



TECHNICAL ADVISORY COMMITTEE

August 26, 2009

10:00 – 11:30 a.m.

McCloskey Room (#135)

- I. Call to Order
- II. Approval of Minutes:
 - A. June 24, 2009
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - A. Updates on BMCMPPO funded projects
 - B. Updates on ARRA projects
- V. Reports from the MPO Staff
 - A. FY2009 4th Quarter Progress Report
 - B. Quarterly Reporting
 - C. North Campus Area Study
- VI. Old Business
- VII. New Business
 - A. Transportation Enhancement Review Committee
- VIII. Communications from Committee Members (*non-agenda items*)
 - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
 - A. Policy Committee – September 11, 2009 at 1:30 p.m. (McCloskey Room)
 - B. Technical Advisory Committee – September 23, 2009 at 10:00 a.m. (McCloskey Room)
 - C. Citizens Advisory Committee – September 23, 2009 at 6:30 p.m. (McCloskey Room)

Adjournment



**Technical Advisory Committee Meeting Minutes
June 24, 2009 McCloskey Conference Room 135, City Hall**

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

Attendance

Technical Advisory Committee: John Carter (Monroe Co. Community School Corp.), Steve Cotter (proxy for Dave Williams--City Parks), Laura Haley (City ITS), Perry Maull (Campus Bus), Lew May (BT), Tom Micuda (City Planning), Frank Nierzwicki (Ellettsville), Doug Norton (Rural Transit), Jay Mitchell (proxy for Emmanuel Nsonwu INDOT), Adrian Reid (Bloomington Engineering), Mike Trexler (Bloomington Controller), John Collisson (County Highway), and Gregg Zody (Monroe Co. Planning).

Others: Mary Jo Hamman (Michael Baker), David Butts (INDOT), Jim Stark (INDOT), Jay Mitchell (INDOT), Raymond Hess (MPO Staff), Jane Weiser (MPO Staff), and Scott Robinson (MPO Staff).

- I. Call to Order**—Adrian Reid called the meeting to order.
- II. Approval of Minutes:**
 - A. May 27, 2009**—Mr. Micuda moved approval. Mr. Maull seconded. Unanimous voice vote.
- III. Communications from the Chair**—No report.
- IV. Reports from Officers and/or Committees**
 - A. Updates on BMCMPO funded projects**
 - B. Updates on ARRA projects**

Mr. May said they had had another charette on the Downtown Transit Facility which went very well. They will probably settle on a final concept in the next 2-3 weeks. This is an ARRA funded project. Mr. Collisson reported that the Smith and Rogers project is going slowly due to constant rain. They anticipate an October letting for the 2 condemned parcels. Mr. Reid said that City Engineering is working on ARRA projects including the Safe Routes to School. That project has had a complication due to 2 DES numbers which should be resolved this week. Mr. May said that BT submitted a grant application for some discretionary ARRA funding for 5 hybrid buses. The funding is 100%. They are not very optimistic about getting those funds since there were only \$100 million designated for this kind of funding for the whole country. Mr. Nierzwicki reported that the survey work has begun for their Heritage Trail. The local match has been secured. They anticipate looking at Phase 3 which will run from Main St. up to McNeely. Mr. Reid said they have 2 RFPs out for a roundabout and some right-of-way services. Those are due July 1. Mr. Cotter said that the B-Line Trail dedication will be on Friday at 4:30.

Mr. Hess reminded the TAC that the Policy Committee had stipulated that they be reported to on the status of their ARRA-funded projects at their Sept. meeting. Staff will be contacting the LPAs over the summer to get some form to present to them. INDOT has indicated that they are looking at a letting by Dec. to get those projects to meet the deadlines as prescribed in the

Bloomington/Monroe County Metropolitan Planning Organization
Technical Advisory Committee

legislation. If any of your projects are starting to lag behind, we need to know as soon as possible because their might be other projects that could step in place of a project that can't make the timeline. The City had a traffic signalization process that might be a possibility is another project is falling behind schedule. We will need to know that in order to reprogram, make TIP amendments, etc. Mr. Nierzwicki said that he had been reminding people in Ellettsville not to look at the March date since everyone will be applying at the same time; he was asking for Nov. or Dec. Mr. Hess said staff would like a paragraph from everyone to present to the Policy Committee at their Sept. 11 meeting.

V. **Reports from the MPO Staff** –No report other than the above.

VI. **Old Business**

A. **FY 2009-2010 Unified Planning Work Program Amendment**
(Recommendation Requested)

Josh Desmond presented the proposed amended UPWP draft for the TAC to consider for adoption. Last year a 2-year Work Program was adopted to lock in funding. We got our additional allocation for 2010 which we need to amend into the Work Program. The additional funds are around \$311,000 of federal funding plus the 20% local match which comes to \$389,000. The new elements include Census 2010, ADA transition plans, Quarterly Reports on all local TIP projects to FHWA, TE local administration, another Transit Facility study, and coordination of Car Sharing Program (which will start on the IU campus). Mr. Nierzwicki asked when the Long Range Plan update would be coming in. Mr. Desmond said staff has found that a fairly insignificant update will suffice at this time. It makes more sense to do modeling after the census. Staff is recommending approval of this amendment. *****Mr. Micuda moved approval. Mr. Nierzwicki seconded the motion. The amendment was approved by unanimous voice vote.**

