



CITIZENS ADVISORY COMMITTEE

February 23, 2011

6:30 – 8:00 p.m.

McCloskey Room (#135)

Suggested Time:

- 6:00pm **MPO 101 - a brief overview of the BMCMPPO, its committees, functions, & documents (before the meeting - for new members, existing members wanting a refresher, and interested citizens)**
-
- 6:30pm I. Call to Order and Introductions
- II. Approval of Minutes:
A. January 26, 2011
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
A. ADA and Accessibility
B. LRTP Task Force (http://bloomington.in.gov/Long_Range_Transportation_Plan_Task_Force)
- V. Reports from the MPO Staff
- 7:00pm VI. Old Business
A. Public Participation Plan Amendment
Recommendation Requested
- 7:15pm VII. New Business
A. Transportation Enhancement Application Review and Award
Recommendation Requested
B. FY 2010-2013 Transportation Improvement Program Amendment
1. Resurfacing of Parking Lot (Rural Transit)
Recommendation Requested
C. FY 2012-2015 Transportation Improvement Program
- VIII. Communications from Committee Members (*non-agenda items*)
A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
A. Policy Committee – March 11, 2011 at 1:30 p.m. (McCloskey Room)
B. Technical Advisory Committee – March 23, 2011 at 10:00 a.m. (McCloskey Room)
C. Citizens Advisory Committee – March 23, 2011 at 6:30 p.m. (McCloskey Room)

Adjournment

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

Citizens Advisory Committee Meeting Minutes
January 26, 2011 McCloskey Conference Room 135, City Hall

*Citizens Advisory Committee (CAC) Minutes are transcribed in a summarized outline manner.
Audio recordings of the meeting are available in the Planning Department for reference.*

Attendance

Citizens Advisory Committee (Voting Members): Chair Patrick Murray (Prospect Hill NA), Laurel Cornell (Tree Commission), Joanne Henriot (Bryan Park NA), Bill Milroy (Old Northeast NA), Ted Miller (citizen), Jack Baker (McDoel Gardens NA), Paul Ash (McDoel Gardens NA), Elizabeth Cox-Ash (McDoel Gardens NA), Ted Miller (citizen), Barbara Salisbury (S. IN Center for Independent Living), Sarah Ryterband (Prospect Hill NA), David Walter (6th & Ritter NA), and Larry Jacobs (Chamber of Commerce).

Others In Attendance (including Non-Voting CAC Members): Andy Davis (Bloomington Commission on Sustainable), Buff Brown (citizen), Josh Desmond (BMCMPPO staff), Scott Robinson (BMCMPPO staff), Raymond Hess (BMCMPPO staff), Susie Johnson (Bloomington Public Works), Sandra Flum (INDOT), Reggie Arkell (Federal Transit Administration), Jay Mitchell (INDOT), Jay DuMontelle (Federal Highway Administration), and Michelle Allen (FHWA).

I. Call to Order and Introductions (~6:30 PM)

II. Election of Officers - Mr. Hess reviewed the duties of the Chair and Vice-Chair as detailed in the Bylaws. Ms. Cornell nominated Mr. Murray as Chair and Ms. Henriot seconded. Ms. Cox-Ash nominated Ms. Cornell as Vice-Chair and Ms. Henriot seconded. Larry Jacobs motioned to elect Patrick Murray as Chair and Laurel Cornell as Vice-Chair by acclamation. The motioned was seconded by Ms. Henriot and passed unanimously.

III. Approval of Minutes - The October 27, 2010 minutes were accepted.

IV. Communications from the Chair – Mr. Murray and Mr. Hess described the Transportation Improvement Program (TIP) amendments approved by the Policy Committee on January 14th. All four TIP amendments were for Bloomington Transit: change to purchase of hybrid buses; change to operational budget; change to purchase of BT Access vehicles; and addition of fare collection software upgrade. Mr. Murray also stated that Bloomington Transit carried 3.265 million passenger trips in 2010 and IU Campus bus carried 3.631 million.

V. Reports from Officers and/or Committees – There were no reports.

VI. Reports from MPO Staff

A. FY 2010-2013 TIP Amendments – Mr. Murray covered this under Communications from Chair.

B. FY 2012-2015 TIP Development – Mr. Hess explained the MPO has begun the process to develop the next TIP: issued a call for projects on 1/14/11; held a meeting with local public agencies 1/20/11; held another meeting with local public agencies on 1/31/11; project submittals due 2/14/11; last meeting with local public agencies on

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

2/16/11; CAC & TAC project review on 2/23/11; public comment period begins 3/1/11; Policy Committee project review on 3/11/11; CAC & TAC review and recommendation on TIP on 3/23/11; Policy Committee adoption on 4/9/11; transmittal to State by 4/30/11. Mr. Baker asked about how projects originate and if they come out of the Long Range Transportation Plan (LRTP). Mr. Hess replied that projects are expected to originate in the LRTP, with the exception of non-capacity adding projects. Mr. Hess reminded the CAC that projects must be sponsored by a local public agency willing to provide the local match.

VII. Old Business

A. Public Participation Plan (PPP) Amendment – Mr. Robinson reviewed the changes to the PPP. The major change from the last time the CAC reviewed the PPP is that the Policy Committee members have three days to object to administrative approvals. The CAC will be asked to make a final recommendation on the PPP at the February meeting.

VIII. New Business

A. Transportation Enhancement Selection Review Committee - Mr. Desmond explained the MPO received \$280,000 in Transportation Enhancement (TE) funds from INDOT for fiscal year 2014. The MPO expects two applications: the City of Bloomington's Allen Street Bicycle Boulevard project; and the Town of Ellettsville's Heritage Trail project. Pursuant to the MPO's TE guidelines, a TE selection committee must be formed made up of at least one but no more than two representatives from each of the MPO Committees. The TE Selection Committee will review the TE applications and meet in mid-February to give a recommendation on how the TE funds should be awarded. The recommendation from the TE Selection Committee will be reviewed by the Citizens Advisory Committee and Technical Advisory Committee before it is ultimately decided by the Policy Committee. The Policy Committee chose Jack Baker and Bill Williams and the Technical Advisory Committee chose Jane Fleig. Sarah Ryterband and Paul Ash volunteered to represent the CAC on the TE Selection Committee.

B. Certification Review by the Federal Highway Administration (FHWA) – Mr. Desmond explained FHWA reviews MPOs every four years to make sure they are compliant with federal and state regulations. It also provides the MPO an opportunity to discuss its concerns. Mr. DuMontelle further explained the review process is also meant to identify the effectiveness of the planning process. A public comment opportunity is also part of the certification review and this CAC meeting serves that purpose. FHWA would like feedback from the CAC on how things are going with the MPO. He mentioned best practices in quarterly project tracking and development and implementation of ADA Transition Plans. There is an interest from FHWA to clarify the linkage between the planning processes and environmental processes and how stakeholders are engaged.

