



POLICY COMMITTEE

September 11, 2015

1:30 – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order
- II. Approval of the Minutes
 - a. June 12, 2015
 - b. August 7, 2015
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- V. Reports from the MPO Staff
 - a. Annual Completion Report
 - b. Annual List of Obligated Projects
 - c. 2016 MPO Meeting Schedule
- VI. Old Business
 - a. 2040 Metropolitan Transportation Plan
- VII. New Business
 - a. Functional Classification Changes*
 - b. Transportation Improvement Program Amendments*
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
 - a. Technical Advisory Committee – September 23, 2015 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – September 23, 2015 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – October 16, 2015 at 1:30 p.m. (Council Chambers)

Adjournment

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



POLICY COMMITTEE

June 12, 2015

1:30 – 3:00 p.m.

Council Chambers (#115)

Policy Committee Meeting Minutes

June 10, 2015 Council Chambers Room 115, City Hall

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

Attendance:

Policy Committee: Ryan Corbine, Monroe County Council; Jim Ude, INDOT; Jack Baker, Bloomington Plan Commission; Richard Martin, Monroe County Plan Commission; Susie Johnson, City of Bloomington; Sarah Ryerband, Citizen's Advisory Committee; Bill Williams, Monroe County Highway Department; Iris Kiesling, Monroe County Commissioners

Others:

MPO Staff: Josh Desmond, Anna Dragovich

- I. Call to Order:
- II. Approval of Minutes
 - a. May 8, 2015- Richard Martin moved for approval. Susie Johnson seconded. Iris Keisling abstained. Motion passed through voice vote.
- III. Communications from the Chair- None at this time
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee- Sarah Ryterband said Bill Williams spoke at the last CAC meeting about the first two phases of the Fullerton Pike project. A lot of residents from the area were there. Julie Thomas has suggested a meeting in July for Bill Williams and Patrick Wooden to meet with the citizens again to talk about the suggestions the citizens offered for the project and what changes are happening.
 - b. Technical Advisory Committee- Josh Desmond said the TAC had the same agenda as the CAC, except the Fullerton Pike discussion. They voted in favor of approving the work program amendment.
- V. Reports from MPO Staff
 - a. 2040 MTP- Desmond said we are continuing to work with the consultant to get the model finalized. It's been taking a lot longer than we'd anticipated. We had a long meeting with him in May to go over the final details of the issues he identified and how they're going to be fixed. We're confident they're being addressed in the right way at this point. It's just a matter of time for him to get that done. In the meantime, staff is working on the sections of the document that aren't dependent on the model. The bones of the document are coming together and we will plug the other stuff in as we develop it. In accordance with our continued goal to have an adoption before the end of this calendar year, we hope to

start presenting some material our MPO committees after the summer break to bring some things forward for your consideration and your input before we finalize them for an adoption later in the fall.

Ryterband asked when it will go back to the public.

Desmond said it would be a similar timeline. It will have to come to the public once we have a proposal. We hope we have enough material to start presenting to you in August or September. We'll go to the public in about the same time frame.

Martin said he was wondering if there would be an opportunity for the committee to look at the model as soon as it's in to give some initial feedback.

Desmond agreed that would be a good idea. He said he will keep the committee in the loop as the model comes out.

- b. MPO Memorandum of Agreement- Desmond said this is an agreement we finalized in mid-May. This documents the responsibilities of our MPO, Bloomington Transit as the transit provider in our MPO area, and INDOT on paper. It's been a long time since we've had an agreement like this updated. We've been through several versions of transportation legislation and different executive orders have come out, so the rules have changed since the last agreement. This agreement was to make sure all of the MPOs and INDOT have a clear understanding of what our responsibilities are for the planning process. It was a document developed as a boilerplate by INDOT and sent out to all the MPOs. We made individual tweaks and finalized it. There wasn't anything in it we weren't doing already. This is just a way for us to be up-to-date and document it all for future reference. There may be updates in the future, but this is the document that will guide us for the time being.

McDaniel asked when the MPO was created.

Desmond said it was created after the 1980 census. It might have been '82 or '83 when the original agreement was set up and the Governor designated us.

McDaniel said this was the same time BT was created.

- c. August 7 Meeting Location: Utilities Board Room, 600 E Miller Drive- The City Council Chambers will be shut down between July 1st and August 15th for a major upgrade to the audiovisual systems in the room. It's been a while since we've had any real serious upgrades. They're taking a month and a half to do these upgrades, so that means if we have a meeting in August it will be held elsewhere. We've booked the Utilities Boardroom at Miller Dr. It's a very nice room with all the same technology. Hopefully, we'll be back in this room for our September meeting.

Keisling suggested the screens be improved. It is hard to read them.

