



**Technical Advisory Committee Meeting Minutes
January 25, 2012 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: Michelle Allen (FHWA), John Carter (MCCSC), John Collisson (County Highway), Jason Eakin (County Planning), Jane Fleig (City of Bloomington Utilities), Laura Haley (City GIS), Perry Maull (IU Campus Bus), Lew May (Bloomington Transit), Adrian Reid (City Engineer), Andrea Roberts (Public Works), Jim Ude (INDOT), and Dave Williams (City Parks),

Others: Rod Spaw (Herald-Times), Steve Walls (INDOT), Samuel Sarvis (INDOT), Shameka Neely (WTIU), Vince Caristo (MPO Staff), Josh Desmond (MPO Staff), and Raymond Hess (MPO Staff).

I. Call to Order and Introductions—Adrian Reid called the meeting to order.

II. Elections of Officers

A. Chair—Mr. Maull nominated Adrian Reid for chair. Mr. Williams seconded. Mr. Reid was elected chair by unanimous voice vote.

B. Vice-Chair—Mr. Reid nominated Jane Fleig for Vice-Chair. Mr. Williams seconded. Ms. Fleig was elected Vice-Chair by unanimous voice vote.

III. Approval of Minutes:

A. October 26, 2011—Mr. Maull moved to approve. Andrea Roberts seconded. Ms. Fleig made a correction in Section VIII regarding a subject for a future TAC meeting. The amended minutes were unanimously approved.

III. Communications from the Chair--None

IV. Reports from Officers and/or Committees

A. Updates on BMCMPPO funded projects—Mr. Carter reported on Safe Routes To School proposals for 7 plans. They have received a continuation of an educational grant for events like bike rodeos, safe walking, etc. Mr. Reid said that they are finished with right-of-way for S. Rogers St. They hope to get the project underway in August. Sare/Rogers roundabout project is scheduled for an April letting.

B. Citizens Advisory Committee—Mr. Hess reported that there have been some discussions from the CAC about the relationship of local documents to transportation projects. Mr. Robinson presented a memo that gives a quick overview of all the local documents there are for consideration. Someone on the CAC had suggested that projects in the TIP should be checked against local documents for consistency. Staff is providing them with the information so that they will know how many plans are out there.

C. ADA Transition Plans—Mr. Desmond said the City hit all the milestones for the calendar year 2011. The City team will reconvene soon to start working on the next phase which will be

our infrastructure inventory in order to help get us into compliance with ADA. Mr. Collisson said that the County is continuing to work on their plan.

D. LRTP Task Force—Mr. Desmond said in Dec. they met to review an RFQ for consultant services primarily associated with travel demand modeling for our new transportation plan. In a couple of weeks, staff will give their final review of the RFQ to the committee. Mr. Williams asked if there was a timeline to complete the update. Mr. Hess said it is to be finished by the end of 2013.

E. I-69—Mr. Reid said that he had asked Sandra Flum of INDOT if they would like to give us an update on I-69. Maps of Sections 1, 2, and 3 were distributed. There are 65 miles under active construction and 74 miles under contract right now. The route decision was made in 2004. In 2006 there was litigation about that. It was resolved. In 2008 we started contracting in Section 1 which will be completed by the end of 2012. Section 2 is in various stages of completion. The first contracts that we let for Section 3 were overpass contracts. Section 3 is in various stages of active construction. There are pictures of the construction on the I-69 website. Mr. Reid asked if most of the construction is concrete and/or asphalt. Ms. Flum said that there is some asphalt down. They did competitive bids in all 3 sections and did not call for asphalt or concrete. They did specify asphalt in some of the mine areas where they felt it would be a better solution. Companies that have bid concrete have been very successful in winning the bids. Some concrete bids came in lower even before you apply a life cycle element. In Section 4, 2 contracts have been let. That means 1/3 of Section 4 is under contract. You will start seeing trees come down in the next couple of weeks. We operate under commitments with US Fish and Wildlife so that the tree-cutting window ends March 31. It won't begin again until Nov. 15. The next contract is due for July and then it will be every month until October and then all of Section 4 will be under contract. Our design team is working very hard to get the designs ready for the contracts ready in July. There are a couple of outstanding issues. There is concern about opportunities for emergency access in the Monroe County area from the County Line interchange to the SR 37 interchange. The emergency folks are working on that and are close to having something ready for FHWA. The interchange at SR 37 and I-69 is just south of That Road in the EIS was proposed to be an interim interchange which would "T" into SR 37. That interchange is being re-designed to include exits and double roundabouts. Bill Williams meets regularly with the design team. The second proposal would include "flyovers." Both of these proposals are improvements to what was in the EIS. They take less right-of-way overall because it brings the right-of-way all the way onto SR 37 or a little bit to the west of SR 37. The flyover concept is still being vetted in the design phase. If we use that design it only leaves us about 2500 ft. between the interchange at SR 37 and I-69 and what we think will eventually be an interchange at Fullerton. They are on track to being done with this section by the end of 2014. Section 5 and Section 6 will be dealing with current traffic improvements to meet interstate standards. Section 5 starts approximately at That Rd. and goes to SR 39 south of Martinsville. We are on target right now to propose alternatives for Section 5—including crossovers, interchanges, and access for communities. That should publish by April 1st. There will be a comment period and all things going well we will know your thoughts and ideas prior to publishing. The DEIS is scheduled for Sept. 2012. The FEIS is scheduled for March 2013. The record of decision is scheduled for May 2013. It is an accelerated process now. She offered a map of Section 5 that shows where all the roads are that they are considering for alternatives.