Mr. Murray expressed interest in linking land use plans, like the City's Growth Policies Plan (GPP), to transportation plans, like the MPO's Long Range Transportation Plan. Ms. Cornell stated this could augment public involvement because the GPP has a very public update process and is a high profile document that many people in the community

understand and follow.

Mr. Milroy stated it would be helpful to receive notification in the local paper as opposed to electronic distribution. He also suggested more commitment to public involvement whereby public workshops and meetings should be held all day long to maximize the opportunity for public comment. Ms. Johnson stated local projects go through significant public processes but there are not the same opportunities to comment on State projects. This leads to local frustration surrounding State projects. Ms. Cornell stated it would also be helpful to understand what a project will look like when completed through the use of visual images. Mr. DuMontelle offered the suggestion it would also be helpful to understand how public comment was considered in the final design of the project.

Ms. Salisbury stated there is a disconnect between a project's planning and development and the concerns of the disability community. Improved coordination would help. Ms. Ryterband added there is also a disconnect between those designing the road and the community's priorities. Things change over time and if the design was done a long time ago or by someone not familiar with the community, then the changes aren't taken into consideration. Ms. Salisbury also expressed concern that project offices are not accessible by transit. Mr. DuMontelle asked how often communication should occur concerning projects. Ms. Salisbury stated it depends on how close the project is to implementation and that it would be helpful if citizens could track a project's progress, maybe on a website.

Ms. Henriot asked how the State programs and prioritizes projects. Ms. Allen stated the INDOT districts identify needs and purposes of the project. Mr. Mitchell added that "big-ticket" projects go through the National Environmental Policy Act (NEPA) process. Federally funded projects which go through the NEPA process must identify a problem, determine the impacts (environmental, social, historic) of different alternatives, identify a best alternative, solicit public input, and then settle on the preferred alternative. Mr. Mitchell stated public input can influence aspects of the project and that ADA consideration is part of the NEPA process. Opposing public viewpoints are weighed against the original needs that justified the project. Commitments that are finalized during the NEPA process are binding. Mr. Baker stated the public receives no assurance that public comment was taken into consideration and suggested the need for improvement especially on big controversial projects. Ms. Allen stated the Final Environmental Impact Statement for big projects which go through the NEPA process must document responses to public comments received.

Mr. Baker motioned to extend the meeting by fifteen minutes. Ms. Cornell seconded and the motion passed unanimously.

Ms. Ryterband asked if Depts. of Transportation consider peak oil and its influence on project selection. Mr. DuMontelle said there is uncertainty about the Highway Trust Fund and emerging technologies. FHWA's role is to bring some of these issues to light and promote best practices rather than prescribe specific solutions. He suggested that [Long Range] Metropolitan Transportation Plans can plan for transit, bike/ped infrastructure, preservation of existing facilities, road diets, and other innovative ideas.

MPOs are more apt to incorporate these initiatives than states because they are more nimble. Ms. Cornell suggested the State promote pilot programs for transportation projects to see if things work which then can be applied elsewhere. Mr. Arkell stated the Federal Transit Administration (FTA) is currently looking for MPOs to come up with innovative and sustainable demonstration projects that would promote livability by combining funds and the program goals of the Dept. of Transportation, Housing & Urban Development, and the Environmental Protection Agency.

Ms. Salisbury expressed frustration over deplorable designs of projects that lack adequate pedestrian accommodations. Ms. Ryterband stated she has been dismayed that public information meetings concerning State projects have been ineffective since INDOT personnel were unwilling to provide meaningful answers. Ms. Cornell stated the State often brings a large “battalion” of staff to meetings which may feel intimidating, especially if the audience is smaller than the number of INDOT representatives. It is more important to have someone willing to follow-up with the committee on questions to which the answer was unknown at the time. The configuration of the room of a public meeting can also make things friendlier to the public. Mr. Milroy suggested State Representatives be present at public meetings as well. Mr. Baker asked how State projects take our local Complete Streets Policy into account in their development. Mr. DuMontelle replied State projects should be developed in concert with the needs of the local community.

The CAC expressed their appreciation to FHWA staff for presenting and listening at the meeting. Mr. DuMontelle thanked the Committee for their input and stated the meeting was very informative for him as well. Mr. Desmond stated the Certification Review process will result in a report that will be shared with the MPO Committees.

VIII. Communications from Committee Members

A. Topic Suggestions for future agendas – There were no suggestions.

IX. Upcoming Meetings

- A. Technical Advisory Committee – February 23, 2011 at 10:00am (McCloskey Room)
- B. Citizens Advisory Committee – February 23, 2011 at 6:30pm (McCloskey Room)
- C. Policy Committee – March 11, 2011 at 1:30pm (Council Chambers)

Adjournment (~8:20 PM)

*These minutes were _____ by the CAC at their regular meeting held on February 23, 2011.
(RH: 2/23/2011)*

MEMORANDUM



To: BMCMPO Technical & Citizens Advisory Committees
From: Scott Robinson, Long Range/Transportation Manager
Date: February 18, 2011
Re: Public Participation Plan (PPP) Amendment Status Report

Public Participation Plan Background

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

Amendment Overview

Staff has made additional changes to the draft PPP based upon past comments from the BMCMPO committee meetings during the fall of 2010. The proposed final draft of the 2011 PPP is included in the meeting packet for review. The following items have been incorporated into the draft PPP:

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

Public Comment Period

The official 45-day public comment period commenced (public notice) on January 22, 2011 and will end on March 7, 2011. No comments have been received as of the date this memo was written.