VI. Old Business- None at this time

VII. New Business

- a. FY 2015-2015 Unified Planning Work Program Amendment*- For the last several work programs, we've done a 2-year work program. The work program we're under now is FY '15-'16. We're just about to wrap up FY '15 at the end of June and then as of July 1, we'll be in FY '16. There's always some money left over at the end of the second year of a work program. We don't get to add that money back in to our budget until the middle of

the next of the next work program, which is the upcoming 'FY 16. We've got \$40,000 coming back to us. 80% of this is our federal planning grant and 20% of is local match. It's not a lot of money coming back in to the work program, so we've strategically placed it in just a few places. The other thing we usually do as part of this amendment are deal with what we call Planning Emphasis Areas (PEAs). If you recall, every year when we do a work program, Federal Highway, Federal Transit and INDOT come together to transmit a letter to us to highlight the 4 or 5 key policy areas they'd like the MPOs to focus on implementing during the work program years. We use that guidance to do some projects during our work program. The PEAs we got for FY '16 were not all that different from FY '15, so they didn't warrant many dramatic changes for the work program. There are only two that were any different from what we were already working under from the first year of the work program and they're not things that are going to be difficult for us to implement. Number 1 is a renewed emphasis on focusing on the low-cost systematic projects rather than the location specific major infrastructure projects for the programming of our Highway Safety Improvement Program funding. It's looking at low cost ways to deal with the causes of crashes rather than looking at one crash location and sinking a lot of money into trying to improve just that one location. We made some changes in the language of the work program to say that during our administration of the TIP we will continue to push for those types of projects during calls for projects. The second is improving project cost estimating and scheduling, which we've been working on already with our Quarterly Tracking process. As we all know, money gets tighter as time goes by, the rules get stricter in terms of how we can spend it, and we have to spend it within each fiscal year. When we're laying out a project it's important that we have a good idea of how much it's going to cost and when we're going to need that money available according to the project schedule. If we don't get a project done in the window we think we're going to get it done and it has to get pushed back, we don't get that money to come with us. We have to take the money from something else in the future. We just want to continue emphasizing we want to be as accurate as possible. That's just another change in our work program language to make sure we're emphasizing that. We'll continue to work through that as part of our Quarterly Tracking process.

Just to highlight what the funding changes are. In work element 1, we added a little funding for additional legal advertising because we know we're going to have continued TIP amendments and we're going to have to do some advertising for our MTP adoption process. We added some language in Work Element 2.0 to deal with the PEAs. We added a good chunk of funding to element 3.0, which is our planning element and specifically to the MTP work element. Again, we had hoped to have the plan done by now and did not budget much money for staff time on that project, so we've put some money there to make sure we have those expenses covered. The only really new things we have funded is a pilot project the City is going to undertake which may blossom into something bigger that the County, Ellettsville and the MPO as a whole can use. It's a new traffic counting data management software called MS2. I believe INDOT has been using this program in the last couple years to manage their traffic data. It's a much better system than what we have, which is just a series of spreadsheets, which is not the most accessible or easy to use. This system is more of a database driven system. It has a map interface where you can click on segments of road and find out what the traffic counts are. It will include historic traffic counts. You can do different types of analysis based on all the data in the system. We think it's going to be a great tool. For the initial investment, it will be for internal City use as we see how it works. There's the opportunity to expand it to include Monroe County if they want to join the contract. We could do the same for Ellettsville to make it an MPO-wide database. The really neat things is there is a module to make it publicly accessible via the website. It would be basically like looking at a Google Map. The public could see what the current and historic traffic amounts are. We could allow a limit amount of analysis to be done by the public. If it works out as it's been

presented, it's going to be a really nice tool. We don't think that information has been easily accessible. We don't have a whole lot to deal with in terms of amendments. The TAC and the CAC both reviewed this and voted unanimously for adoption.

Williams suggested using a consulting service for the road classification project. They have used a consulting service for that in the past.

Desmond said we have not programmed any funds for that. It isn't a drastic of a change to what we already have, more just making sure we're still in line with the latest Map 21. At this point, we're not aiming for a consultant, but he is happy to discuss it with Williams.

Keisling said we're going to have significant changes as I69 progresses, whether it's built or not. Even unbuilt, it's causing problems. We should be keeping track of that.

Martin asked how we create a model without understanding what the functional classifications for our roads are at the beginning of the model.

Desmond said we based it on what the classifications were at the time. We do have functional classifications for all of our roads. This is a process of making sure they're the most up-to-date as possible.

Martin said we don't want a discontinuity between our classifications and the model we're using. They have to be in sync or it's not valid.

Desmond doesn't anticipate dramatic changes. That wasn't the idea behind having the MPOs update these. There were some changes to the rules under Map 21. This is just to make sure we don't see weird things happening with our road network based on what new roads might have accidentally been incorporated with the system based on the new rules.