Mr. Reid asked for questions. He asked for the status of right-of-way acquisition of Section 4. Ms. Flum said they are about 30% complete. They have been putting offers out and having some success. There has been a lot of discussion in Greene County concerning right-of-way acquisition. Property owners want to know what to do about their trees. We directed those questions elsewhere. As you know if you buy land for your agency you use “like land.” If it is a forested lot, we would use a “like appraisal” to set those values. If some one takes the trees off of the land, it no longer has a “like appraisal.” We are trying to do a good job helping property owners to understand how the values are set. If any questions would come to your agencies about how we do it, we can find a real estate person to answer question.

Mr. Reid asked about the process of vetting alternatives for Section 5 before the draft EIS. Ms. Flum said they would take comments on alternatives. (Next sentences are inaudible.) Mr. Reid asked if the Section 5 office would contact the County, City, etc. Mary Jo Hamman is the project manager for Section 5 via the Michael Baker consultants. She and INDOT staff will contact you when it’s ready to be publicly vetted.

V. Reports from the MPO Staff

A. 2008-2010 Crash Report—Vince Caristo presented the Crash Report. The report provides information to the public and to LPAs to identify which locations are eligible for funding for improvements through the HSIP. Crashes are evaluated by type of vehicle, the severity of the crash, the time of day/day of the week, the location, and the primary cause of the crash. Crashes involving fatalities, bicycle, and pedestrians are closely looked at. This year the methodology was improved by using GPS coordinates to analyze crashes which increased the number of crashes found in 2010. The findings are consistent with last year. He discussed the details of the report. The Appendix of the report contains several maps and additional tables. Most crashes occurred along state highways, downtown and immediately surrounding IU. Most fatal crashes occurred outside the city limits. Mr. Caristo briefly explained 3 new elements that will be added to the report next year. Mr. Reid asked if Mr. Caristo was talking about MEV because that would skew the lower volume intersections. Mr. Caristo said yes. Mr. Reid said he would like to see city, federal, county jurisdictions indicated. Mr. Williams asked if the funds were just for vehicular crashes and injuries or would it apply to bicycle and pedestrian crashes. Mr. Reid said that for HSIP you have to show a direct reduction in vehicular accidents. Mr. Hess said that you could show a direct correlation with pedestrian vs. vehicle accidents. HSIP’s primary focal point is fatal and incapacitating crashes. Cost/benefit ratios can be considered, too. Mr. Reid pointed out that #46 is actually State or IU jurisdiction. It was decided to remove that one from the list.

B. FY 2011 Annual Completion Report—Mr. Hess introduced the report and asked for any questions. He noted that funds that were not spent will be rolled over to the next year, FY 2012. Mr. Desmond said that since this Work Program expires in 2012, we need to start soon to develop our new Work Program, FY 2013-2014. Staff is beginning to work on this. Ms. Roberts asked if MPO funds could be used for capital asset tracking software. Could MPO funds be used for this? Mr. Hess said possibly. Mr. Reid asked if there was a problem when expenditures are so far under the programmed amount. Mr. Hess said staff might re-evaluate some of the distribution to see if any changes are warranted.

B. MAP-21—Mr. Desmond said that Map-21 is sort of the code name for the new transportation legislation that Congress is intermittently working on. It has been introduced in various forms to Congress. The Senate is working on it. One of the key issues is that the population threshold for existing as an MPO is supposed to be changed. Now it takes a population of 50,000 or more to be an MPO. The proposal would be to up that threshold to 200,000 to 1,000,000 as the Group 2 and Group 1 MPO levels. Any MPO under 200,000 would be phased out over a period of 2-3 years. That is a great concern to any of the small MPOs. We would no longer have that \$3 million or so directed specifically to us to spend on our local transportation needs. We would be in competition for a greater pool of money on a statewide basis. We have been working with the other MPOs to put together some letters and resolutions of concern to give to our Indiana Congressional delegation. People are concerned about this nationwide. We are trying to coordinate getting our concerns known. He has heard that the House is supposed to roll out their version soon. He doesn't expect to see a new bill prior to the elections. Our current extension of SAFETEA-LU ends at the end of March. An extension or new bill will have to be passed then. Ms. Roberts asked how many MPOs would be affected. Mr. Hess said he thought it was 200 out of 300 existing MPOs would be dissolved.

