



POLICY COMMITTEE

April 3, 2009; 1:30 – 3:00 p.m.
McCloskey Room (#135)

- I. Call to Order
 - II. Approval of Minutes:
 - A. January 9, 2009 (revised)
 - III. Communications from the Chair
 - IV. Reports from Officers and/or Committees
 - A. Citizens Advisory Committee
 - B. Technical Advisory Committee
 - V. Reports from the MPO Staff
 - VI. Old Business
 - A. Transportation Improvement Program Amendments
 - a. American Recovery and Reinvestment Act Projects
 - Action Requested**
 - i. Monroe County projects
 - ii. City of Bloomington projects
 - iii. Town of Ellettsville
- VII. New Business
 - A. Transportation Improvement Program Amendments
 - b. Operational Assistance (Bloomington Transit)
 - Action Requested**
- VIII. Communications from Committee Members (*non-agenda items*)
 - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
 - A. Technical Advisory Committee – April 22, 2009 at 10:00 a.m. (McCloskey Room)
 - B. Citizens Advisory Committee – April 22, 2009 at 6:30 p.m. (McCloskey Room)
 - C. Policy Committee – May 8, 2009 at 1:30 p.m. (McCloskey Room)

Adjournment

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



**DRAFT Policy Committee Meeting Minutes
January 9, 2009 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.

Attendance

Policy Committee: Jack Baker (MPO CAC), Justin Wykoff (proxy for Susie Johnson, City Public Works Department), Bill Williams (Monroe County Highway Department), Iris Kiesling (Monroe County Commissioner), Richard Martin (proxy for Jerry Pittsford, Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Frank Nierzwicki (Proxy for Dennis Williamson Ellettsville Town Council), Bob Williams (INDOT), Bill Stuebe (City Plan Commission), Lynn Coyne (IU VP/CAO office), Andy Ruff (City Council) and Mark Kruzan (City Mayor).

Others: Adrian Reid (Bloomington Engineering), Lew May (Bloomington Transit), Josh Desmond (MPO Staff), Joyce Williams (City Engineering), Scott Robinson (MPO Staff), Raymond Hess (MPO Staff), and Jane Weiser (City Planning).

I Call to Order

Kent McDaniel called the meeting to order.

II. Election of Officers

A. Chair & Vice Chair—Iris Kiesling nominated Kent McDaniel for Chair and Lynn Coyne as Vice-Chair. Bill Stuebe seconded the motion. The nominations were unanimously approved.

III. Approval of Minutes

A. November 14, 2009—Iris Kiesling moved approval of the minutes. Bill Stuebe seconded the motion. The minutes were unanimously approved.

IV. Communications from the Chair—Kent McDaniel said that the Indiana Mass Transit studies have been posted on the web. Staff will email the committee members the link to the studies. They mention urban areas of the state and a possible rail line from Muncie through Indianapolis to Bloomington. The American Public Transportation Association has proposed a \$12.5 billion package for public transportation which would result in extra local money. Mr. McDaniel said a list of projects has been compiled.

V. Reports from Officers and/or Committees

A. Citizens Advisory Committee

Jack Baker reported the CAC is going to try to recruit more members.

B. Technical Advisory Committee

Adrian Reid said that his topics will be covered later in the meeting.

VI. Reports from the MPO Staff

Josh Desmond said that Bob Williams from INDOT is retiring. This is his last PC meeting.



VII. Old Business

A. Operational Bylaws Amendment (*Action Requested)**—The bylaws needed to be changed to reflect the TAC meeting schedul. Language was added stating all MPO meetings are open to the public. Provisions were made to take emergency votes for all 3 committees. Attendance requirements for voting privileges for CAC members were clarified. Agenda suggestions must now be submitted 7 days prior to the CAC meeting.

***Lynn Coyne moved to approve the changes. Jack Baker seconded. The motion was approved by unanimous voice vote.

VIII. New Business

A. Highway Safety Improvement Program (HSIP) Grant Application (*Action Requested)**

Raymond Hess introduced the HSIP program which is administered by the MPO. The MPO has about \$716,000 to program. The City of Bloomington applied for funding for improvements at Atwater and Henderson St. Improvements include a new traffic signal, roadway realignment new sidewalk and street trees, stormwater infrastructure, improved geometrics and new signage. The City requested \$571, 875 in HSIP funds with a local match of \$165,700 for a grand total of \$730,000. This project has a benefits cost ratio of 8.74. Lynn Coyne noted that IU staff who work in this area witness many accidents. The project will start in fall 2009. Richard Martin asked about the left turn lane. Joyce Williams said it will be managed through the signalized intersection. Mr. Desmond said staff will bring a TIP amendment for this project at a later date.