B. **FY 2010-2013 Transportation Improvement Program**
(Recommendation Requested)

Mr. Hess presented the TIP. We have to develop one of these each year to reflect how federal transportation funds are being spent on infrastructure type projects. This year the Complete Streets policy came into play. Included in the packet are the project descriptions for the 6 applicable projects. Pursuant to the Complete Streets Policy, the Policy Committee is going to have to certify through resolution that the projects are compliant. So in addition to action regarding the TIP, we are going to also ask for a recommendation regarding those projects' compliance. INDOT projects included in the TIP in 2009 were just carried forward to 2010 since their projected costs are very similar. The only INDOT project with changes is the SR 45/46 Bypass from Kinser Pike to Pete Ellis Dr. which is now projected to cost \$24.5 million. The date was pushed back as well. Monroe County projects are very similar to their 2009 projected costs except for cost increases to Fullerton Pike and Mt. Tabor Bridge. Both projects are subject to the Complete Streets Policy. Off system bridges cannot receive ARRA funding so Mr. Williams has deleted their previously approved bridge deck overlay project, put the funding into his pavement preservation and added a new length of road, Business 37 from SR 37 to Old 37. City of Bloomington projects with changes include the Arlington Rd. roundabout, 17th and Jordan improvements, B-Line Trail from west of Rogers down to Country Club, Cascades Trail Phase I (from Old SR 37 to Club House Dr.), Jackson Creek Trail, Old SR 37 &



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Dunn St. intersection improvements, Rogers St., Sare Rd. roundabout, Tapp & Rockport Rd. roundabout, and Walnut St. pavement preservation & sidewalk restoration. The following projects were removed: the SR 45/46 Pedestrian Overpass, Sare Rd. Phase II, Tapp Rd. Phase III, and Weimer Rd. realignment. For the Town of Ellettsville, we moved back the construction years from 2009 to 2010 for the existing projects. All Community School Corporation projects were moved from 2009 to 2010. Changes to Bloomington Transit include a cost decrease in the Operational Assistance Project, Downtown Transit Facility project year was changed from 2009 to 2010, and some minor cost changes to maintenance. IU changed some existing projects from our existing TIP and added some additional costs for bus replacement for 2012 and 2013. There were a few other changes as found in the packet.

Mr. Reid made a correction to page 87 concerning the Atwater and Henderson project. Mr. Micuda asked about shifting the Arlington/Monroe/17th roundabout back to 2013 from 2012. Why was that done? Mr. Reid said that they forget to put the full construction amount for S. Rogers St. in last year's TIP. That delayed the roundabout for 1 year. *****Mr. Maull moved for approval. Mr. Micuda seconded. The motion was approved by unanimous voice vote.**

Mr. Micuda said there isn't really anything for the Fullerton/Gordon/Rhorer project except for an RFP. What are we evaluating in terms of Complete Streets compliance? Mr. Hess explained. Mr. Micuda noted that at this stage it is more of a statement of intent to comply. *****Mr. Micuda moved to approve all of the Complete Street compliance statements and integrate them into the TIP. Mr. Stark seconded. The motion was approved by unanimous voice vote.**

C. I-69 Hardship Right-of-Way Acquisition
(Recommendation Requested)

Mr. Desmond presented the report. On March 15, 2009 the PC voted this request down. INDOT has approached the MPO again to put this on the agenda to reconsider this request. The facts have not changed. This is a hardship acquisition request put forward by the homeowner. This property will be impacted by any I-69 scenario. There have been ongoing discussions with INDOT and FHWA which have resulted in several points being made regarding our role in this. This request allows nothing more than what happens with this one piece of property. But since this is connected with a regionally significant project this purchase is considered regionally significant. State funds could not be used for this purchase. The I-69 project is in our Long Range Plan. Although FHWA refrained from putting this in writing, it was explained to the MPO staff that although we may approve a local TIP for all of our funding, it is ultimately up to the Governor to sign off on that TIP as part of the State TIP. That signature could be withheld if INDOT does not like our decision. Ultimately the State has control of our STP funding. We exist as an MPO through a contractual agreement with the State. That contract could be ended. We could lose funding, have funding delayed and be locked into the most recent approved TIP. Staff suggested considering that this is impacting a local property owner. This is not INDOT necessarily getting their foot in the door to progress with building I-69. Mr. Stark said he appreciated Mr. Desmond's remarks since they reflect what Mr. Stark has been told by FHWA. INDOT's position is to be cooperative, work with everybody and continually work on your transportation program to make it best for the MPO. Mr. Desmond said that the staff recommendation was to consider the consequences of your vote. Mr. Butts reported that

he had found out that the homeowner does not have to be residing on the property for the acquisition to take place. Mr. Zody asked if hardship acquisitions were going to go on throughout the state or are they just doing this for a particular homeowner. Mr. Butts said that it occurs all over. There was more discussion about the frequency hardship acquisition requests. Mr. Micuda asked if INDOT has any petitions on file for hardship acquisitions that they are considering at this point. Mr. Butts said they are processing one in Greene County. Ms. Hamman said that she has an appointment with somebody in Martinsville this afternoon.

Mr. Maull acknowledged that they were all in the same position. The acquisition is consistent with the Long Range Plan. It was supported in March. Mr. Micuda said that at the last meeting INDOT indicated that they wanted to meet with the MPO about this acquisition in more detail. He was disappointed that they never had that meeting. We did get to talk to FHWA. He asked the INDOT representatives why they never had the meeting. Mr. Stark said that upon speaking with his bosses, they thought INDOT had already presented their information to the MPO. Working through federal guidelines in this environment, these consequences have been on the books for years. INDOT had already asked the MPO to be cooperative to amend it into their TIP. Mr. Micuda said that with all due respect INDOT can convey information prior to this meeting and would certainly expect INDOT to convey this in person or in conference call. He will support the amendment. *****Mr. Maull said that since I-69 is already in the Long Range Plan, on a technical basis it should be approved. He moved to amend the TIP to include the right-of-way acquisition. Mr. Zody seconded. The motion was unanimously approved by voice vote.**

VII. New Business

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

A. Topic Suggestions for future agendas

IX. Upcoming Meetings

A. Policy Committee – June 26, 2009 at 1:30 p.m. (McCloskey Room)

B. Summer Recess – July 2009

C. Technical Advisory Committee – August 26, 2009 at 10:00 a.m. (McCloskey Room)

D. Citizens Advisory Committee – August 26, 2009 at 6:30 p.m. (McCloskey Room)

Adjournment

These minutes were _____ by the Technical Advisory Committee at their regular meeting held on August 26, 2009 (RCH 08/26/2009)

F.Y. 2009 Unified Planning Work Program Fourth Quarter Progress Report *April 1, 2009 – June 30, 2009*

Executive Summary

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is charged with implementation of the Fiscal Year 2009-2010 Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the BMCMPPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds. This progress report for the fourth quarter of the 2009 fiscal year covers activities accomplished between April 1 and June 30, 2009.

