | MPO | \$2,000 | \$4,000 | \$6,000 |
| (G) Public Participation Process | | | | | |
| | <i>Public Participation Process</i> | MPO | \$2,100 | \$4,100 | \$6,200 |
| | <i>Outreach Activities</i> | MPO | | | |
| TOTAL | | | \$101,107 | \$97,407 | \$198,514 |

102 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

(A) Transportation Improvement Program

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

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

Responsible Agency and End Product(s):

- (1) MPO Staff to review project requests from local entities for inclusion in the TIP for consistency with the 2030 Long Range Transportation Plan and other MPO policy documents. Interagency coordination will result in the development and production of the TIP document.
 - (a) FY 2014 – 2017 Transportation Improvement Program
[Estimated Completion: Q4/FY13]
- (2) MPO Staff to administer the on-going implementation of TIP projects through coordination with LPAs, management of the local Change Order Process, and management of the TIP amendment process as needed.
[Estimated Completion: On-going]
- (3) MPO Staff to provide assistance and coordination for Federal-aid application submissions by local planning agencies.
[Estimated Completion: On-going]
- (4) MPO Staff to administer the Quarterly Project Tracking Program for the management of local projects in the TIP. Staff will enhance the Program by adding quarterly meetings between the MPO, INDOT, LPA staff, and LPA consultants to discuss project progress.
[Estimated Completion: On-going, Quarterly]
- (5) MPO Administrative Staff to attend monthly City Projects Team meetings for interagency coordination and participation.
[Estimated Completion: On-going, Monthly]

(B) Highway Safety Improvement Program Administration

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

Responsible Agency and End Product(s):

- (1) MPO Staff to coordinate with local agencies on the annual solicitation and selection of candidate projects eligible for HSIP grant funds and for inclusion in the Transportation Improvement Program.
[Estimated Completion: On-going, Annually]

(C) TE Program Administration

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

Responsible Agency and End Product(s):

- (1) MPO Staff to coordinate with local agencies on the annual solicitation and selection of candidate projects eligible for TE grant funds and for inclusion in the Transportation Improvement Program.
[Estimated Completion: On-going, Annually]

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

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

Responsible Agency and End Product(s):

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

(E) Planning & Environmental Linkages (PEL)

MPOs and INDOT should consider environmental issues early in the transportation planning process, and use information and analysis conducted during early planning in the formal NEPA process. This will ensure that key early analysis and input is included as the project moves forward, and will provide for efficiencies once the NEPA process proceeds. For Fiscal Years 2013 and 2014, the MPO will begin the process of implementing Red Flag Inventories as a component of PEL. These inventories will ensure that LPAs perform a preliminary environmental scan for all new projects entering the TIP, thereby enabling them to progress through the formal NEPA process more efficiently.

Responsible Agency and End Product(s):

- (1) MPO Staff to attend Red Flag Inventories training presented by FHWA and establish methodology for early planning coordination in the development of local and state transportation projects.
[Estimated Completion: Q4/FY13]

| 102 | | | | | |
|---|---|---------|-----------------|-----------------|-----------------|
| Task | Responsible Agency | FY 2013 | FY 2014 | Total Cost | |
| (A) Transportation Improvement Program (TIP) | | | | | |
| | <i>FY 2014-2017 TIP</i> | MPO | \$13,000 | \$15,000 | \$28,000 |
| | <i>TIP Administration/Amendments</i> | MPO | | | |
| | <i>Federal Aid Application Coordination</i> | MPO | | | |
| | <i>Quarterly Project Tracking Program</i> | MPO | | | |
| | <i>City Projects Team</i> | MPO | | | |
| (B) HSIP Administration | | | | | |
| | <i>Project Solicitation & Selection</i> | MPO | \$2,500 | \$3,000 | \$5,500 |
| (C) TE Program Administration | | | | | |
| | <i>Project Solicitation & Selection</i> | MPO | \$2,500 | \$3,000 | \$5,500 |
| (D) Safe Routes To School (SRTS) | | | | | |
| | <i>Project Solicitation & Selection</i> | MPO | \$4,000 | \$5,500 | \$9,500 |
| (E) PEL: Red Flag Inventories | | | | | |
| | <i>MPO/LPA Training & Support</i> | MPO | \$2,500 | \$3,000 | \$5,500 |
| TOTAL | | | \$24,500 | \$29,500 | \$54,000 |

Transportation Planning

201 LONG RANGE PLANNING

(A) 2035 Long Range Transportation Plan

Federal requirements mandate that the Long Range Transportation Plan maintain a 20 year time horizon. The MPO will take several years to develop a completely overhauled 2035 Long Range Transportation Plan (LRTP). MPO staff began the update process during FY 2011 and expects to complete it in FY 2014. The project timeline is approximately from August 2010 through December 2013. The update procedure will include a complete update of the Travel Demand Model using transportation modeling software together with a thorough public involvement process and other planning techniques to complete the 2035 LRTP. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the MPO. Funding has been allocated to provide for both staff support and consultant services in the development of the overall Plan. Annual technical support for transportation modeling software (TransCAD) is also programmed.