***Lynn Coyne moved approval. Iris Kiesling seconded. The motion was unanimously approved.

B. Railroad Crossing Support Resolution (*Action Requested)**—Josh Desmond said that MPO staff has had discussions with City of Bloomington and Indiana University concerning some possible upcoming railroad crossings. Along with W. 3rd St. improvements, a railroad crossing is desired to connect Johnson Ave. to Basswood Ave. The City would like MPO support for this new crossing. Both the CAC and the TAC supported the City's request.

***Jack Baker moved to approve the Johnson Avenue railroad crossing. Iris Kiesling seconded. The motion was unanimously approved.

IU has been updating their Master Plan. They would like to close the crossing at Walnut Grove and add a crossing on Woodlawn. IU would like an MPO endorsement of this new crossing. Many neighbors support a future Dunn St. connection rather than the Woodlawn crossing. The CAC was comfortable with closing the Walnut Grove crossing but withheld endorsement of a crossing at Woodlawn over N. Dunn St. Mr. McDaniel supported closing Walnut Grove and opening Woodlawn because it would provide an efficient route for the buses to leave the stadium and go straight into campus. He said that a pedestrian underpass at Walnut Grove is necessary since presently some students crawl under the stopped trains to get to class. Mr. Martin suggested getting rid of the crossing at Fess.

***Iris Kiesling moved to approve the Woodlawn railroad resolution. Andy Ruff seconded the motion. The motion was approved by a vote of 11:1 (Mr. Baker voted against.)

C. Complete Streets Policy (*Action Requested)** Iris Kiesling requested postponing action on this item until March since some information to be discussed at Road School may have

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

bearing on the Policy. Road School will be held March 10-12, 2009. Mr. Stuebe asked what effect this would have on the Policy. Mr. Hess stated there is no timeline to adopt the Policy. It would be preferred if the Policy were adopted sooner than later and that the Committee should keep in mind how the Policy might affect the development of the next Transportation Improvement Program (TIP). Mr. Hess said that the Policy was endorsed by both the CAC and TAC in November. Mr. Baker said the CAC has been working on this Policy for a long time and would like to see it passed so that the Committee can move on to other things. Mr. Ruff asked if delaying the vote would impact applying the Policy to any road projects in the near future. Mr. Hess said he believed that it would affect how the TIP is developed.

***Andy Ruff moved to approve the Policy. Jack Baker seconded.

Mr. Stuebe asked Ms. Kiesling to clarify what will be revealed at Road School that will impact the Policy. Ms. Kiesling explained she believes the tenants of the Policy are already followed without the need for a Policy. Bill Williams further explained that INDOT is trying to streamline project development but this Policy would add more hoops to jump through, more possible expense and more possible delays. He stated he has no problems with what the Policy is trying to accomplish and believes its intent is already being met. Mr. Baker said that it is laudable that current projects are doing some of the things called for in the Policy. The Policy is needed to solidify a commitment to complete streets, clarify how projects are programmed into the TIP, and ensure that good practice is followed even after a change in personnel. Scott Robinson said that staff would be sure to work with the LPAs to keep the requirements from becoming burdensome. Mr. Stuebe asked if the Complete Streets Policy will be in conflict with the State's LPA Initiative. Bill Williams responded "no" but reaffirmed his concern over the added time the Complete Streets Policy would add to a project. Mr. Martin questioned this assertion. By his reading, only exemptions seem to be an imposition in time. Mr. Nierzwicki called for waiting since Ellettsville had not yet had organizational meetings. The Ellettsville Town Council would meet the following week and Mr. Nierzwicki would feel more comfortable broaching this issue once they've selected a President. Mark Kruzan asked what practical changes would be made between now and March if the issue was tabled. Ms. Kiesling said she thought people would like to see changes in some definitions, performance standards and measureable outcomes. She was concerned that this policy added another group of people dictating how the County spends its money. Adrian Reid stated that there was a local design issue in which LPAs may be fearful of losing funding during project implementation if a change order causes the project to be inconsistent with the Complete Streets Policy. Bob Williams explained that INDOT's LPA initiative is meant to speed up projects. INDOT would offer trainings after the initiative was unveiled at Road School. Mr. Ruff stated he sees a predictable and understandable resistance to formalizing a new paradigm in transportation and street building. If the Policy proves to be problematic, the Policy Committee can choose to amend it in the future. Mr. Coyne and MPO staff clarified that the Complete Streets Policy would be applied before INDOT's LPA Initiative when it comes to individual project implementation. Mr. Martin affirmed this to be true except when there are significant changes which would require the LPA to come back to the MPO for approval.