Martin asked if it is safe to assume that everything in the Amendment with an estimated completion of Q4 of '15 or earlier has been completed. It would be nice if we called our completed project completed, instead of estimated for completion.

Desmond said after the end of the fiscal year, we do an annual completion report. That will document in more detail exactly where we stand on things.

Martin asked if it was worth mentioning that we know we can expand the Highway Safety Improvement program to more than just our local roads. It's a significant change in what we are able to do. We're changing what we are looking at because before we simply weren't looking at them.

Floor was opened for public comment. There was none.

**Ryterband made a motion to adopt the amendments. Jack Baker seconded. Motion passed through unanimous voice vote.

- b. TAP Selection Committee Appointments- There was some money left over from the TIP adoption last month that was not programmed, specifically HSIP in FY '16, '18, and '19 and about \$200,000 in TAP funding for FY 2019. We did promise to do a new call for projects to find some projects to fund with those opportunities. We sent out that last call for projects June 8th, due before July 4th. We do have a TAP selection committee made up of representatives from each of our MPO committees and they will meet one time to review applications and provide recommendations to staff as to how we should fund

those applications. Assuming we have TAP applications during this call, we will need to meet once, likely in July. We would like our committee from last time to serve again, rather than trying to find new volunteers. Our TAC and CAC members have all agreed to do so. Jack Baker was on the committee previously. If he could continue, that would be great. If we have one more volunteer we could add them or we could leave it at Jack.

Baker is happy to serve again.

Ryterband will serve as well.

VIII. Communications from Committee Members (*non-agenda items*)- None at this time

- a. Topic Suggestions for Future Agendas

IX. Upcoming Meetings

- a. Technical Advisory Committee – June 24 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee – June 24 at 6:30 p.m. (McCloskey Room)
- c. Policy Committee – August 7 at 1:30 p.m. (Utilities Board Room, 600 E Miller Drive)

Adjournment



POLICY COMMITTEE

August 7, 2015

1:30 – 3:00 p.m.

Utilities Board Room

**Policy Committee Meeting Minutes
August 7, 2015 Utilities Conference Room**

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

Attendance:

Policy Committee: Scott Thomas, Ellettsville Town Council; Bill Williams, Monroe County Highway Department; Sarah Ryterband, Citizen's Advisory Committee; Jack Baker, Bloomington Plan Commission; Andy Ruff, Bloomington City Council; Geoff McKim, Monroe County Council; Susie Johnson, City of Bloomington; Jason Banach, IU; Richard Martin, Monroe County Plan Commission; Mark Kruzan, City of Bloomington; Tony McClellan, INDOT

Others: Larry Jacobs, Chamber of Commerce; Lisa Ridge, Monroe County Highway Department

MPO Staff: Josh Desmond, Anna Dragovich

- I. Call to Order
- II. Communications from the Chair- None at this time
- III. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee- There was no meeting in July.
 - b. Technical Advisory Committee- There was no meeting in July.
- IV. Reports from the MPO Staff
 - a. TIP Administrative Modification- Anna Dragovich reported on an administrative modification we sent around by email. The reason we can do this is it's a very minor shift in funding. The public participation plan allows us to approve this modification with the signature of the Policy Committee chair and the MPO director. The process goes, we send out what the changes will be and the Policy Committee has three days to approve it or deny it. We heard no objections so the modification was approved.
 - b. Fourth Quarter Fiscal Year 2015 Quarterly Report- Dragovich presented. The last Quarterly Tracking meeting was on July 8. We have a number of new projects that are just now starting to be tracked. The tracking form is included in the packet. All the existing projects are shown with the normal reporting where we show the project progress as well as the cost tracking. There are no red flags. All the projects are on track for their letting dates. She requested input on the tracking process and how information is presented in the report.

Ruff said he went through the report. It did take a lot of time, but I don't know what you're going to do? Are you going to put a lot of time to come up with a summary?

Ryterband added it's part of their job.

V. Old Business

VI. New Business

- a. Complete Streets Policy Review- The Complete Streets Policy was adapted in 2009. The policy dictates we reevaluate it at the same time we are redeveloping the MTP. Staff is undertaking that project concurrently with rewriting the MTP. I'm starting that process and taking the policy through the committees. I'm anticipating it to be a lot of work for the TAC and the CAC to vet ideas and priorities and then report to the PC each month. I'm hoping to have a new policy adopted by the end of December, but we'll see how that goes. To kick off this evaluation, I wanted to solicit some feedback from the PC. I sought the guidance of a group called Smart Growth America. They're a national non-profit made up of several organizations. One of their organizations is the National Complete Streets Coalition. They've been a really great resource. They have a document for the 2014 Best Complete Streets policies. I included a link in your packet. Every year they grade every Complete Streets policies in the nation. We are one of them. It was great to be able to see where we were lacking and where we could do better in comparison with our peers. I'd like to run through those with you.