Responsible Agency and End Product(s):

- (1) MPO Staff, with consultant assistance for Travel Demand Model updates, to develop the 2035 Long Range Transportation Plan (completion by end of FY 2014).
 - (a) Annual TransCAD License and technical support
[Estimated Completion: On-going, Annually]
 - (b) 2035 Long Range Transportation Plan
[Estimated Completion: Q2/FY14]

| 201 | | | | | |
|--------------|-------------------------------------|--------------------|------------------|-----------------|------------------|
| Task | | Responsible Agency | FY 2013 | FY 2014 | Total Cost |
| (A) | 2035 Long Range Transportation Plan | | | | |
| | 2035 Long Range Transportation Plan | MPO | \$10,000 | \$10,000 | \$20,000 |
| | | MPO (TransCAD) | \$1,000 | \$1,000 | \$2,000 |
| | | Consultant | \$125,000 | \$50,000 | \$175,000 |
| TOTAL | | | \$136,000 | \$61,000 | \$197,000 |

202 SHORT RANGE TRANSPORTATION STUDIES AND ACTIVITIES

(A) Urbanized Area/Metropolitan Planning Area Updates

The urbanized area served by the Bloomington/Monroe County MPO is established by the U.S. Census Bureau after every new Census is taken. In response to the 2010 Census, new population, household, and density data necessitates changes to the Urbanized and Metropolitan Planning Areas of the MPO. MPO staff will work with local, state, and federal partners to update the existing boundaries of both areas to comply with the new requirements from the Census Bureau.

Responsible Agency and End Product(s):

- (1) MPO Staff to work with MPO Committees, INDOT and FHWA to update boundaries for the MPOs Urbanized Area and Metropolitan Planning Area.
[Estimated Completion: Q1/FY13]

(B) ADA Transition Plans

The Americans with Disabilities Act (ADA) provides standards that ensure the accessibility of public services and facilities for people with disabilities. FHWA has made compliance with ADA a priority, specifically as it relates to the MPOs role in allocating Federal funding to local agencies. The MPO must ensure that LPAs have complied with ADA, or that LPAs have a plan for compliance in place, as a condition for allocating federal funding. The MPO will assist in the development of such plans for LPAs that do not have them, working toward a December 31, 2012 deadline for having plans in place.

Responsible Agency and End Product(s):

- (1) MPO Staff to review LPAs for compliance with ADA as part of TIP development process, and assist LPAs in the development of ADA Transition Plans as needed.
[Estimated Completion: Q2/FY13]

| 202 | | | | | |
|---------------------------------|--------------------|-----------------|------------|-----------------|--|
| Task | Responsible Agency | FY 2013 | FY 2014 | Total Cost | |
| (A) UAB/MPA Updates | | | | | |
| UAB/MPA Updates | MPO | \$3,000 | \$0 | \$3,000 | |
| (B) ADA Transition Plans | | | | | |
| Administration | MPO | \$2,000 | \$0 | \$2,000 | |
| Plan Development | COB | \$2,500 | \$0 | \$2,500 | |
| Plan Development | MC | \$2,500 | \$0 | \$2,500 | |
| Plan Development | EV | \$2,500 | \$0 | \$2,500 | |
| TOTAL | | \$12,500 | \$0 | \$12,500 | |

203 DATA COLLECTION AND ANALYSIS

(A) Traffic Volume Counting

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

Responsible Agency and End Product(s):

- (1) MPO Staff and the Bloomington Engineering Department will conduct annual traffic volume counts. Traffic volume link and segment counts will be conducted throughout the MPO urbanized area on a rotating basis of once every three (3) years, or as requested. The traffic volume sampling program will also be used to support INDOT's HPMS data collection efforts and to continuously refine link volumes, capacities, and speeds for calibration of the MPO's travel demand forecast model.
 - (a) MPO FY 2011-12 Traffic Volume Report
 - (i) City of Bloomington will perform approximately 150 coverage counts
 - (ii) Town of Ellettsville will perform approximately 80 coverage counts*[Estimated Completion: On-going]*