***Iris Kiesling moved to continue the issue until March 13 and that we clarify the issues that are of concern to both to Ellettsville and the County.



Mr. Martin pointed out that since Ms. Kiesling’s motion was to continue rather than table the motion, Mr. Ruff’s motion would need to be dealt with first. Mr. Robinson acknowledged that not all Policy Committee members have benefited from a staff overview of the Policy which seems to have resulted in some confusion. Staff has worked with the CAC for nearly 2 years on the Policy in addition to meeting with LPAs individually. He also stated that much of the language has been taken from draft federal legislation as well as other existing policies across the country. Mr. Robinson also explained that the Policy is purposefully vague when it comes to standards so that the LPAs can define their own standards. The Policy is process driven and not design driven. Lastly, Mr. Robinson requested that direction be given to staff as to what changes need to be made if the Policy Committee chooses to continue the discussion until March. Mr. Martin reiterated that it is up to the LPA to determine a project’s performance standards and measurable outcomes. He stated he did not see how it changed the existing process except for projects which encounter significant changes during implementation. He also explained that projects which are more than 30% complete at the time this policy is adopted are exempt from the Policy. Mr. Ruff encouraged fellow Committee members to vote for the Policy and not go against the recommendations of the CAC, the TAC, and staff. Mr. Desmond requested a roll call vote.

***A roll call vote was taken. The motion was approved by a vote of 8:4. (Ms. Kiesling, Mr. Nierzwicki, Mr. Stuebe and Bill Williams voted no.)

Mr. Coyne was very concerned with the County’s concerns and would be very supportive of any changes proposed by the County in March based on what is learned at Road School. Several committee members agreed with Mr. Coyne’s comments. Mr. Nierzwicki preferred to have more direction from incoming Ellettsville officials before he votes for the Policy. Mr. Stuebe was concerned that both Monroe County and the Town of Ellettsville had reservations about the Policy and would prefer waiting to adopt it in March. Ms. Kiesling asked if the Karst Trail could be exempted from the Policy. Mr. Hess explained that the project is not a road project and therefore is already exempted.

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

A. Topic Suggestions for future agendas

Mr. Nierzwicki explained that the Town of Ellettsville is hard at work identifying projects for the expected Stimulus funding. Mr. Coyne announced that IU will hold an open house on its Master Plan in the near future.

X. Upcoming Meetings

A. Technical Advisory Committee – January 28, 2009 at 10:00am (McCloskey Room)

B. Citizens Advisory Committee – January 28, 2009 at 6:30 p.m. (McCloskey Room)

C. Policy Committee – March 13, 2009 at 1:30pm (McCloskey Room)

Adjournment

These minutes were _____ by the Policy Committee at their regular meeting held on. April 3, 2009.
-RCH

MEMORANDUM



To: MPO Policy Committee Members
From: Raymond Hess, AICP
Senior Transportation Planner
Date: March 27, 2009
Re: Transportation Improvement Program (TIP) Amendments – American Recovery & Reinvestment Act

Background

On March 13, 2009, the Policy Committee approved several amendments to the FY2009-2012 Transportation Improvement Program (TIP) related to the American Recovery and Reinvestment Act (ARRA). Specifically the Policy Committee amended an Indiana Dept. of Transportation (INDOT) project and several transit projects into the TIP. However, upon staff's recommendation, the Policy Committee decided to withhold action on programming the BMCMPPO's apportionment of ARRA funds until a special meeting on April 3, 2009. This would allow staff and the local public agencies (LPAs) an opportunity to better understand the project eligibility requirements set forth by INDOT and the Federal Highway Administration (FHWA).

It has now been confirmed that the BMCMPPO will receive **\$3,057,822** in additional Surface Transportation Program (STP) funds through the ARRA (as opposed to the \$2.7 million initially anticipated). The guidance released by FHWA and INDOT has had a significant impact on project eligibility and implementation. The result is that a project list that once totaled over \$18 million in requests is now down to just over \$4 million.