The Bloomington/Monroe County Metropolitan Planning Organization had several notable accomplishments this quarter. It successfully updated its annual documents, namely an amendment to the FY 2009-2010 Unified Planning Work Program and a new FY 2010-2013 Transportation Improvement Program. The BMCMPPO also processed numerous amendments to the existing FY 2009-2012 Transportation Improvement Program including amendments related to the American Recovery and Reinvestment Act. Staff produced the CY 2007 Crash Report using data provided by the State of Indiana. Lastly, a new policy to administer and award the BMCMPPO's suballocation of Transportation Enhancement funds was adopted in May.

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

BMCMPPO staff also performed core functions to ensure the continued operation of the BMCMPPO. Such tasks involved preparing quarterly billings for the third quarter of FY 2009 and providing project input and oversight.

Contract service agencies of the BMCMPPO provided invaluable services as well. Bloomington's Engineering Department conducted routine traffic counts, maintained permanent traffic count stations, analyzed and recorded road pavement conditions, and conducted work on the City's 10 year pavement schedule. Indiana University and a consultant began significant work on the North Campus Area Study, including public workshops and other public outreach measures.

F.Y. 2009 Unified Planning Work Program Fourth Quarter Progress Report April 1, 2009 – June 30, 2009

Work Program Elements

#101 - Transportation Planning Coordination

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

During this quarter, the BMCMPPO accomplished the following tasks:

A. Intergovernmental Coordination:

- BMCMPPO staff coordinated Policy Committee meetings (minutes, packets, staff support at meetings):
 - April 3, 2009
 - May 8, 2009
 - June 26, 2009 (rescheduled from June 12, 2009)
- BMCMPPO staff coordinated Technical Advisory Committees (TAC) meetings (minutes, packets, staff support at meetings):
 - April 22, 2009
 - May 27, 2009
 - June 24, 2009
- The BMCMPPO administered and managed BMCMPPO staff
- BMCMPPO staff fostered interagency coordination with FHWA, INDOT, and local project partners
 - Continued coordination with INDOT concerning the State projects (SR45, SR45/46, I69)
 - Grant coordination
 - Surface Transportation Program (STP);
 - American Recovery and Reinvestment Act (ARRA);
 - Highway Safety Improvement Program (HSIP);
 - Transportation Enhancement (TE);
 - Safe Routes To School (SRTS).
 - Extensive coordination to program American Recovery and Reinvestment Act funds
 - Developed and adopted a local process to award and administer Transportation Enhancement funds (adopted 5/8/09).
 - Provided information to assist with the annual State audit (CTAR).
 - Census and Participant Statistical Areas Program (PSAP) coordination
- BMCMPPO staff participated in Bloomington Transit's downtown transfer facility charrettes (6/17/09)

B. Unified Planning Work Program:

- Developed and adopted an amendment to the FY 2009-2010 Unified Planning Work Program to add FY 2010 Planning funds and address new planning emphasis areas as suggested by FHWA.

C. Planning Grant Administration

- BMCMPPO staff tracked the BMCMPPO's fiscal activities:
 - Tracked expenditures and receipts for the 3rd and 4th quarters of F.Y. 2009
 - Produced F.Y. 2009 3rd Quarter Billings

D. Indiana Metropolitan Planning Organization Council

- BMCMPPO staff attended Indiana MPO Council Meetings:
 - April 23, 2009
 - May 28, 2009
 - June 25, 2009

#102 - Training and Professional Development

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

During this quarter, the BMCMPPO accomplished the following tasks:

A. Staff Training, Education, and Technical Needs

- BMCMPPO staff attended the following trainings:
 - Zoning for Transit Oriented Development webinar (4/15/09);
 - American Planning Association National Conference (4/26-29/09)
 - Inclusionary Housing webinar (5/13/09);
 - ADA Compliance webinar (5/19/09);
 - Complete Streets and Context Sensitive Solutions webinar (6/11/09);
 - Census CTPP webinar (6/12/09);
 - 2009 Planning Law Review webinar (6/24/09);
 - Complete Streets workshop (6/29-30/09);

#103 - Public Participation Coordination

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

During this quarter, the BMCMPPO accomplished the following tasks:

A. Citizens Advisory Committee:

- BMCMPPO staff coordinated Citizens Advisory Committee Meetings (minutes, packets, staff support at meetings):
 - April 22, 2009
 - May 27, 2009
 - June 24, 2009
- Worked with the CAC on preliminary project prioritization which incorporates the vision statement of the 2030 Long Range Transportation Plan.

B. Web Site Administration

- BMCMPPO staff managed web pages
 - Posted materials related to BMCMPPO Committees (PC, TAC, CAC) meetings, agendas, and packets
 - Maintained the BMCMPPO , Policy/Advisory Committees , transportation planning, and bicycle & pedestrian planning webpages
 - Posted plans and documents on the BMCMPPO's webpage as well as the documents clearinghouse webpage

C. Public Involvement Process

- Held a 30 day public review and comment period (5/20/09-6/18/09) for the FY2009-2010 Transportation Improvement Program as well as a hardship right-of-way acquisition project for I-69 (INDOT)

#201 - Transportation Improvement Program

This element includes activities to develop a Transportation Improvement Program (TIP) pursuant to U.S. Department of Transportation requirements which details all federal-aid projects. The BMCMPO is now responsible for administering a local Highway Safety Improvement Program. Staff also attends monthly meetings with representatives from various City of Bloomington departments for transportation project management coordination.