Ruff said in all the categories where we didn't get all the points except for one there was an explanation why we didn't get the points, but on one of them.

Dragovich said the first category we could use some work according to Smart Growth America would be the All Projects and All Phases category. Our policy right now says it will apply to reconstruction and new construction of projects. We could include projects that need maintenance.

Ruff asked for examples of what you would do during maintenance to make the project a complete street.

Ryterband said we did it on Rogers where a bike lane was added when a project was resurfaced.

Dragovich said there are advantages and disadvantages to doing that. For instance, that project didn't use federal funding. We tend not to use federal funding for pavement projects. We would have to have a greater discussion about the limitations and advantages of including maintenance and operations in our complete streets policy.

McKim said it doesn't seem to be saying every repainting or minor repair would have to involve construction of some elaborate additional facility for other modal users. I think it's just the idea that you use it as an opportunity to see if there's something else you can do. So even if it's just something as simple as resurfacing, might you also be able to stripe a bike lane? Are there just some minor design changes you could make that would make it easier for people with disabilities?

Dragovich said you could do things like curb ramps or reconstructing an adjacent side walk. That would definitely be an advantage of including these things in our complete streets policy.

Martin said the difficulty will be keeping the same kind of waiver we have for new construction. There we have to explicitly state why we're not doing a complete street. If we start including all these maintenance tasks and we end up having to write waivers for all those, I think over time that would diminish the value of a complete streets policy because we would be waiving it so much. If we're going to do something that adds those other categories of expense, we don't want to treat them in the same way we treat the reconstruction so we have to have waivers all the time to actually get anything done.

McKim said this wouldn't say you have to.

Martin said that's the way it's worded now, so we'd have to figure out a different kind of language for those projects.

Ryterband said we could probably find people who could manage to do that. Our LPAs would consider those things and would be prepared to answer questions when they're raised by the CAC or any other citizen forum. I don't think it would have to be worded in a way that demanded those things happen every time we do a maintenance project.

Martin said he thinks we should be considering it, we just have to be careful about how we do it. We don't want to be driving up our expense of preparation which only results in a waiver. That's doing something that doesn't have a positive outcome.

Ryterband doesn't want us to be buried in paperwork because nothing gets done then either, but she does want to raise the specter of possibility in everyone's mind along the way.

Martin asked who would be the appropriate body for wording something like that.

Dragovich said Smart Growth America could probably do everything for us. They have a lot of great resources that provide sample language from other policies across the nation. I would encourage us to make it our own.

Ryterband said the CAC started our Complete Streets policy and fostered it along the way. Along with using Smart Growth, I could see CAC taking a big piece of this as our challenge.

Dragovich would like to provide the TAC and CAC with some sample language, see what it would look like and have further discussion.

Baker asked if the CAC and the Bike and Pedestrian Safety Commission could meet together about this. The Bike and Ped group has a lot of depth and has worked on this before. They may be able to give some positive language.

Susie Johnson asked what maintenance items any LPA has ever taken on that wasn't new construction that's funded by the MPO.

Bill Williams said the State of Indiana doesn't allow it.

Johnson said we're creating an enormous amount of work for something that doesn't happen. The LPAs don't come to the MPO for maintenance funding.

Dragovich said they have the option and it might be safe to have the language in the policy so when it does happen we know what to do and we can have that larger conversation.

Baker asked Johnson if the LPAs don't come to us because these aren't federally funded projects.

Johnson said that is right. The only time we've used MPO funding for a maintenance project was when we repaved S. Walnut with aerofunding. I think if there are projects the MPO wants to work on and put resources towards, it should be something that's really going to happen.

Baker said that begs the question of whether we should continue to limit Complete Streets to federally funded projects or expand them to all projects.

Johnson said the MPO doesn't have any jurisdiction over that other funding.

Baker said the MPO doesn't have jurisdiction over operations, maintenance and repaving because it doesn't come in to the MPO.

Dragovich said that leads me to the next section of the policy. In some policies it expresses the need to work with area jurisdictions to encourage them to adopt and carry out their Complete Streets Policies and include that in their projects. Our policy doesn't state that, but that could be something that would be easy to do that could strengthen it. The next category where we could use a little work is the performance measures area. This would be doing things like counting miles of bike lanes, number of upgraded curb ramps, number of new bus stops, things like that. For our MTP we have to include performance measures. We could maybe carry some of those over into our Complete Streets policy if we wanted to. Right now, we don't have any performance measures in our policy. Finally are the implementation steps. This is a pretty big one. We don't have much that outlines how we will execute our policy. We do have one thing that's pretty great in our policy and that's that it says our LPAs will report to the committees of the MPO twice a year in how their projects have complied with the Complete Streets Policy. That's kind of changed lately, because we have rolled it into our Quarterly Tracking Process and so they're actually doing it four times per year, but we could do more. Smart Growth America makes really great suggestions. I wanted to include some examples of implementation. I've seen some communities where they have a specific Complete Streets implementation committee that meets often and discusses projects before conception. They're made up of stake holders, MPO committees, everybody involved in a project. This has probably its own pros and cons when you have a big group, but it would be one way that, if we were interested, we could help to implement the policy and make sure everyone's interests are at the very least heard. I would love to gather more examples for you, too, as time goes on.