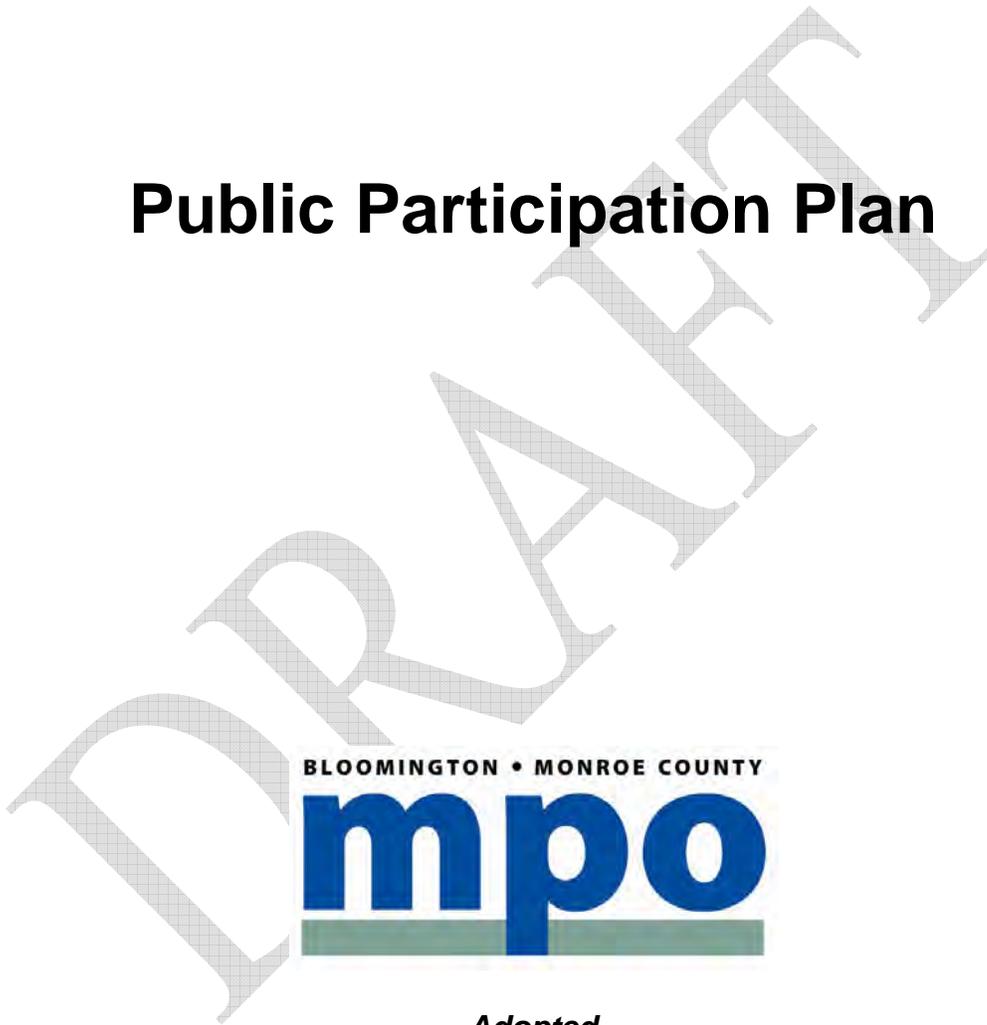
Action Requested

The Technical Advisory Committee and Citizens Advisory Committee are requested to make a recommendation on the final draft of the Public Participation Plan. The Policy Committee is expected to take action on the PPP at their meeting on March 11, 2011.

Attachment: Draft Public Participation Plan

Bloomington/Monroe County Metropolitan Planning Organization

Public Participation Plan



Adopted
December 13, 2002

Amended
June 8, 2007
_____, 2011

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Introduction

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

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

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

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

Purpose

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

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

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

Public Participation Plan Goals

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

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

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

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

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

Public Participation Mission Statement

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

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

Public Participation Plan Policy

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

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

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

Adoption Resolutions and Major Amendments Policy

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

This section applies to the following resolutions and amendments:

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

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

Related MPO Programs and Minor Amendments Policy

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

This section applies to the following resolutions and amendments:

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

Administrative Approval Policy

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

This section applies to the following resolutions and amendments:

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

Other Approvals

Three other approval types are provided for the MPO:

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

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

General Provisions

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

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

Environmental Justice Policy (EJ)

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

The fundamental principles of environmental justice are:

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

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

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

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

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

Six Environmental Justice Principles for Transportation Planning

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

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

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

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

Promoting Project Equity - In developing programs and policies, the Bloomington/Monroe County MPO will work continuously to balance the benefits and negative results of transportation projects in all communities. Programs will not result in disproportionate negative impacts solely on low-income or minority communities.

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

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

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

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

Public Participation Plan

Public Education

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

Visualization

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

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

Website

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

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

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

Committee Meetings

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

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

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

Public Meetings and Workshops

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

Media Participation/Public Notification

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

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

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

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

Individuals with Disabilities

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

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

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

Getting in Touch - Comments

Public comment can be submitted in several ways:

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

Measuring Public Outreach

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

Accessibility

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

Diversity

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

Outreach

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

Impact

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

Appendix

Bloomington/Monroe County MPO Committees

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

Core Transportation Planning Documents

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

Long Range Transportation Plan

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

Transportation Improvement Plan (TIP)

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

Unified Planning Work Program (UPWP)

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



MEMORANDUM

To: MPO Committee Members

From: Scott Robinson, AICP
Long Range/Transportation Manager

Date: February 17, 2011

Re: Local Transportation Enhancement Award Recommendation

Background

The BMCMPO Transportation Enhancement Program establishes a local process to submit, review, and award Transportation Enhancement (TE) funds to local public agencies (LPA). The BMCMPO issued a call for projects on December 27, 2010 following the guidelines from Indiana Department of Transportation and the established local process. Two TE funding requests were received by the BMCMPO and subsequently reviewed by the TE Selection Committee. The TE Selection Committee made the following recommendations:

1. The TE Selection Committee recommends funding the Ellettsville Heritage Trail Phase II request for \$223,520 (TE funds) on the condition that by the Policy Committee meeting on March 11, 2011, Ellettsville will provide a specific funding commitment to address the local match requirement. If such a commitment cannot be made, then the TE Selection Committee recommends funding the Allen Street Bicycle Boulevard Project request for \$280,000 (TE funds).
2. The TE Selection Committee found both applications very compelling with a slight advantage to the Heritage Trail because of the distinct project details and area needs. The Heritage Trail cannot function without this bridge connection, while Allen Street does currently serve the needs of some, but not all, bicyclists and pedestrians.
3. The TE Selection Committee supports the merits of both applications and would encourage the project not receiving a TE award in this cycle of funding to resubmit their TE project application for future TE calls for projects.

Requested Action

The Technical and Citizen Advisory Committees are requested to make a recommendation to the Policy Committee on awarding FY 2014 TE funds. Summary exhibits of the two projects are included in the meeting packet for reference (the full applications are also available to review upon request).

**2011 INDIANA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ENHANCEMENT (TE) APPLICATION**

Local Public Agency (LPA): City of Bloomington, IN
 Address: 401 N. Morton Street / Suite 130
 County: Monroe City/Town: Bloomington
 Employee in Responsible Charge: Adrian Reid, P.E. Certification date: 11/30/2010
 Urbanized Area: _____ MPO: Bloomington / Monroe County MPO
 Name(s) of Other Agencies Involved: _____
 Contact Person: Adrian Reid Phone: 812-349-3417
 Will this project involve a railroad crossing? Yes or No: No
 Does this project include former IROWCO properties? No
 Does the project include any land donated/acquired from the Indiana Department of Natural Resources (IDNR). No
 If property was formerly owned/acquired from IROWCO or IDNR, please include the legal descriptions of those parcels/pieces. (Does not count in 20 page limit)

PROJECT QUALIFYING ACTIVITIES: To be eligible, the project must fall under one of the following 12 categories. Check the most appropriate activity(s) and complete the attached category application form(s). These categories are not listed in any order of priority.

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bike trails).
- 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.
- Establishment of Transportation Museums.