During this quarter, the BMCMPO accomplished the following tasks:

A. Transportation Improvement Program

- The BMCMPO amended the FY 2009-2012 TIP as follows:
 - Awarded the BMCMPO's ARRA suballocation to Monroe County, Bloomington, and Ellettsville (4/3/09);
 - Amended Bloomington Transit's Operational Assistance project (4/3/09);
 - Amended Rural Transit's Stimulus Package Purchases (5/8/09);
 - Added INDOT's SR 48 preventive maintenance project (5/8/09);
- The BMCMPO developed and adopted the FY2010-2013 TIP:
 - Call for projects (4/23/09-5/13/09)
 - Met with LPAs to discuss process and projects (5/4/09 & 5/18/09)
 - 30 Day public comment period (5/20-6/18/09)
 - TAC and CAC review (5/27/09 & 6/24/09)
 - Policy Committee review and adoption (6/26/09)

B. Highway Safety Improvement Program (HSIP)

- No tasks were accomplished by the BMCMPO this quarter with HSIP

C. Project Coordination

- BMCMPO staff attended monthly meetings of the City of Bloomington's Projects Team
 - April 16, 2009
 - May 21, 2009
 - June 18, 2009

#202 – Short-Range Transportation Studies

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

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

A. North Campus Area Study

- BMCMPO continued coordination between the University, the City, the BMCMPO, and the consultant.
- Public workshops were held at the Monroe County Public Library and the Kelley School of Business (4/16/09)

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- B. West 2nd Street Feasibility Study
 - No tasks were accomplished by the BMCMPPO this quarter with the 2nd Street Feasibility Study
 - C. CAC/Student Assisted Study
 - No tasks were accomplished by the BMCMPPO this quarter with the Student Assisted Study

#301 – Long Range Transportation Plan

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

During this quarter, the BMCMPPO accomplished the following tasks:

- A. 2035 Long Range Transportation Plan (LRTP)
 - No tasks were accomplished by the BMCMPPO this quarter with the LRTP.
- B. ITS Architecture Maintenance
 - No tasks were accomplished by the BMCMPPO this quarter with the ITS Architecture.

#401 - Vehicular Data Collection

This element includes activities to conduct vehicular volume counts within the Metropolitan Planning Area for arterial and collector streets on a rotational cycle. To standardize how this work will be done, the BMCMPPO plans to update its Traffic Counting Manual. Traffic counts will be conducted with assistance from the Bloomington Public Works Department, and the Town of Ellettsville Planning Department so that the BMCMPPO's functionally classified roadway network is covered. Additionally, the BMCMPPO will produce an annual crash report in an effort to identify potentially hazardous intersections and corridors.

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

- A. Traffic Volume Counting
 - The City of Bloomington Engineering Department conducted fifty-three traffic counts and ten turning movement counts.
 - The Town of Ellettsville conducted 24 traffic counts.
 - The BMCMPPO and City of Bloomington continued to support nine permanent traffic volume counting stations, including utility and maintenance costs.
- B. Annual Crash Report
 - BMCMPPO staff finalized the 2007 Annual Crash Report and presented it to the BMCMPPO Committees in May and June.

#402 - Infrastructure Management

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

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

- A. Infrastructure Management Plan
 - The City of Bloomington conducted work on the three year and ten year pavement schedule and entered data into Cartegraph.
 - The Monroe County Highways Department entered data and analyzed segments as part of infrastructure management.
 - The Town of Ellettsville performed 27 segment reviews and updated the Town's street database system.

#501 - Transit, Bicycle, and Pedestrian Data Collection

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

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

A. Transit Ridership and Bicycle/Pedestrian Data Collection

- BMCMPPO staff conducted bicycle and pedestrian counts at a few locations in Bloomington.

#502 - Short Range Alternative Transportation Studies

This element includes activities to coordinate the Safe Routes to School Task (SRTS) Force so that local stakeholders can work cooperatively to generate project ideas and apply for SRTS funding. Additionally, BMCMPPO staff will promote and encourage bicycle and pedestrian activities as viable modes of transportation through continued cooperation with the Bicycle and Pedestrian Safety Commission. BMCMPPO staff will also host bicycle skills and safety training seminars for the public. Lastly, Bloomington Transit with the assistance of a private consultant will continue work on a new Transit Development Program (TDP) which will comprehensively analyze the operations of Bloomington Transit and provide recommendations for future improvements to transit.

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

A. Safe Routes to School (SRTS) Program

- BMCMPPO staff coordinated SRTS Task Force and subcommittee meetings (minutes, packets, &/or staff support):
 - April 1, 2009
 - May 6, 2009 (Templeton subcommittee)

B. Bicycle and Pedestrian Project Coordination

- BMCMPPO staff attended meetings and workshops of the Bicycle and Pedestrian Safety Commission:
 - April 6, 2009 (workshop)
 - April 20, 2009 (meeting)
 - May 4, 2009 (workshop)
 - May 18, 2009 (meeting)
 - June 1, 2009 (workshop)
 - June 15, 2009 (meeting)
- BMCMPPO staff attended meetings of the Monroe County Alternative Transportation Technical Advisory Committee:
 - June 15, 2009

C. LCI Training Program

- BMCMPPO staff worked with the City of Bloomington on Bike Week activities including Bike to Work Day (5/15&22/09)
- BMCMPPO staff taught a Learn to Ride class (5/11-13&18/09) to 10 adolescents
- BMCMPPO staff taught a Bike Commuter 101 (5/16/09) to 4 adults

D. Transit Development Program (TDP)

- No tasks were accomplished by the BMCMPPO this quarter with the Transit Development Program.