- (2) MPO Staff and the Bloomington Engineering Department to work toward the establishment of three-year traffic count data cycle for the functionally classified roadway network and to provide INDOT with the necessary Highway Performance Monitoring System (HPMS) data. This task will be a focus area for FY 2013 and 2014.
 - (a) Perform data quality control with INDOT's HPMS software against field survey findings
[Estimated Completion: On-going, Annually]
 - (b) Complete approximately one-third of the defined HPMS traffic samples for INDOT data management requests
[Estimated Completion: On-going, Annually]

- (3) MPO Staff and Bloomington Engineering Department to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs.
 - (a) Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to battery replacements, Hi-Star portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials necessary for the maintenance and capital replacement of traffic counting equipment.
[Estimated Completion: On-going, As needed]

(B) Infrastructure Management Plan

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

Responsible Agency and End Product(s):

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

(C) ITS Architecture Maintenance

A group of technologies, known collectively as Intelligent Transportation Systems (ITS), is being developed in urban areas throughout the world to improve transportation system efficiency, safety, and security. ITS uses a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. Through an evaluation and integration process with the transportation system, the Bloomington/Monroe County Urban Area can improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington/Monroe County MPO completed its Regional ITS Architecture in 2008. Administrative modifications to the ITS Architecture are warranted when an LPA wishes to include a new technology into a transportation project. In Fiscal Years 2013 and 2014, continued updates and revisions will be made to ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

Responsible Agency and End Product(s):

- (1) MPO Staff to maintain and update the established Intelligent Transportation Systems (ITS) architecture. The assessment will target and implement specific ITS architecture improvements for future roadway improvements within the TIP.
 - (a) Maintain the Regional ITS Architecture
[Estimated Completion: Q4/FY14]

(D) Annual Crash Report

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

Responsible Agency and End Product(s):

- (1) MPO Staff to analyze state accident data for the development and production of an Annual Accident Report which includes vehicle, bicycle, and pedestrian accidents.
 - (a) Calendar Year 2011 Crash Report
[Estimated Completion: Q1/FY13]
 - (b) Calendar Year 2012 Crash Report
[Estimated Completion: Q1/FY14]

| 203 | | | | | |
|---|--|--------------------|-----------------|-----------------|------------------|
| Task | | Responsible Agency | FY 2013 | FY 2014 | Total Cost |
| (A) Traffic Volume Counting | | | | | |
| | <i>Traffic Data Collection</i> | COB | \$10,000 | \$20,000 | \$30,000 |
| | | EV | \$2,000 | \$4,000 | \$6,000 |
| | <i>HPMS Counts for INDOT</i> | COB | \$4,000 | \$8,000 | \$12,000 |
| | <i>Purchase Traffic Counting Equipment</i> | COB | \$2,500 | \$5,000 | \$7,500 |
| (B) Infrastructure Management Plan | | | | | |
| | <i>Infrastructure Management Plan</i> | COB | \$5,500 | \$11,000 | \$16,500 |
| | | MC | \$5,500 | \$11,000 | \$16,500 |
| | | EV | \$2,000 | \$4,000 | \$6,000 |
| (C) ITS Architecture Maintenance | | | | | |
| | <i>ITS Architecture Maintenance</i> | MPO | \$500 | \$1,000 | \$1,500 |
| (D) Annual Crash Report | | | | | |
| | <i>C. Y. 2011 & 2012 Crash Reports</i> | MPO | \$3,000 | \$4,000 | \$7,000 |
| TOTAL | | | \$35,000 | \$68,000 | \$103,000 |

Alternative Transportation Planning

301 LONG RANGE PLANNING

(A) Placeholder for Future Study

No studies are anticipated to be conducted by the MPO under this work element for FY 2013 and 2014. This work element is reserved in anticipation of potential future amendments to the UPWP that would add such a study.