Project Cost: (In the year the costs will be incurred)

Planning Activities.	2011	\$
Project Development and Environmental Studies.	2012	\$ 15,000.00
Engineering and Final Plans Preparation Work.	2012	\$ 41,000.00
Right-of- Way Acquisition.	2012/13	\$ 152,800.00
Construction.	2013	\$ 287,280.00
Construction Engineering and Inspection Activities.	2013	\$ 48,720.00
Other. (Describe)		\$
TOTAL:		\$ 544,800.00

How will the project be funded?

Transportation Enhancement Funds \$ 280,000.00 (Is this a request for additional funds to an existing des. no.? Yes X No)
 Local Funds \$ 264,800.00 (existing des. no. _____)
TOTAL \$ 544,800.00

PLEASE RESPOND TO ALL OF THE FOLLOWING ITEMS. ATTACHMENTS ARE O.K.

GENERAL DESCRIPTION OF PROJECT – Insert a clear and concise description of the project. If the project involves construction or other activities that will be done in phases, explain the phases and include timelines. Please be clear as to which phase(s) is involved in this funding request. If there is some urgency due to imminent danger to the project/facility/land, please explain.

If the project involves land acquisition, be specific about the amount of land, its location, and the intended use of the land once it is acquired. Does the project currently have interest or ownership in real property within the project area? If so, what interest or rights are owned in all sections/phases of the projects and what are the terms of those interests? Will less than fee simple or permanent easement be acquired? If yes, describe what interest will be acquired.

The primary goal of the Allen Street Bicycle Boulevard project is to encourage both recreational biking and commuter biking as an alternative means of transportation and establish an east-west link between the Bryan Park area bicycle facilities and the newly constructed (rails to trails) B-Line Trail, Bloomington's signature recreational trail which connects downtown Bloomington to the Clear Creek Trail. This bicycle facility will connect the Bryan Park and Elm Heights neighborhoods to the B-Line, which, in turn, provides safe, efficient access to both destinations.

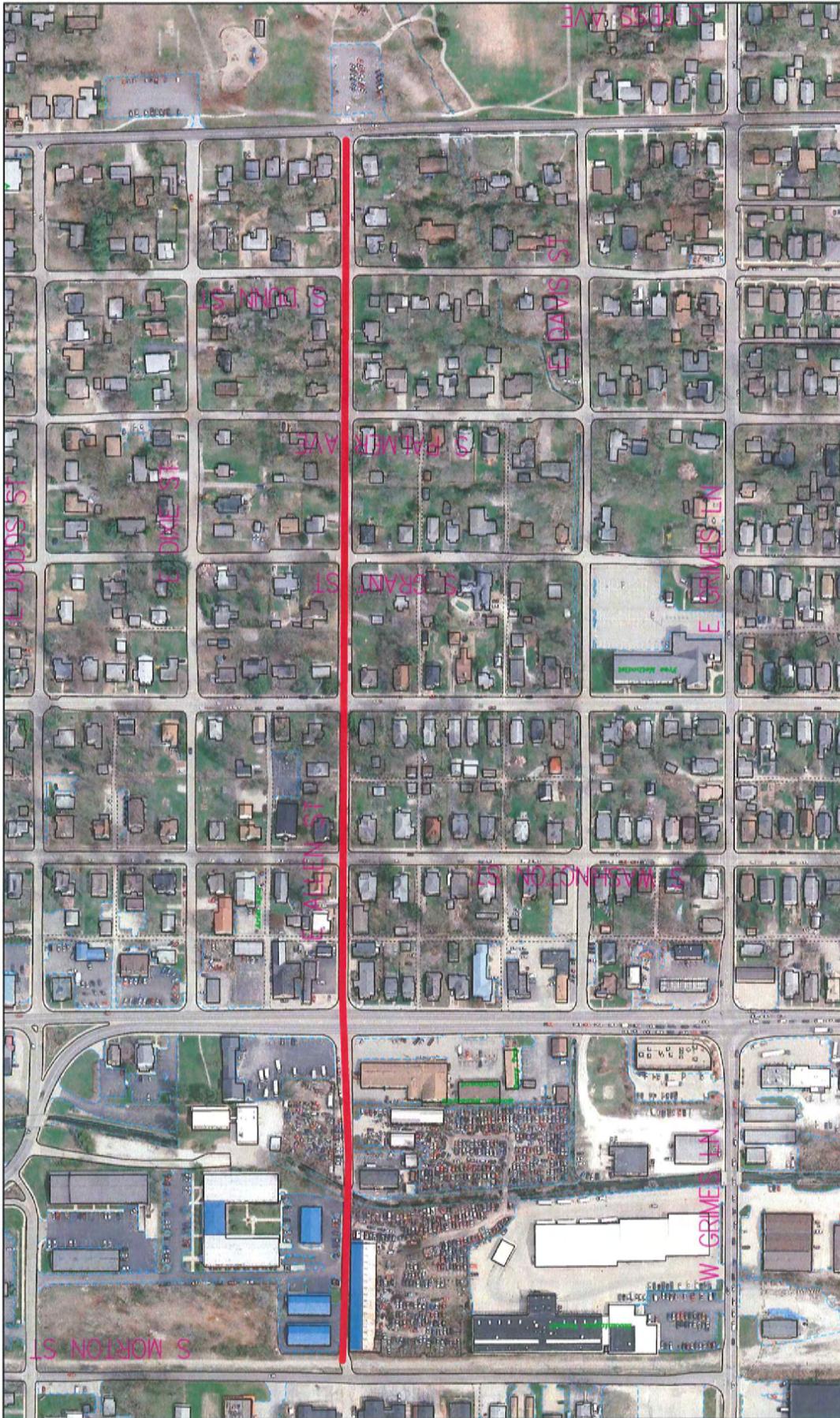
In the City's Greenways plan, Allen Street, an east-west, locally designated street, is identified as a corridor for implementation of a bicycle boulevard. The Department of Public Works is studying this corridor in preparation for budgeting engineering design in 2012.

The project would connect the B-Line Trail on the west end to Bryan Park on the east end, approximately 0.5 miles away. The bicycle boulevard concepts under consideration include several design elements consistent with boulevards in other progressive, bicycle-friendly communities. Special signage and pavement markings will indicate that bicycles have the right-of-way over vehicles. Curb returns where the boulevard intersects with cross streets will shorten crossing distances for bicyclists and will provide visual keys to alert cross traffic of the presence of bicycle traffic. Finally, a center refuge island and crosswalk treatments at the intersection of South Walnut Street and Allen Street will provide a traffic calming element for a safer crossing for bicycle and pedestrian traffic. Other traffic calming methods also may be identified during the design process.

Other enhancements included in the project are aesthetic improvements to Allen Street in the form of sustainable landscaping. The design will be subjected to a public process whereby the City and other stakeholders identify areas for landscaping improvements in the Allen Street corridor. The City will then provide a landscape design to be implemented during construction.