#503 - Long Range Alternative Transportation Programs

This element includes activities to continue implementation of the SR37/I-69 Alternative Transportation Corridor Study which was produced in FY 2007 and provided design recommendations for bicycle and pedestrian facilities for interchanges and overpasses. Additionally, the BMCMPPO must maintain the locally developed Coordinated Human Services Public

Transportation Plan and evaluate how transit projects serve the needs of the elderly, persons with disabilities, and persons with low income.

During this quarter, the BMCMPPO accomplished the following tasks:

- A. Alternative Transportation Corridor Study
 - BMCMPPO staff coordinated with City of Bloomington and INDOT personnel on new alternative transportation corridors.
- B. Coordinated Human Services Public Transit Plan
 - No tasks were accomplished this quarter with the Coordinated Plan.

Prepared by: Bloomington/Monroe County Metropolitan Planning Organization Staff
July 2009

**Bloomington/Monroe County Metropolitan Planning Organization
F.Y. 2009 UPWP - Task# Quarterly Totals**

First Quarter Summary			
Quarter	Q1 / FY 2009		
Period	07/01/2008 - 09/30/2008		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 4,711.46	\$ 18,845.85	\$ 23,557.32
102	\$ 227.22	\$ 908.87	\$ 1,136.09
103	\$ 654.48	\$ 2,617.93	\$ 3,272.41
201	\$ 432.62	\$ 1,730.47	\$ 2,163.09
202	\$ 69.06	\$ 276.23	\$ 345.29
301	\$ 938.76	\$ 3,755.04	\$ 4,693.80
401	\$ 1,960.14	\$ 7,840.58	\$ 9,800.72
402	\$ 3,195.02	\$ 12,780.09	\$ 15,975.11
501	\$ 430.30	\$ 1,721.20	\$ 2,151.50
502	\$ 3,199.00	\$ 12,796.00	\$ 15,995.00
503	\$ 100.34	\$ 401.38	\$ 501.72
Total	\$ 15,918.41	\$ 63,673.63	\$ 79,592.04

Second Quarter Summary			
Quarter	Q2 / FY 2009		
Period	10/01/2008 - 12/31/2008		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 4,332.30	\$ 17,329.19	\$ 21,661.49
102	\$ 1,275.22	\$ 5,100.88	\$ 6,376.10
103	\$ 858.02	\$ 3,432.06	\$ 4,290.08
201	\$ 410.30	\$ 1,641.20	\$ 2,051.50
202	\$ -	\$ -	\$ -
301	\$ -	\$ -	\$ -
401	\$ 2,748.85	\$ 10,995.38	\$ 13,744.23
402	\$ 420.52	\$ 1,682.10	\$ 2,102.62
501	\$ 392.20	\$ 1,568.82	\$ 1,961.02
502	\$ 480.98	\$ 1,923.92	\$ 2,404.90
503	\$ 303.40	\$ 1,213.61	\$ 1,517.01
Total	\$ 11,221.79	\$ 44,887.16	\$ 56,108.95

**Bloomington/Monroe County Metropolitan Planning Organization
F.Y. 2009 UPWP - Task# Quarterly Totals**

Third Quarter Summary			
Quarter	Q3 / FY 2009		
Period	01/01/2009 - 03/31/2009		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 6,067.02	\$ 24,268.08	\$ 30,335.10
102	\$ 458.81	\$ 1,835.25	\$ 2,294.06
103	\$ 709.75	\$ 2,838.98	\$ 3,548.73
201	\$ 148.78	\$ 595.13	\$ 743.92
202	\$ 105.00	\$ 420.01	\$ 525.02
301	\$ -	\$ -	\$ -
401	\$ 2,164.55	\$ 8,658.21	\$ 10,822.76
402	\$ 862.98	\$ 3,451.90	\$ 4,314.88
501	\$ -	\$ -	\$ -
502	\$ 472.17	\$ 1,888.68	\$ 2,360.85
503	\$ 54.01	\$ 216.05	\$ 270.06
Total	\$ 11,043.08	\$ 44,172.31	\$ 55,215.39

Fourth Quarter Summary			
Quarter	Q4 / FY 2008		
Period	04/01/2009 - 06/30/2009		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 6,112.37	\$ 24,449.50	\$ 30,561.87
102	\$ 430.20	\$ 1,720.80	\$ 2,151.01
103	\$ 583.73	\$ 2,334.92	\$ 2,918.65
201	\$ 821.76	\$ 3,287.05	\$ 4,108.82
202	\$ 6,179.26	\$ 24,717.03	\$ 30,896.29
301	\$ -	\$ -	\$ -
401	\$ 3,179.77	\$ 12,719.08	\$ 15,898.85
402	\$ 2,546.14	\$ 10,184.54	\$ 12,730.68
501	\$ 135.79	\$ 543.16	\$ 678.95
502	\$ 585.17	\$ 2,340.68	\$ 2,925.85
503	\$ 89.84	\$ 359.37	\$ 449.21
Total	\$ 20,664.04	\$ 82,656.14	\$ 103,320.18



Bloomington/Monroe County Metropolitan Planning Organization
F.Y. 2009 UPWP - Task# Budget Status

AGENDA ITEM V.A.