The remaining ARRA-eligible projects, their descriptions, and identification of any changes from the March 13th packet are listed below (Note: The projects removed from consideration and the reason for removal have been identified at the end of this memo). The Policy Committee is requested to take action to amend the TIP and program \$3,057,822 of the BMCMPPO's allocation of ARRA funds.

Monroe County

Pavement Preservation Projects

Monroe County wishes to use federal ARRA funds to do preventive maintenance (e.g. minor resurfacing/crack seal/chip & seal) on four roads (as detailed below). Monroe County requests the use of ARRA funds for various pavement preservation projects:

Monroe County Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Pavement Preservation					
Location: Hartstrait rd. from Vernal Pike to Walcott Ln That Rd from SR37 to Rogers St. Woodyard Rd. from Curry Pike to Vernal Old SR 37 from SR 37 to Rhorer Rd	PE				
Description: Pavement preservation (minor resurfacing/crack seal/chip & seal)	ROW				
DES#: NA	CON				
Support:	ARRA	\$ 701,437			
Allied Projects:	TOTAL	\$ 701,437	\$ -	\$ -	\$ -

Changes to this project: The project cost was reduced from \$848,807 to \$701,437. The scope was modified to remove “Old SR37 from Corp. Limits to Wylie Rd.” from the project

Bridge Deck Overlays

Monroe County wishes to use federal ARRA funds to do bridge deck overlays on two local bridges (as detailed below). Monroe County requests the use of ARRA funds for various bridge deck overlay projects:

Monroe County Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Bridge Deck Overlay					
Location: Headley St. #47 over Griffy Lake Victor Pike #80 over Clear Creek	PE				
Description: Bridge Deck Overlay for various locations (see above)	ROW				
DES#: NA	CON				
Support:	ARRA	\$ 503,277			
Allied Projects:	TOTAL	\$ 503,277	\$ -	\$ -	\$ -

Changes to this project: The project cost was reduced from \$860,920 to \$503,277. The project scope added the bridges at Headley St (#47) and Victor Pike (#80) and removed the bridges at Rogers St (#77), That Rd. (#122), Gordon Pike (#74), Grimes Ln. (#904), and That Rd. (#79).

Bloomington/Monroe County Metropolitan Planning Organization

City of Bloomington

Jackson Creek Trail (Phase I)

The City of Bloomington wishes to use federal ARRA funds to construct Phase I of the Jackson Creek Trail from Sherwood Oaks Park to Rogers Rd. Bloomington requests the use of ARRA funds for construction of Phase I of the Jackson Creek Trail:

City of Bloomington Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Jackson Creek Trail (Phase I)					
Location: Adjacent to Jackson Creek, Rogers Road to Sherwood Oaks Park	PE				
Description: Construction of a multi-use trail for non-motorized use, including site amenities.	ROW				
DES#: 0200987	CON				
Support: LRTP, GPP, BATGSP, PMP	ARRA	\$ 748,045			
Allied Projects: Clear Creek Trail, Bloomington Rail Trail	TOTAL	\$ 748,045	\$ -	\$ -	\$ -

Changes to this project: The TE cost share of this project (\$500,000) was removed and the ARRA amount increased to \$748,045.

Sidewalk Restoration

The City of Bloomington wishes to use federal ARRA funds to restore sidewalks at various locations around the City. Bloomington requests the use of ARRA funds for various sidewalk projects:

City of Bloomington Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Sidewalk Restoration					
Location: Various locations across the City	PE				
Description: Sidewalk repair and upgrades to address accessibility	ROW				
DES#: na	CON				
Support: BPTGSP	ARRA	\$ 250,000			
Allied Projects:	TOTAL	\$ 250,000	\$ -	\$ -	\$ -

Changes to this project: The project cost was reduced from \$500,000 to \$250,000.

Traffic Signal Modification

Bloomington wishes to use federal ARRA funds to upgrade two traffic signals: Walnut St. @ 4th St.; and College Ave. @ 4th St. Bloomington requests the use of ARRA funds for traffic signal modification projects:

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
Project: Traffic Signal Modification		PE				
Location: Walnut St. and 4th St. intersection College Ave. and 4th St. intersection						
Description: Upgrade of existing traffic signals		ROW				
DES#: na		CON				
Support:			ARRA	\$ 256,887		
Allied Projects:		TOTAL	\$ 256,887	\$ -	\$ -	\$ -

Changes to this project: The project cost was reduced from \$495,440 to \$256,887. The scope was changed *FROM* Walnut @ Kirkwood, Walnut @ 6th, College @ Kirkwood, College @ 6th *TO* Walnut @ 4th, and College @ 4th.