Allen Street has only a few segments of existing sidewalk within the limits of the bicycle boulevard project. East of Walnut Street, Allen Street has adequate right-of-way for construction of a sidewalk. However, West of Walnut Street, Allen Street has as little as 16.5 feet of right-of-way. Thus, the City anticipates that the acquisition of right-of-way within the project area is highly probable. The most likely scenario for the acquisition would be 5-10 feet of right-of-way for sidewalk improvements for approximately 500 ft. If acquisition is necessary, the City will purchase any right-of-way fee simple.

Appendix B



Allen Street Bicycle Boulevard Project

City of Bloomington
Engineering



Scale: 1" = 300'



For reference only; map information NOT warranted.

By: reida
19 Jan 11

2011 INDIANA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ENHANCEMENT (TE) APPLICATION

Local Public Agency (LPA): Town of Ellettsville
 Address: 221 N. Sale Street
 County: Monroe City/Town: Ellettsville, IN 47429
 Employee in Responsible Charge: Connie D. Griffin Certification date: 8-6-2009
 Urbanized Area: _____ MPO: Bloomington/Monroe County Metropolitan Planning Organization
 Name(s) of Other Agencies Involved: Ellettsville Main Street, Inc.
 Contact Person: Connie D. Griffin Phone: 812-876-8008
 Will this project involve a railroad crossing? Yes or No: No
 Does this project include former IROWCO properties? No
 Does the project include any land donated/acquired from the Indiana Department of Natural Resources (IDNR). Yes or No. No
 If property was formerly owned/acquired from IROWCO or IDNR, please include the legal descriptions of those parcels/pieces. (Does not count in 20 page limit)

PROJECT QUALIFYING ACTIVITIES: To be eligible, the project must fall under one of the following 12 categories. Check the most appropriate activity(s) and complete the attached category application form(s). These categories are not listed in any order of priority.

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bike trails).
- 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.
- Establishment of Transportation Museums.

Project Cost: (In the year the costs will be incurred)

Planning Activities.	FY	\$
Project Development and Environmental Studies.	FY	\$
Engineering and Final Plans Preparation Work.	FY	\$16,000.00
Right-of- Way Acquisition.	FY	\$
Construction.	FY	\$223,000.00
Construction Engineering and Inspection Activities.	FY	\$15,000.00
Other. (Describe) Contingencies- 10% of total	FY	\$25,400.00
TOTAL:		\$279,400.00

How will the project be funded?

Transportation Enhancement Funds \$ 223,520.00 (Is this a request for additional funds to an existing des. no.? **Yes** **No**)
 Local Funds \$ 55,880.00 (existing des. no. 0301167)
TOTAL \$ 279,400.00

PLEASE RESPOND TO ALL OF THE FOLLOWING ITEMS. ATTACHMENTS ARE O.K.

GENERAL DESCRIPTION OF PROJECT – Insert a clear and concise description of the project. If the project involves construction or other activities that will be done in phases, explain the phases and include timelines. Please be clear as to which phase(s) is involved in this funding request. If there is some urgency due to imminent danger to the project/facility/land, please explain.

If the project involves land acquisition, be specific about the amount of land, its location, and the intended use of the land once it is acquired. Does the project currently have interest or ownership in real property within the project area? If so, what interest or rights are owned in all sections/phases of the projects and what are the terms of those interests? Will less than fee simple or permanent easement be acquired? If yes, describe what interest will be acquired.

The Town of Ellettsville is seeking funding for Phase II of the Ellettsville Heritage Trail Project for a 120 foot long by 12 foot wide pre-engineered metal structure pedestrian and bicycle bridge over Jack's Defeat Creek. The pedestrian bridge will be located parallel with the State Road 46 (Westbound) existing two lane concrete bridge over Jack's Defeat Creek (please see map attachment). The existing two lane bridge was built in 1987 and received DNR approval for construction on September 22, 1986. The existing highway bridge does not have a pedestrian sidewalk on the south side of the bridge. The project will include the bridge abutments, a retaining wall along the East side and the approaches on each end. The bridge will be a single span structure constructed over Jack's Defeat Creek and will not involve any work with the creek. The bridge, abutments and approaches will be constructed on soil that was previously disturbed during the construction of the bridge on SR 46.

The trail will be constructed on 2800 feet of abandoned railroad corridor. This phase of the trail will begin at the intersection of Sale Street and Main Street/State Road 46. The trail will proceed southeasterly across a pedestrian/bicycle bridge over the creek to the abandoned railway corridor. Trail signage and markers will direct users along the trail to areas overlooking the creek and to the southern end of the project and the westbound lanes of State Road 46. The trail will connect to the sidewalk system and will provide a continuous loop to the start of the trail.

This is the second phase of a multi-phase trail plan to connect the Heritage Trail system with Ellettsville's Campbell's Park and trail extensions to Bloomington and the Karst Farm Trail system utilizing the abandoned railway corridor. Future phases will include the reconstruction of a railroad depot building as a Town museum.

The land to be acquired for the Ellettsville Heritage Trail is to be acquired fee simple and is primarily the abandoned railway corridor.

Ellettsville Heritage Trail Phase I
West Bound State Road 46, Ellettsville, IN
Corner of SR 46/Main Street and Sale Street

AGENDA ITEM VII.A.

Jacks Defeat Creek

39° 13' 04.50" N
86° 37' 23.20" W

Heritage Trail II



39° 13' 46.94" N
86° 37' 05.48" W

Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image IndianaMap Framework Data
© 2010 Google

686 ft

Streaming ||||| 100%

MEMORANDUM



To: BMCMPO Technical & Citizens Advisory Committees

From: Raymond Hess, Transportation Planner

Date: February 18, 2011

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

Resurfacing Parking Lot

Rural Transit has requested that a new project be amended into the TIP. The project is an American Recovery and Reinvestment Act grant awarded in late 2010 for the renovation of the transit facility to resurface the parking lot. Rural Transit will commence with the project in the near future but needs the project to be reflected in the TIP before it can do so. The following project table would be added to the TIP if the amendment is approved:

Rural Transit Projects		Fiscal Year			
		2010	2011	2012	2013
Project: Renovation of Transit Facility	ARRA	\$ 42,545			
Description: Resurface of parking lot					
DES#: n/a					
Support: Coordinated Plan	TOTAL	\$ 42,545	\$ -	\$ -	\$ -

Action Requested

The Technical Advisory Committee and Citizens Advisory Committee are requested to make a recommendation on the proposed TIP amendment to include Rural Transit’s Renovation of Transit Facility project (total project cost = \$42,545). The Policy Committee is expected to take action on the TIP amendment at their meeting on March 11, 2011.

MEMORANDUM



To: BMCMPO Technical & Citizens Advisory Committees
From: Raymond Hess, Transportation Planner
Date: February 18, 2011
Re: FY 2012-2015 Transportation Improvement Program

Background

One of the core documents required of all MPOs is the Transportation Improvement Program (TIP). The TIP is similar to a capital improvement plan and must show how federal transportation funds will be spent on State and local projects within the Metropolitan Planning Area over the next four fiscal years.