Financial Status Report: Fiscal Year 2009

Quarterly Spending Summary												
Quarter	Q1 / FY 2009			Q2 / FY 2009			Q3 / FY 2009			Q4 / FY 2009		
Period	07/01/2008 - 09/30/2008			10/01/2008 - 12/31/2008			01/01/2009 - 03/31/2009			04/01/2009 - 06/30/2009		
Element #	Local	PL/FTA	Total									
101	\$ 4,711.46	\$ 18,845.85	\$ 23,557.32	\$ 4,332.30	\$ 17,329.19	\$ 21,661.49	\$ 6,067.02	\$ 24,268.08	\$ 30,335.10	\$ 6,112.37	\$ 24,449.50	\$ 30,561.87
102	\$ 227.22	\$ 908.87	\$ 1,136.09	\$ 1,275.22	\$ 5,100.88	\$ 6,376.10	\$ 458.81	\$ 1,835.25	\$ 2,294.06	\$ 430.20	\$ 1,720.80	\$ 2,151.01
103	\$ 654.48	\$ 2,617.93	\$ 3,272.41	\$ 858.02	\$ 3,432.06	\$ 4,290.08	\$ 709.75	\$ 2,838.98	\$ 3,548.73	\$ 583.73	\$ 2,334.92	\$ 2,918.65
201	\$ 432.62	\$ 1,730.47	\$ 2,163.09	\$ 410.30	\$ 1,641.20	\$ 2,051.50	\$ 148.78	\$ 595.13	\$ 743.92	\$ 821.76	\$ 3,287.05	\$ 4,108.82
202	\$ 69.06	\$ 276.23	\$ 345.29	\$ -	\$ -	\$ -	\$ 105.00	\$ 420.01	\$ 525.02	\$ 6,179.26	\$ 24,717.03	\$ 30,896.29
301	\$ 938.76	\$ 3,755.04	\$ 4,693.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
401	\$ 1,960.14	\$ 7,840.58	\$ 9,800.72	\$ 2,748.85	\$ 10,995.38	\$ 13,744.23	\$ 2,164.55	\$ 8,658.21	\$ 10,822.76	\$ 3,179.77	\$ 12,719.08	\$ 15,898.85
402	\$ 3,195.02	\$ 12,780.09	\$ 15,975.11	\$ 420.52	\$ 1,682.10	\$ 2,102.62	\$ 862.98	\$ 3,451.90	\$ 4,314.88	\$ 2,546.14	\$ 10,184.54	\$ 12,730.68
501	\$ 430.30	\$ 1,721.20	\$ 2,151.50	\$ 392.20	\$ 1,568.82	\$ 1,961.02	\$ -	\$ -	\$ -	\$ 135.79	\$ 543.16	\$ 678.95
502	\$ 3,199.00	\$ 12,796.00	\$ 15,995.00	\$ 480.98	\$ 1,923.92	\$ 2,404.90	\$ 472.17	\$ 1,888.68	\$ 2,360.85	\$ 585.17	\$ 2,340.68	\$ 2,925.85
503	\$ 100.34	\$ 401.38	\$ 501.72	\$ 303.40	\$ 1,213.61	\$ 1,517.01	\$ 54.01	\$ 216.05	\$ 270.06	\$ 89.84	\$ 359.37	\$ 449.21
Total	\$ 15,918.41	\$ 63,673.63	\$ 79,592.04	\$ 11,221.79	\$ 44,887.16	\$ 56,108.95	\$ 11,043.08	\$ 44,172.31	\$ 55,215.39	\$ 20,664.04	\$ 82,656.14	\$ 103,320.18

Fiscal Year Budget Summary											
Element #	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio	
	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Expended	Unspent
101	\$ 13,407.00	\$ 53,628.00	\$ 67,035.00	\$ 21,223.16	\$ 84,892.62	\$ 106,115.78	\$ (7,816.16)	\$ (31,264.62)	\$ (39,080.78)	158.3%	-58.3%
102	\$ 2,500.00	\$ 10,000.00	\$ 12,500.00	\$ 2,391.45	\$ 9,565.81	\$ 11,957.26	\$ 108.55	\$ 434.19	\$ 542.74	95.7%	4.3%
103	\$ 5,000.00	\$ 20,000.00	\$ 25,000.00	\$ 2,805.97	\$ 11,223.89	\$ 14,029.86	\$ 2,194.03	\$ 8,776.11	\$ 10,970.14	56.1%	43.9%
201	\$ 4,600.00	\$ 18,400.00	\$ 23,000.00	\$ 1,813.46	\$ 7,253.86	\$ 9,067.32	\$ 2,786.54	\$ 11,146.14	\$ 13,932.68	39.4%	60.6%
202	\$ 26,500.00	\$ 106,000.00	\$ 132,500.00	\$ 6,353.32	\$ 25,413.28	\$ 31,766.60	\$ 20,146.68	\$ 80,586.72	\$ 100,733.40	24.0%	76.0%
301	\$ 27,900.00	\$ 111,600.00	\$ 139,500.00	\$ 938.76	\$ 3,755.04	\$ 4,693.80	\$ 26,961.24	\$ 107,844.96	\$ 134,806.20	3.4%	96.6%
401	\$ 11,700.00	\$ 46,800.00	\$ 58,500.00	\$ 10,053.31	\$ 40,213.25	\$ 50,266.56	\$ 1,646.69	\$ 6,586.75	\$ 8,233.44	85.9%	14.1%
402	\$ 10,400.00	\$ 41,600.00	\$ 52,000.00	\$ 7,024.66	\$ 28,098.63	\$ 35,123.29	\$ 3,375.34	\$ 13,501.37	\$ 16,876.71	67.5%	32.5%
501	\$ 2,000.00	\$ 8,000.00	\$ 10,000.00	\$ 958.29	\$ 3,833.18	\$ 4,791.47	\$ 1,041.71	\$ 4,166.82	\$ 5,208.53	47.9%	52.1%
502	\$ 8,250.00	\$ 33,000.00	\$ 41,250.00	\$ 4,737.32	\$ 18,949.28	\$ 23,686.60	\$ 3,512.68	\$ 14,050.72	\$ 17,563.40	57.4%	42.6%
503	\$ 2,140.00	\$ 8,560.00	\$ 10,700.00	\$ 547.60	\$ 2,190.41	\$ 2,738.01	\$ 1,592.40	\$ 6,369.59	\$ 7,961.99	25.6%	74.4%
Total	\$ 114,397.00	\$ 457,588.00	\$ 571,985.00	\$ 58,847.31	\$ 235,389.25	\$ 294,236.56	\$ 55,549.69	\$ 222,198.75	\$ 277,748.44	51.4%	48.6%



**Bloomington/Monroe County Metropolitan Planning Organization
F.Y. 2009 UPWP - Task# Breakdown of Services**

AGENDA ITEM V.A.