Pavement Preservation Projects

Bloomington wishes to use federal ARRA funds to do pavement preservation (resurfacing) on S. Walnut St. from 1st St. to Country Club Dr. This work would include upgrading all existing ramps to be ADA compliant. Bloomington requests the use of ARRA funds to repave of S. Walnut St.:

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
Project: Pavement Preservation		PE				
Location: Walnut St. from 1st St. to Country Club Dr.						
Description: Pavement preservation (resurfacing and curb ramps)		ROW				
DES#: na		CON				
Support:			ARRA	\$ 647,058		
Allied Projects:		TOTAL	\$ 647,058	\$ -	\$ -	\$ -

Changes to this project: The project cost has gone down from \$700,047 to \$647,058. The scope of this project eliminated all microsurface projects and crack/seal projects as detailed below:

Eliminated microsurface projects:

- 10th St. from Monroe to College
- 17th St. from Dunn to Fee
- 2nd St. from Walnut to Lincoln
- 3rd St. from Landmark to Franklin
- 3rd St. from Rogers to Madison & College to Walnut
- 3rd St from Walnut to Dunn
- Dunn St. from 10th to Cottage Grove
- Henderson St. from Wylie to 1st
- Kirkwood Ave from Morton to Walnut
- Rogers St. from 3rd to Kirkwood
- Sare Rd. from Moores Pike to end

Eliminated crack/seal projects:

- 10th St. from Walnut to Dunn
- 7th St. from College to Walnut
- Atwater Ave. from Henderson to Mitchell
- College Ave. from 7th to 17th
- College Mall Rd. from Moores Pike to Bypass
- Dunn St. from 17th to Matlock
- High St. from Hillside to S. Covenanter
- Moores Pike from Sare to Smith
- Rogers St. from 3rd to Country Club
- Smith Rd. from 3rd St. to Moores Pike
- Walnut St. from 4th to 17th

Town of Ellettsville

Ellettsville Heritage Trail

Ellettsville wishes to use federal ARRA funds to construct the Heritage Trail (Note: this project currently exists in the TIP). Ellettsville requests the use of ARRA funds for construction costs of the Ellettsville Heritage Trail:

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
Project: Ellettsville Trail	PE					
Location:						
Description: Construction of a multi-use trail for non-motorized use, including site amenities.	ROW					
DES#: 0301167	CON	FE	\$ 169,610			
Support: n/a		Local	\$ 42,403			
		TE	\$ 212,013			
		ARRA	\$ 893,805			
Allied Projects: B-Line Trail, Ellettsville-Stinesville Trail	TOTAL		\$ 1,105,818	\$ -	\$ -	\$ -

Changes to this project: There were no changes to this project

Pavement Preservation Projects

Ellettsville wishes to use federal ARRA funds to do preventive maintenance (e.g. minor resurfacing/crack seal/chip & seal) on two roads (as detailed below). Ellettsville requests the use of ARRA funds for various pavement preservation projects:

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
Project: Pavement Preservation	PE					
Location: Matthew Dr. from SR46 to Corporate Limits Reeves/Sale St. from Lounden to Assoc.						
Description: Pavement preservation (minor resurfacing/crack seal/chip & seal)	ROW					
DES#: na	CON					
Support:		ARRA	\$ 76,997			
Allied Projects:	TOTAL		\$ 76,997	\$ -	\$ -	\$ -

Changes to this project: There were no changes to this project

Bloomington/Monroe County Metropolitan Planning Organization

Recommendations

Technical Advisory Committee: On 3/25/09, the TAC unanimously recommended that ARRA funds be programmed for the following projects:

- Monroe County - Pavement Preservation; and Bridge Deck Overlay
- Bloomington - Jackson Creek Trail; Traffic Signal Modification; and Pavement Preservation
- Ellettsville - Pavement Preservation

Any remaining balance would go to:

- Bloomington - Sidewalk Restoration

Citizens Advisory Committee: On 3/25/09, the CAC unanimously recommended that ARRA funds be programmed in the following order:

- 1.) Sidewalk Restoration
- 2.) Jackson Creek Trail
- 3.) Traffic Signal Modification
- 4.) All Pavement Preservation and Bridge Deck Overlay Projects (Monroe County, Bloomington, and Ellettsville)