BCMCPO staff has initiated and followed the process below to develop the next TIP for fiscal years 2012-2015 (FY 2012 begins July 1, 2011).

- 1/14/11 - Call for projects issued
- 1/20/11 - Meeting with local public agencies (LPAs) to discuss procedure and available funding
- 1/31/11 - Meeting with LPAs to discuss proposed projects and revenue projections
- 2/14/11 - Call for projects ends/TIP form submittals due
- 2/16/11 - Meeting with LPAs to finalize proposed projects
- 2/23/11 - CAC & TAC review
- 3/1-30/11 - 30 Day public comment period
- 3/11/11 - PC review
- 3/23/11 - CAC & TAC final review and recommendation
- 4/9/11 - PC adoption of TIP (special meeting)
- 4/30/11 - Transmittal of TIP to State for review and inclusion in the Statewide TIP

Surface Transportation Program (STP) Funds

The BMCMPO is expected to receive an allocation of STP funds from the Indiana Dept. of Transportation in the sum of \$3,004,667 per fiscal year. The BMCMPO must determine which local projects should receive these funds. Keep in mind, the current adopted TIP goes to FY2013 which means funds for fiscal years 2012 and 2013 are already programmed (unless an LPA decides to change its funding request amounts). Consequently, the focus is on how to program STP funds for fiscal years 2014 and 2015.

BCMCPO staff has worked with the LPAs to develop a list of projects which will be used to develop a fiscally constrained Draft FY 2012-2015 TIP (fiscal constraint means revenues \geq expenditures). Attached are spreadsheets which show LPA projects, amount of proposed expenditures, and funding sources for each fiscal year of the new TIP. A few notes about the attached spreadsheets:

- INDOT projects are included but project costs associated with State projects do not draw down the local STP allocation.
- Projects in *italics* represent “illustrative” projects. Illustrative projects are those that rely on funding that cannot be guaranteed at this time (grants, discretionary funds, etc.)
- An “Outlying Years” spreadsheet has been included. The intent of this spreadsheet is to show the long-term expected costs of projects beyond the program years of the TIP. In other words, projects which expect costs and funding assumptions and beyond FY2015.
- Acronyms: IN=INDOT; BL=Bloomington; MC=Monroe County; EV=Ellettsville; RT=Rural Transit; BT=Bloomington Transit; IU=Indiana University; PE=Preliminary Engineering; RW=Right of Way; CN=Construction; STP=Surface Transportation Program; NHS=National Highway System; TE=Transportation Enhancement; HSIP=Highway Safety Improvement Program; FTA=Federal Transit Administration; PMTF=Public Mass Transit Fund;

Bloomington/Monroe County Metropolitan Planning Organization

Changes from the FY2010-2013 TIP

The following summary is provided to help citizens and the BMCMPPO Committees understand the proposed changes between the existing adopted FY2010-2013 TIP and the new draft FY2012-2015 TIP. This list does not include projects which have begun/been let/been obligated in previous fiscal years and no longer need to be reflected in the TIP (note: the page number corresponds to the existing adopted FY2010-2013 TIP).

INDOT projects and proposed changes

- I-69 (p11) – No changes proposed.
- SR 46 at Pete Ellis Intersection Improvement (p14) – construction will be moved to 2012 and the total project cost will be increased to \$597,848.
- SR 45 at Liberty Dr./Hickory Leaf Drive Intersection Improvement – This is a “new” project. Right-of-way will be added in FY2012 totaling \$2,000. Construction will be added in FY2013 totaling \$75,000.

Monroe County projects and proposed changes

- Fullerton Pike (p 17) - Preliminary engineering increased in FY2012 to \$550,000 (up from \$250,000) and added in FY2013 (\$550,000), FY2014 (\$550,000), and FY2015 (\$558,000). Right-of-way changed from \$550,000 in 2013 to \$300,00 in 2015.
- Karst Farm Greenway Phase I (p18) – Construction changed from \$1,257,000 in FY2011 to \$1,901,328 in FY2012.
- Karst Farm Greenway Phase IIa (p19) – Added preliminary engineering in FY2012 totaling \$60,000. Added right-of-way in FY2013 totaling \$15,000. Construction stays the same (\$537,500 in FY2013).
- Mt. Tabor Bridge (p20) – No changes to engineering (\$50,000 total in FY2013). Right-of-way changed from \$45,000 in FY2012 to \$15,000 in FY2013. Construction costs changed from \$1,500,000 in FY2013 to \$1,676,000 in FY2014.
- Bridge Inventory (p. 23) – No change to FY2012 project costs. Preliminary Engineering costs added to FY2014 totaling \$129,600.

City of Bloomington projects and proposed changes

- 17th & Arlington Roundabout (p26) – Added preliminary engineering in FY2012 totaling \$88,660. Changed construction in FY2013 from \$1,991,033 to \$3,250,000. Also added construction in an outlying year totaling \$900,000.
- 17th & Jordan (p27) – Added right-of-way in FY2015 totaling \$1,000,000.
- Cascades Trail Phase I (p30) – No changes proposed.
- Old SR37 & Dunn St. Intersection (p32) – Added preliminary engineering in FY2012 totaling \$209,000. Added right-of-way in FY2015 totaling \$250,000. Added construction in an outlying year totaling \$1,250,000.
- University Courts Brick Street Restoration (p33) – No changes proposed.
- S. Rogers Street Road Improvements (p34) – Changed construction in FY2012 from \$3,231,033 to \$2,778,652
- Sare Rd. and Rogers Rd. Roundabout (p35) – Added construction in FY2012 totaling \$1,462,500.
- Tapp & Rockport Roundabout (p36) - Added preliminary engineering in FY2012 totaling \$65,000. Added right-of-way in FY2013 totaling \$318,043. Added construction in FY2014 totaling \$1,081,957 and in FY2015 totaling \$1,975,550.
- West 2nd Street Feasibility Study – This is a new project. Preliminary engineering was added in FY2014 totaling \$125,000.
- Allen Street Bicycle Boulevard – This is a new project. Construction was added in FY2014 totaling \$266,084 and in FY2015 totaling \$342,500.

Changes to Town of Ellettsville projects

- Ellettsville Heritage Trail Phase I (p41) - No changes proposed

Bloomington/Monroe County Metropolitan Planning Organization

- Ellettsville Heritage Trail Phase IIa – This is a new illustrative project (pending TE award). Preliminary engineering was added in FY2014 totaling \$16,000. Construction was added in FY2014 totaling \$263,400.

Changes to Rural Transit Projects

- Operating Budget (p47) – Changed project costs in FY2012 from \$1,664,882 to \$1,416,642. Changed project costs in FY2013 from \$1,698,180 to \$1,473,306. Added project costs in FY2014 totaling \$1,532,237 and FY2015 totaling \$1,593,526.