Responsible Agency and End Product(s):

- (1) TBD
- (a) TBD

| 301 | | | | | |
|--------------|------------------------------|--------------------|------------|------------|------------|
| | Task | Responsible Agency | FY 2013 | FY 2014 | Total Cost |
| (A) | Placeholder for Future Study | | | | |
| | <i>TBD</i> | MPO | \$0 | \$0 | \$0 |
| | | Consultant | \$0 | \$0 | \$0 |
| TOTAL | | | \$0 | \$0 | \$0 |

302 SHORT RANGE ALTERNATIVE TRANSPORTATION STUDIES AND ACTIVITIES

(A) Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. In order for local transit operators to use these funding sources, any project proposed to be funded must be included in a locally developed Coordinated Human Services Public Transit Plan, which the MPO completed in 2007. A significant update to this plan was completed in February 2012. This update expanded the list of eligible transportation providers, identified new transportation needs in the community, and provided new strategies for addressing those needs. In Fiscal Years 2013 and 2014, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

Responsible Agency and End Product(s):

- (1) MPO Staff to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan.
[Estimated Completion: On-going, As needed]

(B) Bicycle and Pedestrian Safety and Project Coordination

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

Responsible Agency and End Product(s):

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

(C) 100% On/Off Study

Bloomington Transit conducted its last 100 percent on/off count of fixed route ridership by stop for all routes in 2006. Since that time, system ridership has grown by more than 40 percent from 2.36 million in 2006 to 3.39 million in 2011, an increase of about 1 million annual passenger trips.

On/off counts provide a profile for each route in terms of the exact numbers of riders boarding and alighting at each stop for every route on every trip. This includes counts on weekday, Saturday and Sunday. This data is important in evaluating route performance and assists staff in making key decisions on possible service changes, need for enhanced capacity at certain times, location of future passenger shelters, the numbers of transfers between certain routes, and possible adjustment of schedules to improve on-time performance.

As part of this planning effort, a 100 percent on/off count would be conducted for all trips on all routes. This shall include a 100 percent on/off count on two (2) weekdays. The two (2) weekday counts shall include one (1) Monday or Wednesday, one (1) Tuesday or Thursday, and one (1) Friday. A 100 percent on/off count shall also be conducted on one (1) Saturday and one (1) Sunday.

Data collected as a part of the on/off counts shall at a minimum include the following:

- Ons and offs by stop for all trips on all routes
- Passenger load factors for all trips on all routes
- Schedule adherence data for all trips on all routes
- Numbers of persons in wheelchairs for all trips on all routes
- Numbers of bikes loaded for all trips for all routes

Data collected shall be compiled, tabulated, and summarized into spreadsheets or tables. All spreadsheets and tables shall show the date, day of the week, route number and name, and all of the above-mentioned data in columnar format with individual stops reading down the column.

A 100 percent transfer count for all trips on all routes shall be conducted. This shall include transfers made at the downtown transfer facility as well as transfers made at other transfer points along each route. The data at a minimum shall include the following:

- Numbers of transfers received on each route and identify the route from which the passenger transferred from.
- Numbers of transfers made by stop or location.
- Time of day of the transfers

Responsible Agency and End Product(s):

- (1) Bloomington Transit and independent consultant to conduct 100% On/Off Study as detailed above.
[Estimated Completion: Q4/FY14]

(D) Title VI Compliance Study

As required by Title VI of the Civil Rights Act, no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal Financial assistance.

To comply with Title VI requirements, Bloomington Transit shall prepare a Title VI Program that sets forth policies and procedures to accomplish the following objectives:

- Ensure that the level and quality of transportation service is provided without regard to race, color, or national origin.
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low income populations.
- Promote the full and fair participation of all affected populations in transportation decision making.
- Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low income populations.
- Ensure meaningful access to programs and activities by persons with limited English proficiency.

As part of this planning effort, Bloomington Transit shall prepare a Title VI Program that reports certain general information to determine compliance with Title VI. The Program shall include the following information and undertake the following activities:

- Summary of public outreach and involvement activities undertaken since the last submission and description of steps taken to ensure minority and low income people have meaningful access to these activities.
- Develop a plan to provide language assistance for persons with limited English proficiency (LEP) based on the DOT LEP Guidance or an alternative framework for providing such assistance.
- Develop updated procedures for tracking and investigating any Title VI complaints and develop summaries of any Title VI investigations, complaints, or litigation since the last submission.
- Develop updated procedures for providing notice to the public of compliance with Title VI and instructions on how to file discrimination complaints.

A final Title VI Program document shall be prepared summarizing all of the above activities including an LEP language assistance plan.