Breakdown of Services

Work Element		Programmed Funds		Funds Expended To Date			Funds Expended 4th Quarter		
		Local	PL/FTA	Local	PL/FTA	%	Local	PL/FTA	%
101	Transportation Planning Coordination	\$ 13,407.00	\$ 53,628.00	\$ 21,223.16	\$ 84,892.62	158.3%	\$ 6,112.37	\$ 24,449.50	45.6%
102	Training & Professional Development	\$ 2,500.00	\$ 10,000.00	\$ 2,391.45	\$ 9,565.81	95.7%	\$ 430.20	\$ 1,720.80	17.2%
103	Public Participation Coordination	\$ 5,000.00	\$ 20,000.00	\$ 2,805.97	\$ 11,223.89	56.1%	\$ 583.73	\$ 2,334.92	11.7%
201	Transportation Improvement Program	\$ 4,600.00	\$ 18,400.00	\$ 1,813.46	\$ 7,253.86	39.4%	\$ 821.76	\$ 3,287.05	17.9%
202	Short Range Transportation Studies	\$ 26,500.00	\$ 106,000.00	\$ 6,353.32	\$ 25,413.28	24.0%	\$ 6,179.26	\$ 24,717.03	23.3%
301	Long Range Transportation Plan	\$ 27,900.00	\$ 111,600.00	\$ 938.76	\$ 3,755.04	3.4%	\$ -	\$ -	0.0%
401	Vehicular Data Collection	\$ 11,700.00	\$ 46,800.00	\$ 10,053.31	\$ 40,213.25	85.9%	\$ 3,179.77	\$ 12,719.08	27.2%
402	Infrastructure Management	\$ 10,400.00	\$ 41,600.00	\$ 7,024.66	\$ 28,098.63	67.5%	\$ 2,546.14	\$ 10,184.54	24.5%
501	Transit, Bicycle & Pedestrian Data Collection	\$ 2,000.00	\$ 8,000.00	\$ 958.29	\$ 3,833.18	47.9%	\$ 135.79	\$ 543.16	6.8%
502	Short Range Alternative Transportation Studies	\$ 8,250.00	\$ 33,000.00	\$ 4,737.32	\$ 18,949.28	57.4%	\$ 585.17	\$ 2,340.68	7.1%
503	Long Range Alternative Transportaton Program	\$ 2,140.00	\$ 8,560.00	\$ 547.60	\$ 2,190.41	25.6%	\$ 89.84	\$ 359.37	4.2%
SUBTOTAL		\$ 114,397.00	\$ 457,588.00	\$ 58,847.31	\$ 235,389.25	51.4%	\$ 20,664.04	\$ 82,656.14	18.1%
LESS AMOUNT PREVIOUSLY BILLED				\$ 38,183.28	\$ 152,733.10				
TOTAL DUE THIS INVOICE				\$ 20,664.04	\$ 82,656.14				

Monroe County

WORK ELEMENT	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
402	\$ 8,800.00	\$ 2,200.00	\$ 11,000.00	\$ 6,839.62	\$ 1,709.91	\$ 8,549.53	\$ 1,960.38	\$ 490.09	\$ 2,450.47	77.7%	22.3%
TOTALS	\$ 8,800.00	\$ 2,200.00	\$ 11,000.00	\$ 6,839.62	\$ 1,709.91	\$ 8,549.53	\$ 1,960.38	\$ 490.09	\$ 2,450.47	77.7%	22.3%

Bloomington

WORK ELEMENT	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	\$ -	\$ -	\$ -	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	0.0%	100.0%
401	\$ 26,400.00	\$ 6,600.00	\$ 33,000.00	\$ 20,731.79	\$ 5,182.95	\$ 25,914.74	\$ 5,668.21	\$ 1,417.05	\$ 7,085.26	78.5%	21.5%
402	\$ 8,800.00	\$ 2,200.00	\$ 11,000.00	\$ 18,163.57	\$ 4,540.89	\$ 22,704.46	\$ (9,363.57)	\$ (2,340.89)	\$ (11,704.46)	206.4%	-106.4%
TOTALS	\$ 43,200.00	\$ 10,800.00	\$ 54,000.00	\$ 38,895.36	\$ 9,723.84	\$ 48,619.20	\$ 4,304.64	\$ 1,076.16	\$ 5,380.80	90.0%	10.0%

Ellettsville

WORK ELEMENT	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
401	\$ 3,200.00	\$ 800.00	\$ 4,000.00	\$ 2,055.45	\$ 513.86	\$ 2,569.31	\$ 1,144.55	\$ 286.14	\$ 1,430.69	64.2%	35.8%
402	\$ 3,200.00	\$ 800.00	\$ 4,000.00	\$ 3,095.44	\$ 773.86	\$ 3,869.30	\$ 104.56	\$ 26.14	\$ 130.70	96.7%	3.3%
TOTALS	\$ 6,400.00	\$ 1,600.00	\$ 8,000.00	\$ 5,150.89	\$ 1,287.72	\$ 6,438.61	\$ 1,249.11	\$ 312.28	\$ 1,561.39	80.5%	19.5%

Bloomington Transit

WORK ELEMENT	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
501	\$ 1,600.00	\$ 400.00	\$ 2,000.00	\$ 1,600.00	\$ 400.00	\$ 2,000.00	\$ -	\$ -	\$ -	100.0%	0.0%
502	\$ 20,000.00	\$ 5,000.00	\$ 25,000.00	\$ 7,542.79	\$ 1,885.70	\$ 9,428.49	\$ 12,457.21	\$ 3,114.30	\$ 15,571.51	37.7%	62.3%
TOTALS	\$ 21,600.00	\$ 5,400.00	\$ 27,000.00	\$ 9,142.79	\$ 2,285.70	\$ 11,428.49	\$ 12,457.21	\$ 3,114.30	\$ 15,571.51	42.3%	57.7%