Ruff said this seems like a significant short coming. Is there anything we should be thinking about in the interim?

Dragovich encouraged them to read the guide. This implementation piece is a really big piece we're missing. I think it's great our policy now mandates we evaluate it periodically. This can also be considered implementation.

Baker said he's looking at item 4 which is for developing and implementing a better way to measure performance and collect data. That's being done regularly by Planning and the MPO. It seems to me we just need to slide that in to the Complete Streets Policy pretty much as is. Couldn't we do that? Or are we not doing it well enough?

Dragovich agrees. We don't have it written in to the policy. We do collect things like traffic volume but we could do a better job of collecting data. The MPO doesn't define what data we want to collect which gets back to we don't have any performance measures that we're collecting. We would have to set up the processes to do that, which is part of implementation as well.

Baker said he is thinking about the Long Term Plan and getting ready for the testing on the Travel Demand Model, there was a lot of data being collected. It seems that could be part of the data collection process for Complete Streets. I think it fits not only automobile data, but I think there was also some pedestrian, transit, and so on collected as part of that.

Dragovich said that is a great place to start. We could take the performance measures we gathered for the MTP and include them in our Complete Streets policy. The thing is, we would decide if we want to continue to collect that data going forward.

Ryterband noticed in the implementation steps it suggests to offer workshops and other training opportunities to transportation staff, community leaders, and the general public so everyone understands the importance of the vision. We currently have webinars. We may not have communicated it to the community or let them know their opportunity for participating, but we are doing that and we have been for several years. We might have another point there.

Dragovich said that is one point I heard from the TAC and the CAC that they wanted more education opportunities. Someone had brought up that they feel there's a misunderstanding of what Complete Streets are. It's such a broad topic that it can be interpreted in a number of ways. The CAC suggested we all get on the same page about what it means to have Complete Streets.

Martin said the webinars we've been offered in the past are more ad hoc opportunities rather than instituted programs and workshops, which is maybe what they're looking for, so it may not qualify under this criteria.

Baker said it seems within the MPO we have some statements that we are using- or will use- up-to-date, modern design criteria. If we're already doing that within the MPO guidelines, is it a matter of simply moving that in to the Complete Streets? We're already doing it, so let's put some verbiage in there that gives us some credibility.

Dragovich said it seems like there are some things we're doing already that we can solidify by putting language into the policy. In regard to best practices, we could even just call out specific guidelines, like ASHTO guidelines. This is a big project and we'll keep you updated.

Martin asked what the next action would be with regard to this.

Dragovich would like to go through the comments from the TAC and CAC and prioritize those items. We received a lot of comments. I want to go through and refine that list and determine where we want to focus our energy.

- b. 2040 Metropolitan Transportation Plan- Desmond presented. What you found in your packet under the 2040 MTP section is three different pieces. We're working on a big document. At some point, hopefully later in the fall, we'll be coming to you with the complete document to review and adopt, but we didn't want to just drop it on you without any preparation. We felt it was important to bring a few pieces for you at first before we

start the MTP adoption process which will be a challenging process in and of itself. These are three pieces that staff has been working on, some with the consultant and some just with MPO staff.

The model is finally all corrected and fixed from the issues that popped up several months ago. It's been validated in terms of giving the type of results we expected to get under the different scenarios. Our consultant is now running those initial 10 or 12 scenarios we asked them to do. Those should be done by the end of next week, so we should be getting some results pretty soon. We'll finally get some outputs and start understanding what the future may hold for our transportation system. Once those are prepared, our consultant is going to come and install the model locally and train our MPO staff so we have the ability to run further scenarios. I'm certain the first ones we ran will probably not be enough. We'll have to run some other combinations and other ideas to help pinpoint where we think we're headed in terms of the performance of our transportation system for 2040. I think we're getting a pretty great product at the end of that process.