Requested Action

The Policy Committee is requested to take action to amend the FY2009-2012 TIP and program \$3,057,822 in ARRA funds

Action Summary Table

ARRA Funding - Project Request List

Sponsor	Project	Location	Cost
Monroe County	Pavement Preservation	Hartsrait from Vernal to Walcott	\$ 701,437
		That from 37 to Rogers	
		Woodyard from Curry Pike to Vernal	
		Old 37 from Rogers to Rhorer	
Monroe County	Bridge Deck Overlay	Headley St #47	\$ 503,277
		Victor Pike #80	
<i>Monroe County Subtotal</i>			<i>\$ 1,204,714</i>
Bloomington	Jackson Creek Trail	Rogers to Sherwood Oaks Park	\$ 748,045
Bloomington	Sidewalk Restoration	Multiple Locations	\$ 250,000
Bloomington	Traffic Signal Modification	Walnut @ 4th	\$ 256,887
		College @ 4th	
Bloomington	Pavement Preservation (Resurface)	Walnut from Country Club to 1st	\$ 647,058
<i>Bloomington Subtotal</i>			<i>\$ 1,901,990</i>
Ellettsville	Heritage Trail		\$ 893,805
Ellettsville	Pavement Preservation	Matthew Drive from SR46 to City limit	\$ 76,997
		Reeves Rd. from Loudon to Association	
<i>Ellettsville Subtotal</i>			<i>\$ 970,802</i>
Total Requests			\$ 4,077,506
Total ARRA Funding Available to the BMCMPPO			\$ 3,057,822
<i>Difference (Reuests less Funds Available)</i>			<i>\$ 1,019,684</i>

Projects removed from consideration

Monroe County

- Vernal Pike Phase II (ARRA Request = \$2,785,545)
This project could not meet INDOT's requirement to move up a federal & state fiscal year.

- Vernal Pike Phase I Sewer Infrastructure (ARRA Request = \$550,000)
This project was determined to be ineligible for ARRA transportation funds

City of Bloomington

- B-Line Trail Phase II (ARRA Request = \$2,389,723)
This project will be completed with local and State funds

- West 3rd Street (ARRA Request = \$8,320,000)
This project could not meet INDOT's requirement to move up a federal & state fiscal year.

- Henderson Sidewalk Construction (ARRA Request = \$420,000)
This project could not meet INDOT's requirement to move up a federal & state fiscal year.

- Atwater/Henderson Signal (ARRA Request = \$178,200)
This project could not meet INDOT's requirement to move up a federal & state fiscal year.

MEMORANDUM



To: MPO Policy Committee Members

From: Raymond Hess, AICP
Senior Transportation Planner

Date: March 27, 2009

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

Bloomington Transit
Operational Assistance

Bloomington Transit has indicated a need to update its operational assistance as identified in the FY 2009-2012 Transportation Improvement Program (TIP). The FTA 5307 portion of the project will increase from \$936,000 to \$1,286,000 in 2009. This figure (plus the rate of inflation) has been carried out into future years. The increased operational budget is the result of increased fuel and insurance costs over what was projected early last year. Bloomington Transit requests the TIP be amended to update operational assistance as follows:

Bloomington Transit Projects		Fiscal Year			
		2009	2010	2011	2012
Project: Operational Assistance	FTA 5307	\$ 1,286,000	\$ 1,337,440	\$ 1,390,938	\$ 1,446,575
Description: Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.	FTA 5316	\$ 208,000	\$ 216,320	\$ 224,973	\$ 233,972
	FTA 5317	\$ 26,000	\$ 27,040	\$ 28,122	\$ 29,246
	PMTF	\$ 2,052,272	\$ 2,134,363	\$ 2,219,737	\$ 2,308,527
	Local	\$ 1,742,000	\$ 1,811,680	\$ 1,884,147	\$ 1,959,513
DES#: n/a	Fares	\$ 1,185,600	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639
Support: LRTP, GPP, TDP	TOTAL	\$ 6,499,872	\$ 6,759,867	\$ 7,030,262	\$ 7,311,472

(changes are indicated in blue)

Recommendations

Technical Advisory Committee: The TAC recommended approval of BT's TIP amendment on 3/25/09.
Citizens Advisory Committee: The CAC recommended approval of BT's TIP amendment on 3/25/09.
BMCMPPO Staff: Staff recommends approval of BT's TIP amendment.

Requested Action

The Policy Committee is requested to take action on Bloomington Transit's request to update operational costs.