Indiana University

WORK ELEMENT	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 60,000.00	\$ 15,000.00	\$ 75,000.00	\$ 21,784.00	\$ 5,446.00	\$ 27,230.00	\$ 38,216.00	\$ 9,554.00	\$ 47,770.00	36.3%	63.7%
TOTALS	\$ 60,000.00	\$ 15,000.00	\$ 75,000.00	\$ 21,784.00	\$ 5,446.00	\$ 27,230.00	\$ 38,216.00	\$ 9,554.00	\$ 47,770.00	36.3%	63.7%



INTRODUCTION:

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is now responsible to review and award eligible Transportation Enhancement (TE) grant applications that fall within the BMCMPPO urbanized area. Indiana Department of Transportation (INDOT) will provide technical assistance and review to ensure that any submitted TE application meets federal requirements and are activities eligible to receive TE funding (compliance review). INDOT will also continue to administer TE funds and all subsequent project management aspects (e.g. engineering design reviews, contract bids, contract awards, etc.) once the BMCMPPO has awarded TE funds to a Local Public Agency (LPA).

Under this local TE administrative system the BMCMPPO will issue an annual call for projects to closely coincide with INDOT's state-wide program and call for projects (e.g. for non-MPO areas). All LPA members of the BMCMPPO will be appropriately notified of any pertinent dates and deadlines associated with the TE program. The reason for running the local and INDOT calls for projects concurrently is twofold. First, INDOT requires their application to be used and submitted to INDOT electronically for their compliance review. Second, this will help to ensure that the BMCMPPO uses the current and most up to date application issued by INDOT.

This information packet contains general information about the Local TE Program which is a process used to select and award TE grants within the urbanized area of the BMCMPPO. The packet also contains important reference material that will be needed by an LPA to submit a TE application.

SELECTION COMMITTEE:

A TE Selection Committee will be formed after the deadline for applications has passed (usually two months after the call for projects is issued). The TE Selection Committee is responsible to review and score all applications received during the respective call for projects and to provide their recommendation to the BMCMPPO committees. At a minimum, the TE Selection Committee shall be comprised of at least one, but not more than two, member(s) from each of the BMCMPPO committees: the Policy Committee (PC), the Technical Advisory Committee (TAC), and the Citizens Advisory Committee (CAC). Members that are chosen to serve on the TE Selection Committee can do so provided the following conditions are met:

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

In addition to the BMCMPPO members serving on the TE Selection Committee, up to three at-large members may also be selected to serve on the TE Selection Committee if the MPO staff finds the composition of the committee could benefit from additional expertise outside the existing BMCMPPO membership. These at-large members may be asked to serve by the MPO staff provided the following conditions are met:

- The individual resides within the BMCMPPO urbanized area, with the exception for representative(s) of Indiana Department of Transportation, Indiana Department of Environmental Management, and other pertinent state agencies; and
- At least one of the at large members is directly associated with one of the following: Bloomington and Monroe County Visitors Bureau, Downtown Bloomington Inc., Bloomington Bicycle Club; Indiana Department of Natural Resource; Council of Neighborhood Association, a local bicycle or pedestrian advocacy or safety group, a local historic preservation group (HPC, Monroe County

Historical Society), a licensed engineer, architect, landscape architect, or planner, Indiana Department of Environmental Management, and Indiana Department of Transportation.

PROJECT SELECTION CRITERIA, REVIEW, AND AWARD PROCESS:

The TE Selection Committee shall review all applications and score them on a 100 point system as prescribed by INDOT's methodology. This scoring system is comprised of two components. One is a general score that evaluates the level of: public participation/local support, maintenance, connection to existing plans, benefit/need/quality of proposal, relation to surface transportation, assurance of local match, supplemental funding, and early coordination/consultation. The general score has a maximum of 50 points. The other component is specific to the type of TE activity for which the project is seeking funding (see Eligible Activities for the types). This component also has a maximum of 50 points. The BMCMPPO may implement a different prioritization system in the future; however currently all TE activities are considered equal and thus no additional selection criteria is needed to further consider local priorities. The merits of each application and its corresponding TE activity will be evaluated with no predetermined local priorities which would favor one TE activity over another TE activity.

Each TE Selection Committee member will be responsible to review and evaluate the submitted TE application(s). Each application/project shall be scored as described above by each TE Selection Committee member. Once the applications have been scored by the committee, the average of their respective scores will determine the rank order of the applications. In addition to the scoring and subsequent rank order of the applications, the TE Selection Committee members will also make funding recommendations based upon the estimated amount of available TE funds, the respective rank score, and the relative application funding request for each application/project. The TE Selection Committee shall not recommend partial awards.

The results of the TE Selection Committee review will be their recommendation for which application(s) to award and how much TE funding the application(s) should receive. Their recommendations then will be sent to the CAC and TAC for their consideration and subsequent recommendation. The PC will finally consider all these recommendations and make the final determination.

ELIGIBLE ACTIVITIES:

Eligible activities to be considered for TE awards are promulgated by the Federal Highway Administration. Generally these activities are described as follows:

- Provision of facilities for pedestrians and bicycles;
- Provision of safety and educational activities for pedestrians and bicycles;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs;
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- Preservation of abandoned railway corridors;
- Inventory, control, and removal of outdoor advertising;
- Archaeological planning and research;
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; and
- Establishment of transportation museums.

LIMITATIONS:

TE grant awards are based upon a grant formula where no more than 80% of the eligible costs will be reimbursed; which in turn requires a minimum of a 20% local match to be paid by the applicant. The BMCMPPO

<note: the complete TE policy is available online at <http://bloomington.in.gov/mpo>>