The first piece we want to provide to you is a proposed document outline. The way we're developing the document, which we have tentatively titled Transform 2040, is to try to find a balance between providing a technical foundation- all the data that is the foundation for all our decisions- with being a user-friendly document, as well as making sure we hit all the planning requirements from all the federal regulations. There's a balance we have to strike between making sure we meet all our marks from a regulatory standpoint, making sure we have all the technical data properly documented for people to review, and making sure the plan itself is very clear and easy to use. We want to make sure folks like you, who are making decisions on things over the next several years under this plan have the clear and direct guidance you need to make those decisions and that folks from the public really understand what the plan's all about if they pick it up. So, having never read a plan, they can easily get from point A to point B and understand this is why we wrote the plan, this is what we're hoping to do in the future and this is how we're going to do it. It's a tough balance but we think we have an outline that's going to get us there. This is the outline we're working on right now, but it's all in flux. We're open to comments and suggestions as we go along.

There will be an executive summary at the beginning, but that will just be a summary of everything that's in the plan as those usually are. We've divided the plan into four sections that we think are pretty simply defined. Number 1, Who We Are, Number 2, Where We Are, Number 3 Where We're Going and Number 4 How We're Going to Get There. These are the four basic steps that lead us from what we're doing today to what's going to happen tomorrow and how are we going to best develop the transportation system for the future. The first section is going to describe the plan itself, what it means, why we're doing one, what it's all about, what are the planning requirements we're trying to fill as well as our overall vision, goals and objective for the MPO and for the transportation system in our region. Where We Are is going to get a little more specific about the region we serve, give us a little more background in the profile of our communities and region, give a good description and analysis of all modes in our transportation system- what we have in terms of services now- and what is the state of those services in our region right now. Where We're Going is where we're going to start getting in to our future projections in terms of population growth, employment growth, travel growth and how those three factors relate to each other. What we think the future transportation conditions are going to be as a result of that growth and change as well as what the anticipated needs for our system are going to be as a result of all that. Finally, How We Get There is where we're really making the plan. We're talking about performance measurement, what's our financial outlook- how much we can actually

afford to invest- which is a key part of this process, what are our infrastructure and service investments we want to make, what is that plan for the next 25 years and what are some additional policies and strategies we need to implement to make sure we're meeting all of our marks as far as our vision and our goals for the region and our transportation. That will include things such as our performance measures, such as our Complete Streets policy and any other things we think are applicable as part of this process. We are working on several pieces within this outline trying to get a lot of different pieces done while we wait for the model to come in and get to the heart of the matter. Like I said, this is just an outline. It can be tweaked and fixed and moved around a little bit. This is not the first outline we've written up. It's evolved over time as we've looked at the various things we need to include in the document. We think we have a pretty good basis going forward now, but we're open to change as we get input from folks like yourselves and our other committees.

There's some really good information in the Vision Statement, Goals and Objectives. Hopefully you will find that to your liking. This is one of the first sections staff tackled. We actually wrote a lot of this a long time ago and have refined it since. We spent a lot of time talking with our MTP task force to figure out what the vision statement is going to say and what the goals and objectives related to the vision statement need to be. This is a situation where we're just getting initial early feedback on this. It has come a long way from where those discussions started but we still have some time to go and we're certainly open to hearing your comments and thoughts on what we've included there. The vision, goals, and objectives is one of our key decision making tools as we write the document. Hopefully, we can all agree on what our vision is for the future of our MPO area and then we can use that vision and the goals we set based on that vision to help make our decisions in terms of where we invest our transportation dollars in the future and are we investing in things that are going help us achieve our vision somewhere down the road. I won't read every single statement. There's a lot in there and hopefully you've had the chance to review some of it. I will review the five main categories of goals we've set up which came from conversations with our task force and the rounds of public input we've done over the last couple of years. That where we get the foundation of the vision, the goals, the objectives, etc. The five categories are mobility and accessibility, transit, community, safety, and then a category called rebuild and renew. Those are focus areas we really heard from the public and our task force and then tried to get a little more fine grained in what those categories really mean and what should we be trying to achieve. You will notice this section is dressed up in a document format to give you an idea what the possible look and feel of the new plan might be. Hopefully you're familiar from earlier in the year with what our existing 2035 LRTP looks like. This is a little different from that. The cosmetic stuff is always subject to change, but we thought we'd at least give you an idea of how this might look when you see the final document.

We are developing a brand new travel demand model to replace the one that is 10+ years old now that was used for the previous plans. The new model is much more sophisticated, more sensitive to different factors we can test, and it provides us with a lot more useful data we can use as part of our decision making process. We run a lot of scenarios, we look at different growth and development scenarios for the future- fast growth, slow growth, dense growth, sprawl growth- and we look at different project scenarios, what type of projects should we be doing. Do we invest heavily in transit and not a lot in roads, do we do a lot of new roads and not a lot of bike and ped stuff? Which of those combinations really make the most sense when you compare them with the growth and development we think is going to happen through the year 2040. In order to really evaluate those scenarios, we need to have a common set of data outputs so we have some sort of semi-objective basis to judge which scenario is going to be the best one. It's still going to require a lot of judgment on our part in terms of defining which