VI. Old Business

VII. New Business

A. Coordinated Human Services and Public Transportation Plan Update

(Recommendation Requested) Mr. Hess said the idea behind the Coordinated Plan as he understands it is to help bridge the transportation gap for older adults, disabled people, and persons with low to no income. We were to look at various forms of transportation used by these groups and see if a certain level of coordination can occur to help fill those service needs. There are 3 new funding sources as part of SAFETEA-LU—5310 (used for purchase of vehicles), Job Access and Reverse Commute funding (low income/no income populations to get people to their work locations), and New Freedom (to go above and beyond the Americans with Disabilities Act for providing transportation options). When we developed this plan in 2007 we met with members of the community and transportation providers to come up with strategies for meeting community needs. The Accessible Transportation Coalition Initiative was formed which submitted a technical assistance grant that was submitted on behalf of the MPO, BT and the Southern Indiana Center for Independent Living. That brought Easter Seals to do a 2-day workshop on accessible transportation. It was decided that the Coordinated Plan needed to be re-evaluated to see if there are some new needs in the community and develop strategies to qualify for grant funding. There are some new transportation providers in the community including the e2 Taxi that specializes in making taxi service more accessible and clear for people with disabilities and the elderly. We will want to add these new services and more to the updated plan. Mr. Hess presented the updated plan and highlighted the changes. Mr. Williams asked if these new programs were funded. Mr. Hess said they are funded through SAFETEA-LU. Right now the State manages the funding and they do a competitive call for projects annually for each of these funding sources. Mr. Reid noted that we are required to follow ADA and coordinate with all these different agencies to implement a project. There was discussion about outreach to the communities who need

these services. *****Mr. May moved approval of the updated plan. Jane Fleig seconded. There was unanimous approval.**

- B. Transportation Improvement Program Amendments**—Mr. Hess said that INDOT wishes to remove their 2 amendments items (#1 and #2) from consideration at this time. *(Recommendation Requested on 1 TIP Amendment)*
- I. SR 37 and Tapp Road Intersection Improvement (INDOT)**
 - II. SR 46 and Matthews Drive Signalization (INDOT)**
 - III. Voice Enunciators (BT)**—Mr. Hess said that under New Freedom one of the identified needs and one of the strategies for meeting that need was to install Voice Enunciators on BT fixed route buses. The idea is to help people orient themselves while on the bus to help them understand where their destinations are and where they are in relation to those. This is helpful for not only the visually impaired but all riders. Mr. May has requested that a TIP be processed to reflect that project. He has been in discussions with INDOT. It looks like they would be willing to consider this project. Mr. May said that they want to retrofit their entire fixed route bus fleet with the GPS enabled Voice Enunciators. This system would make pre-recorded announcements through the bus's PA system as it is approaching major intersections, bus stops, and destinations. It is a big help to visually impaired people. Bus drivers have been making these announcements to this point and it adds to the stress and distractions of their job. They will be requesting about \$240,000 of federal funding. BT would match it at \$60,000. *****Mr. Maull moved to approve the recommendation. Mr. Williams seconded.** Ms. Roberts asked if they are transferrable from bus to bus. Mr. May said yes. Mr. Hess asked if the motion included both TIPs. Mr. Maull said yes. *****Unanimous approval.**
- C. Operational Bylaws Amendment Discussion**—Mr. Hess said this was in reference to a suggestion by Ms. Fleig to see if the TAC would like to sponsor an amendment to the bylaws for having TAC member representation on the Policy Committee (PC). Ms. Fleig said the issue was unintentionally discussed at the last TAC meeting. Some issues were brought up indicating some of the problems with moving forward with this. She wasn't sure that as a body they were ready to move forward with this. There are some hurdles that they would have to overcome if they decided to move forward with this. Mr. Hess said the background of this issue is that the CAC chairman has a vote on the PC whereas the TAC does not have a vote. It has worked out well since Mr. Reid goes to every PC and does represent your interests at the meeting. The PC has two non-elected officials on it—the director of Public Works and director of the Highway Department or the County Engineer. Ms. Roberts asked if both of the non-elected positions are political appointees. Mr. Desmond said yes. Mr. Reid said that TAC is under-represented on the PC. Ms. Fleig and Ms. Roberts agreed. Mr. Desmond pointed out that at any time a committee chair can communicate with the elected official who represents them. Mr. Hess added that there is always a report from the TAC on the PC agenda. Staff presents that and their opinion is given the same weight as that of the CAC. Mr. Maul suggested that some research could be



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done into the requirements of membership on the TAC. It differs from state to state. Mr. Reid said he wanted to thank the INDOT members for attending the meeting today.

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

A. Topic Suggestions for future agendas

IX. Upcoming Meetings

A. Policy Committee – February 10, 2012 at 1:30 p.m. (Meeting cancelled.)

B. Technical Advisory Committee – February 22, 2012 at 10:00 a.m. (McCloskey Room)

C. Citizens Advisory Committee – February 22, 2012 at 6:30 p.m. (McCloskey Room)

Adjournment