Changes to Bloomington Transit Projects

- 25 Foot Buses (p48) – FY2012 project costs are unchanged. Added project costs in FY2013 totaling \$81,125.
- 35 Foot Buses (p48) – Added illustrative project costs in FY2014 totaling \$2,000,000.
- 40 Foot Buses (p48) – Added illustrative project costs in FY2015 totaling \$2,125,000.
- BT Access Vehicles (p48) – FY2012 and FY2013 project costs remain unchanged. Added project costs in FY2014 totaling \$102,644 and in FY2015 totaling \$106,750.
- Maintenance (p49) - FY2012 and FY2013 project costs remain unchanged. Added project costs in FY2014 totaling \$94,091 and in FY2015 totaling \$97,854.
- Operational Assistance (p49) – Project costs in FY2012 were changed from \$7,081,784 to \$7,123,166. Project costs in FY2013 were changed from \$7,365,055 to \$7,408,093. Project costs were added in FY2014 totaling \$7,704,416 and in FY2015 totaling \$8,012,592.
- Passenger Shelters (p49) – Removed project costs in FY2012 totaling \$29,203. Added project costs in 2014 totaling \$30,000.
- Maintenance Equipment Rehabilitation – This is a new project. Added project costs in FY2012 totaling \$40,000
- Financial Management Software – This is a new project. Added project costs in FY2012 totaling \$50,000.
- Security Equipment – This is a new project. Added project costs in FY2012 totaling \$50,000.
- Fare Collection Equipment – This is a new illustrative project. Added project costs in FY2012 totaling \$1,000,000.
- Next Bus Technology – This is a new illustrative project. Added project costs in FY2013 totaling \$500,000.

Changes to Indiana University Transit projects

- Bus Replacement (p51) – Project was removed.
- Garage Safety and Efficiency (p51) – Project was removed.
- Passenger Amenities (p51) – Project name was changed to “Bus Shelters” and is identified as illustrative. Project costs in FY2012 were changed from \$200,000 to \$150,000. Project costs were also added in FY 2013 totaling \$156,000, in FY2014 totaling \$162,240, and in FY2015 totaling \$168,730. Also added illustrative project costs in outlying years totaling \$175,479.
- Hybrid Buses (p51) – Project is illustrative. Project costs in FY2012 were changed from \$2,800,000 to \$5,740,000. Project costs were also added in FY 2013 totaling \$3,087,000, in FY2014 totaling \$3,241,350, and in FY2015 totaling \$3,403,418. Also added illustrative costs in outlying years totaling \$1,249,435.

Complete Streets

None of the new proposed projects trigger adherence to the Complete Streets Policy. There are no scope changes to the existing local projects which would require review and possible “recertification” of complete streets compliance.

Requested Action

No action is required of Committees at this time, short of input on the proposed project list for the FY2012-2015 TIP. A complete draft of the TIP will be presented at the March meetings for final review and staff will seek a recommendation to the Policy Committee at that time.

FY2012 Project Listing

FY2012 Projects		Phase	STP/NHS	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
IN	SR45 & Liberty Intersection Improvement	RW	\$ 1,600										\$ 400	\$ 2,000
IN	SR46 & Smith Intersection Improvement	CN	\$ 478,278										\$ 119,570	\$ 597,848
IN	I-69 (MPO boundary to SR37)	RW	\$ 2,496,000										\$ 624,000	\$ 3,120,000
BL	S. Rogers Street	CN	\$ 2,222,921										\$ 555,731	\$ 2,778,652
BL	Cascades Trail	CN		\$ 500,000									\$ 195,000	\$ 695,000
BL	U. Courts Historic Street Restoration	CN		\$ 130,000									\$ 134,354	\$ 264,354
BL	Sare & Rogers Roundabout	CN	\$ 1,170,000										\$ 292,500	\$ 1,462,500
BL	17th & Arlington Roundabout	PE	\$ 70,928										\$ 17,732	\$ 88,660
BL	Tapp & Rockport Roundabout	PE	\$ 52,000										\$ 13,000	\$ 65,000
BL	Dunn St & Old 37 Intersection Improvement	PE											\$ 209,000	\$ 209,000
MC	Bridge Inventory (Phase I & II)	PE				\$ 57,024							\$ 14,256	\$ 71,280
MC	Fullerton Pike/Gordon Pike/Rhorer Rd	PE											\$ 550,000	\$ 550,000
MC	Mt. Tabor Road Bridge #33	PE											\$ 50,000	\$ 50,000
MC	Karst Farm Ph IIa	PE											\$ 60,000	\$ 60,000
MC	Karst Farm Ph I	CN		\$ 1,000,000									\$ 901,328	\$ 1,901,328
EV	Heritage Trail	CN		\$ 103,795									\$ 25,949	\$ 129,744
RT	Operating Budget	n/a						\$ 659,811			\$ 287,423		\$ 469,408	\$ 1,416,642
BT	Operating Assistance	n/a					\$ 1,573,884		\$ 183,803		\$ 2,354,138	\$ 1,488,479	\$ 1,522,862	\$ 7,123,166
BT	Maintenance	n/a					\$ 69,594						\$ 17,399	\$ 86,993
BT	BT Access Vehicles	n/a					\$ 75,920						\$ 18,980	\$ 94,900
BT	25 Foot Buses	n/a					\$ 62,400						\$ 15,600	\$ 78,000
BT	Maintenance Equipment Rehab	n/a					\$ 32,000						\$ 8,000	\$ 40,000
BT	Financial Management Software	n/a					\$ 40,000						\$ 10,000	\$ 50,000
BT	Security Equipment	n/a					\$ 40,000						\$ 10,000	\$ 50,000
BT	Fare Collection Equipment	n/a					\$ 800,000						\$ 200,000	\$ 1,000,000
IU	Bus Shelters	n/a					\$ 120,000						\$ 30,000	\$ 150,000
IU	Hybrid Buses	n/a					\$ 4,764,200						\$ 975,800	\$ 5,740,000
MPO	5% Change Order Reserve	n/a	\$ 150,233											\$ 150,233
	TOTAL of local projects only		\$ 3,666,082	\$ 1,733,795	\$ -	\$ 57,024	\$ 7,577,998	\$ 659,811	\$ 183,803	\$ -	\$ 2,641,561	\$ 1,488,479	\$ 6,296,898	\$ 24,305,452