scenario and which combination of projects we think is the best for our region. It will probably be impossible for a single scenario to win on every single performance measure. There are going to have to be some tradeoffs in terms of which performance measures we want to prioritize so we can determine which is the most successful scenario we could select. We might add a lot of capacity in terms of roadways to bring down our travel times and increase our travel speeds, but that might emit a ton of greenhouse gasses, which goes against another principle we're trying to do in terms of the environmental performance measures. So what is the tradeoff, what is the balance between things like that? Every choice we make is going to have benefits and cost. The model is a decision making tool, it is not the decision maker. We, as policy makers, are the absolute decision makers. The model will inform those decisions. Likewise, our vision and goals will inform those decisions. We want to make sure when we select our projects and our strategies we're doing things that are not only performing well on the performance measures of the model, but also meeting the vision and goals we set out at the beginning of this process. I put a list of those proposed performance measures in there. That list is a little dated. I was able to get a more updated list from our consultant in the last couple of days which I outlined in a technical memorandum. He will give us a series of technical memorandums that document how the model was built, what choices were made, where the data came from, what performance we're measuring. There are five categories of performance measures we're going to be looking at, each with several actual performance measures within it. Some of them are pretty straightforward while others will required more explanation. The five categories are travel demand, system efficiency, safety, environment, and economic. We've got a wide variety of pieces of data that will come out for every single scenario. We can line them up on a spreadsheet with scenarios 1-10 with performance measures down the side to see how each scenario performs to figure out which one is the best fit. Most of the performance measures are pretty straightforward. In travel demand we have the following performance measures: vehicle miles traveled, vehicle hours traveled (how much time people are spending on the road within our network), work trip vehicle occupancy (the average number of vehicle occupants for work trips), total person trips regardless of mode, transit share (the share of people riding transit versus other modes of travel), daily ridership on transit, number of transit trips, transit person miles and transit person hours, what is the non-motorized share of transportation, total non-motorized trips, non-motorized person miles and non-motorized travel hours. System efficiency has the following performance measures: vehicle hours under delayed conditions, average pm peak speed, average auto trip length, lane miles at level of service (LOS) E or worse (when using an A-F system to grade miles we typically we look for an LOS D, so this is to see how many roads are below that level), transit accessibility to residences, transit accessibility to jobs, average wait time for transit, urban design score (more information on this will be provided under another category), and non-motorized accessibility (how many jobs are accessible within 20 minutes travel by non-motorized mode). Safety is obviously a huge factor in any community. We will measure for expected fatal accidents, expected injury accidents, expected property damage accidents, and then there's a bike suitability factor that measures both bike and pedestrian accidents. We'll come back to that one, too, but it's basically looking at roads and corridors and determining how suited they are for a bicyclist or pedestrian to use as their travel mode. Environment, we wanted to touch on vehicle emissions in terms of greenhouse gasses. Economic has some interesting factors as well including roadway user costs (monetizing the time spent in travel as well as the operating costs of owning and operating a vehicle and what increasing costs may impact our travel network), capacity added to meet standards (how many lane miles we would need to improve to get all lane miles that do not meet LOS D up to that level of service), total cost of capacity improvements (how much will it cost to get to the point where all lane miles meet LOS D), prosperity index (housing costs plus transportation costs in each of our Travel Analysis Zones compared to the regional average as well as to each other

so we can see if we are disproportionately affecting certain regions with difference scenarios), regional GDP change (how our transportation investments are affecting the economy in certain areas), regional personal income change. The bicycle and pedestrian suitability factor is looking at roads, the speeds of vehicles, how much room there is on the roads, what's the comfort level provided for a bicycle or pedestrian, are there actual facilities like a sidewalk or bike lane, etc. The urban design score is called 5D because there are five areas of analysis which all start with the letter "D" including density, diversity, design (how far people have to travel and how easy it is to get to your destination), destinations (how many commercial establishments are within a 10 minute walk), distance to transit. Those all combine for an overall urban design score. We can see how each output is functioning in terms of urban design and connects to the goals laid out in our vision.

We're going to produce and analyze the initial scenarios and we hope to present those to you next time. The performance measures may be more understandable with actual data so you can see what that output looks like. We'll get the model installed in the office, we need to do our financial forecast through the year 2040 to make sure we understand what we have to invest over the next 25 years. We also need to come up with a project cost estimation methodology so we can take our list of projects and have an easy methodology to say we want to build a road here for x distance, it's going to cost us this much money so we can use those numbers versus our financial forecast so we can understand when and where we need to make our investments. We may not have enough money for all the projects we want to do, so then we'll have to do some tradeoffs and prioritize what's really important to us and how soon we need to get those things built. Those things will start to come together more once we get through the scenario work and start understanding what direction we want to start going in terms of our investments.