Responsible Agency and End Product(s):

- (1) Bloomington Transit and independent consultant to conduct Title VI Compliance Study as detailed above.
[Estimated Completion: Q4/FY14]

| 302 | | | | | |
|---|--------------------|----------------|-----------------|-----------------|--|
| Task | Responsible Agency | FY 2013 | FY 2014 | Total Cost | |
| (A) Coordinated Human Services Public Transit Plan | | | | | |
| Program Administration | MPO | \$500 | \$1,000 | \$1,500 | |
| (B) Bicycle Pedestrian Safety and Project Coordination | | | | | |
| Bike Pedestrian Outreach | MPO | \$4,000 | \$5,200 | \$9,200 | |
| BBPSC Meetings | MPO | | | | |
| (C) 100% On/Off Study | | | | | |
| Consultant Study | BT | \$0 | \$25,000 | \$25,000 | |
| (D) Title VI Compliance Study | | | | | |
| Consultant Study | BT | \$0 | \$25,000 | \$25,000 | |
| TOTAL | | \$4,500 | \$56,200 | \$60,700 | |

303 TRANSIT, BICYCLE AND PEDESTRIAN DATA COLLECTION

(A) Transit Ridership and Bicycle/Pedestrian Volume Counts

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

Responsible Agency and End Product(s):

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

- (2) MPO Staff to conduct seven (7) day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. This is currently a pilot program. As the bicycle and pedestrian network continues to be built, expectations for this pilot are to mirror the #203 Traffic Volume Counting element of the UPWP.
 - (a) MPO staff report on the results of seasonal coverage counts for 3-6 facilities
[Estimated Completion: Q4/FY13, Q4/FY14]

- (3) MPO Staff and Bloomington Public Works Department to annually maintain, update, and develop the GIS sidewalk inventory. This inventory has been developed to identify missing sidewalk segments and to prioritize sidewalk improvement projects. Integration of a robust inventory and infrastructure management are to be implemented for a future phase of the Infrastructure Management Plan. The sidewalk inventory will incorporate sidewalk data on condition, width, and ADA compliance for integration into the asset management software.
 - (a) Sidewalk Project Prioritization Report
[Estimated Completion: Q4/FY13, Q4/FY14]
 - (b) Status report with integration of GIS and asset management software for sidewalk inventory data
[Estimated Completion: Q4/FY13, Q4/FY14]
 - (c) Status report on phase two of long term management plan: Sidewalk Condition and Assessment Inventory
[Estimated Completion: Q4/FY13, Q4/FY14]

| 303 | | | | | |
|--|--------------------|----------------|----------------|-----------------|--|
| Task | Responsible Agency | FY 2013 | FY 2014 | Total Cost | |
| (A) Transit Ridership/Bike & Ped Counts | | | | | |
| Annual Passenger Trip Estimates | BT | \$2,000 | \$2,000 | \$4,000 | |
| Bike/Ped Counts & Staff Report | MPO | \$3,500 | \$5,000 | \$8,500 | |
| Sidewalk Inventory & Assessment | MPO | | | | |
| TOTAL | | \$5,500 | \$7,000 | \$12,500 | |

Appendix A

Transit Operator Local Match Assurance

FY 2013-2014 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation hereinafter referred to as the “Transit Provider”, HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2013-2014 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling \$510,571 requiring \$127,643 local match. As specified in the FY 2013-2014 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for \$43,200 of the total grant, requiring \$10,800.00 in local match for the following UPWP elements:

- 1) 302 (C) – 100% On/Off Study (consultant product)
- 2) 302 (D) – Title VI Compliance Study
- 3) 303 (A) – Annual unlinked passenger trip estimates

Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

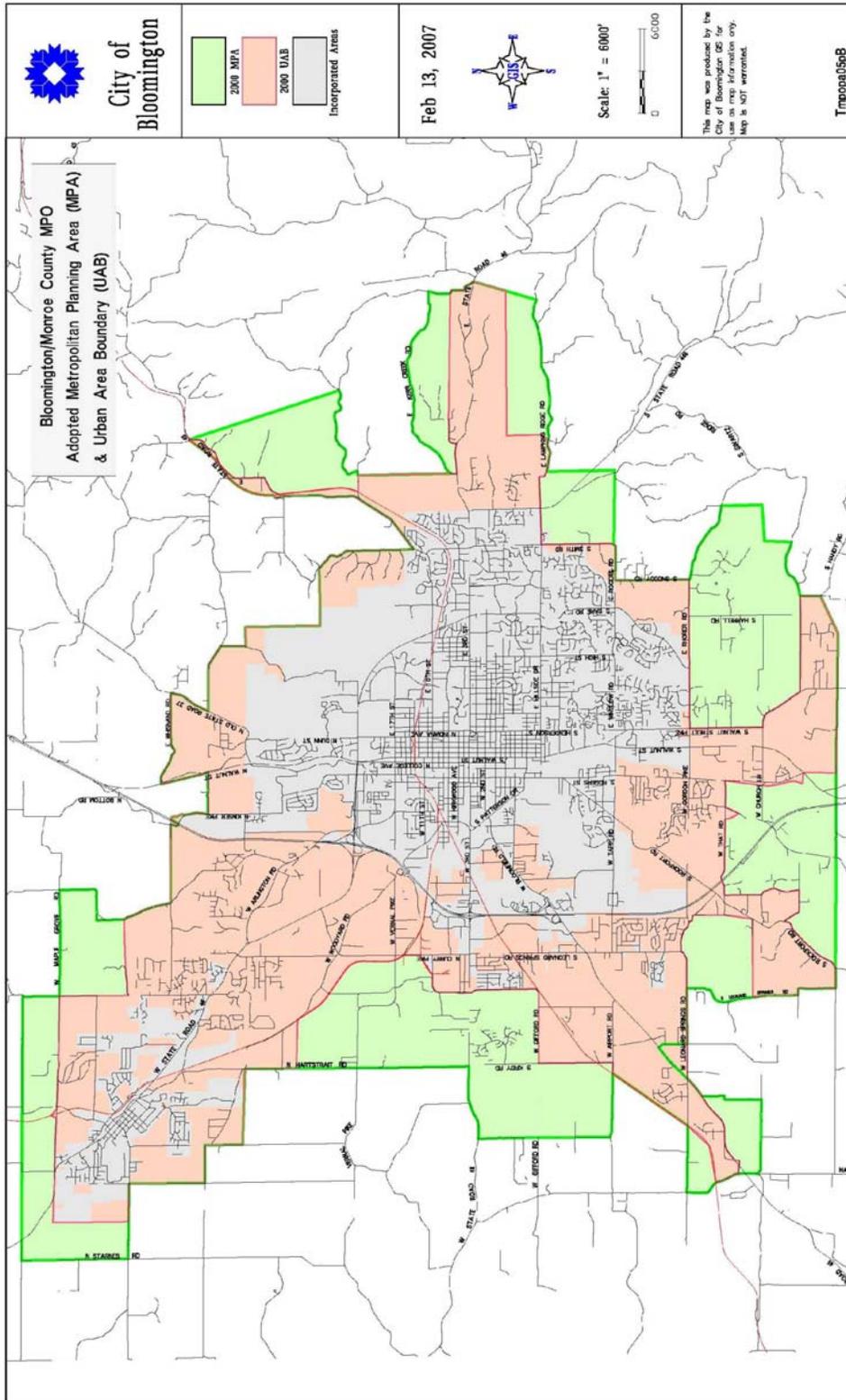
By: _____
Lew May, General Manager of Bloomington Transit

Appendix B

Abbreviations

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

Appendix C BMCMPO Metropolitan Planning Area Map



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

***Appendix D
Adoption Resolution***

MEMORANDUM



To: BMCMPO Policy Committee
 From: Joshua Desmond, AICP
 BMCMPO Director
 Date: May 4, 2012
 Re: Transportation Improvement Program Amendment

Amendment to Monroe County Community School Corporation Project List:

Monroe County Community School Corporation has been awarded a Safe Routes to School Non-Infrastructure grant from the Indiana Department of Transportation. The grant will be used to complete education, encouragement, and outreach activities aimed at increasing walking, biking and safety at seven city elementary schools. The MCCSC requests that the following project be added to the FY2012-2015 Transportation Improvement Program:

| Monroe County Community School Corporation Projects | Funding Source | Fiscal Year | | | |
|--|----------------|-------------|------|------|------|
| | | 2012 | 2013 | 2014 | 2015 |
| Project: MCCSC Non-Infrastructure Projects | SRTS | \$ 75,000 | | | |
| Location: Various elementary schools within the City of Bloomington | | | | | |
| Description: Complete education, encouragement, and outreach activities aimed at increasing walking, biking and safety at city elementary schools | | | | | |
| DES#: To be assigned | | | | | |
| Support: MCATGSP BBPTGSP | | | | | |
| Allied Projects: MCCSC School Travel Plans | TOTAL | \$ 75,000 | \$ - | \$ - | \$ - |

Action Requested

The Technical Advisory Committee and Citizens Advisory Committee both voted unanimously at their April 25 meetings to recommend approval of this amendment. The Policy Committee is requested to take action on the proposed amendment.