FY2013 Project Listing

FY2013 Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
IN	SR45 & Liberty Intersection Improvemen	CN	\$ 60,000										\$ 15,000	\$ 75,000
BL	17th & Arlington Roundabout	CN	\$ 2,600,000										\$ 650,000	\$ 3,250,000
BL	Tapp & Rockport	RW	\$ 254,434										\$ 63,609	\$ 318,043
MC	Fullerton Pike/Gordon Pike/Rhorer	PE											\$ 550,000	\$ 550,000
MC	Karst Farm Trail Phase IIa	PE		\$ -									\$ 35,000	\$ 35,000
MC	Karst Farm Trail Phase IIa	RW		\$ -									\$ 15,000	\$ 15,000
MC	Karst Farm Trail Phase IIa	CN		\$ 430,000									\$ 107,500	\$ 537,500
MC	Mt. Tabor Road Bridge #33	RW											\$ 15,000	\$ 15,000
BT	Operating Assistance	n/a					\$ 1,636,839		\$ 191,155		\$ 2,448,303	\$ 1,548,018	\$ 1,583,776	\$ 7,408,093
BT	Maintenance	n/a					\$ 72,377						\$ 18,095	\$ 90,472
BT	BT Access Vehicles	n/a					\$ 78,956						\$ 19,739	\$ 98,695
BT	25 Foot Buses	n/a					\$ 64,900						\$ 16,225	\$ 81,125
BT	Next Bus System	n/a					\$ 400,000						\$ 100,000	\$ 500,000
RT	Operating Budget	n/a						\$ 686,203			\$ 298,919		\$ 488,184	\$ 1,473,306
IU	Bus Shelters	n/a					\$ 124,800						\$ 31,200	\$ 156,000
IU	Hybrid Buses	n/a					\$ 2,562,210						\$ 524,790	\$ 3,087,000
MPO	5% Change Order Reserve	n/a	\$ 150,233											\$ 150,233
	TOTAL of local projects only		\$ 3,004,668	\$ 430,000	\$ -	\$ -	\$ 4,940,082	\$ 686,203	\$ 191,155	\$ -	\$ 2,747,222	\$ 1,548,018	\$ 4,168,117	\$ 17,715,467

FY2014 Project Listing

FY2014 Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
BL	Tapp & Rockport Roundabout	RW	\$ 865,566										\$ 216,391	\$ 1,081,957
BL	W. 2nd St. Feasibility Study	PE	\$ 100,000										\$ 25,000	\$ 125,000
BL	Allen Street Bike Blvd	CN	\$ 212,867										\$ 53,216	\$ 266,083
MC	Fullerton Pike/Gordon Pike/Rhorer	PE											\$ 550,000	\$ 550,000
MC	Mt. Tabor Road Bridge #33	CN	\$ 1,676,000										\$ 419,000	\$ 2,095,000
MC	Bridge Inspection					\$ 103,680							\$ 25,920	\$ 129,600
EV	Heritage Trail Ph II	PE		\$ 12,800									\$ 3,200	\$ 16,000
EV	Heritage Trail Ph II	CN		\$ 210,720									\$ 52,680	\$ 263,400
RT	Operating Budget	n/a						\$ 713,651			\$ 310,875		\$ 507,711	\$ 1,532,237
BT	Operating Assistance	n/a					\$ 1,702,313		\$ 198,802		\$ 2,546,235	\$ 1,609,939	\$ 1,647,127	\$ 7,704,416
BT	Passenger Shelters	n/a					\$ 24,000						\$ 6,000	\$ 30,000
BT	Maintenance	n/a					\$ 75,273						\$ 18,818	\$ 94,091
BT	BT Access Vehicles	n/a					\$ 82,115						\$ 20,529	\$ 102,644
BT	35' Hybrid Buses	n/a					\$ 1,600,000						\$ 400,000	\$ 2,000,000
IU	Bus Shelters	n/a					\$ 129,792						\$ 32,448	\$ 162,240
IU	Hybrid Buses	n/a					\$ 2,690,321						\$ 551,030	\$ 3,241,350
MPO	5% Change Order Reserve	n/a	\$ 150,233											\$ 150,233
	TOTAL of local projects only		\$ 3,004,666	\$ 223,520	\$ -	\$ 103,680	\$ 6,303,814	\$ 713,651	\$ 198,802	\$ -	\$ 2,857,110	\$ 1,609,939	\$ 4,529,070	\$ 19,544,251

FY2015 Project Listing

FY2015 Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
BL	Tapp & Rockport Roundabout	CN	\$ 1,580,440										\$ 395,110	\$ 1,975,550
BL	Dunn St & Old 37 Intersection Improvement	RW	\$ 200,000										\$ 50,000	\$ 250,000
BL	17th & Jordan Intersection Improvement	RW	\$ 800,000										\$ 200,000	\$ 1,000,000
BL	Allen Street Bike Blvd	CN	\$ 274,000										\$ 68,500	\$ 342,500
MC	Fullerton Pike/Gordon Pike/Rhorer	PE											\$ 558,000	\$ 558,000
MC	Fullerton Pike/Gordon Pike/Rhorer	RW											\$ 300,000	\$ 300,000
RT	Operating Budget	n/a						\$ 742,197			\$ 323,310		\$ 528,019	\$ 1,593,526
BT	Operational Assistance	n/a					\$ 1,770,405		\$ 206,754		\$ 2,648,085	\$ 1,674,336	\$ 1,713,012	\$ 8,012,592
BT	Maintenance	n/a					\$ 78,283						\$ 19,571	\$ 97,854
BT	BT Access Vehicles	n/a					\$ 85,400						\$ 21,350	\$ 106,750
BT	40' Hybrid Buses	n/a					\$ 1,700,000						\$ 425,000	\$ 2,125,000
IU	Bus Shelters	n/a					\$ 134,984						\$ 33,746	\$ 168,730
IU	Hybrid Buses	n/a					\$ 2,824,837						\$ 578,581	\$ 3,403,418
MPO	5% Change Order Reserve	n/a	\$ 150,233											\$ 150,233
	TOTAL of local projects only		\$ 3,004,673	\$ -	\$ -	\$ -	\$ 6,593,909	\$ 742,197	\$ 206,754	\$ -	\$ 2,971,395	\$ 1,674,336	\$ 4,890,889	\$ 20,084,153

Outlying Years (FY2016 and beyond) Project Listing

Outlying Year Projects		Phase	STP	TE	HSIP	Bridge	FTA 5307/09	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL
BL	Dunn St & Old 37 Intersection Improvement	CN	\$ 1,000,000										\$ 250,000	\$ 1,250,000
BL	17th & Arlington Roundabout	CN	\$ 900,000										\$ 225,000	\$ 1,125,000
MC	Bridge Inspection	PE				\$ 40,176							\$ 160,704	\$ 200,880
MC	Fullerton Pike/Gordon Pike/Rhorer	RW											\$ 1,172,000	\$ 1,172,000
MC	Fullerton Pike/Gordon Pike/Rhorer	CON	\$ 11,776,000										\$ 2,944,000	\$ 14,720,000
IU	Bus Shelters	n/a					\$ 134,984						\$ 33,746	\$ 175,479
IU	Hybrid Buses	n/a					\$ 2,824,837						\$ 578,581	\$ 1,249,435
TOTAL of local projects only			\$ 13,676,000	\$ -	\$ -	\$ 40,176	\$ 2,959,821	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,364,031	\$ 19,892,794