McKim asked if Desmond will be sending the technical memorandum.

Desmond said that will be provided.

Ryterband had questions about the urban design variables. In destinations, it says commercial establishments and jobs within a 10 minute walk. In italics it says 0.1677 miles, which is a 1 mile per hour walking rate. Is that a standard walking rate?

Desmond said that is what was provided by our consultant. I'm assuming that's a standard they generally use in that calculation.

Johnson asked if that was slow.

Ryterband said most people probably walk 2 miles an hour. The other question is distance to transit. In units, the description is number of stops within 5 miles via transit. I wasn't sure where that is being measure from. From any given spot or from a home or from a destination?

Desmond said destination is the key part of that. When we're doing a model we're looking at trips from home either to work or to shop. So it's probably looking at employment locations or retail locations and saying, from those locations what is the diversity of stops. I think there's a separate factor that looks at distance from home to transit. This is looking at the distance from transit to the final destination.

McKim asked if you distinguish between different store types when you look at access to shopping. For example, it would be more important to have access to a grocery store than a clothing store.

Desmond doesn't believe it distinguishes between different types of stores. We wouldn't break down the type of employer, either.

McKim asked how private shuttle buses, for example nursing home buses or apartment complex shuttles, are categorized in the model.

Desmond said we haven't accounted for private services. We have RT, BT, and IU's transit service fixed in, but shuttles aren't necessarily fixed routes.

Johnson said that is an excellent question. Often there are planning variances given based on the fact there is a shuttle.

McKim asked how taxis were accounted.

Desmond said those are included as "premium transit". That was one of other updates we did.

Martin said we've spent a lot of time collecting the data to do this model. When we adopt this plan we'll be obligated to update it in 5 years. Some of these measures are easy to take but others are hard to get and they can be expensive to get. Are we committing ourselves to doing this whole process again in 5 years? Some of the easy measures you can keep track of, some of the harder one's you're not going to keep track of because we're not going to give you the money to do it. How do we get all of these various performance measures back in sync? They all have an impact on the outcome of any of these modelling scenarios.

Desmond said we will have to continue to maintain and update as we go forward. The 5 year review of the plan is not typically as in depth as the full writing of the plan if we feel conditions on the ground haven't changed enough to alter our conclusions. That's what we did last time around. We will have to be much more on top of our data collection and making sure we keep the inputs to the model fresh and relevant so the outputs are still relevant as well.

Martin said it might be worth doing some early model runs with the harder measures removed to see what impact not having that information might have on the model. That's a more likely scenario for us to be using the future when we don't have that up-to-date information. I'd like to see how performance measures are aligned with the objectives. It would be nice to know what's being considered as relevant to each of the objectives you identified.

Ruff said what Martin says is so important. Your anticipated needs are going to be largely set on what your goals and priorities are. If you don't make that connection and make it really explicit and then you have a break down, then there's a lot of waste time.

Desmond showed a matrix that outlines how the categories of goals and categories of performance measures tie together.

Martin said he would like to see the goals broken down to the individual objectives. If some of the objectives have no performance measures, we're going to have a more difficult time determining whether or not we've met that objective.

Ryterband asked if the MTP task force would meet again.

Desmond said it's time to get all the committees involved in the conversation as we roll out draft material in the interest of time. That way when we have a plan ready to adopt everyone is up to speed.

Ryterband asked when this will go to the public.

Desmond said we're waiting on the results from the model first to make sure it's worth putting out for public comment or if we still need to do more work. Hopefully sooner rather than later, but we don't have a date just yet.

Martin said under environmental we're only talking about greenhouse gasses. One of the things that constantly comes to us in the planning and zoning arena are surface drainage issues that are caused by impervious surfaces. Roadways are the primary impervious surface we have. Is there any consideration being given about how we manage surface drainage? I know we have various strategies we employ in the county, which may be different than those that are being employed in the city but I think it's an issue that might be worth thinking about in terms of a transportation plan.

Desmond said he's not sure there's anything we can do with the model, but certainly from a policy and recommendation perspective we can talk about that and how it relates to the projects we do.

- VII. Communications from Committee Members (*non-agenda items*) - Martin said the County is getting very close to a new comprehensive plan for the Monroe County Urbanizing Area Plan. That plan will have implications for transportation. It might be good that you notify all of the MPOS there will be a hearing on August 24th and the document is available on the County's planning website. They ought to take a look at it with respect to transportation issues that are of interest to them because it does outline increased transportation activity in some areas.

a. Topic Suggestions for Future Agendas

VIII. Upcoming Meetings

- a. Technical Advisory Committee – August 26, 2015 at 10:00 a.m. (McCloskey Room)
b. Citizens Advisory Committee – August 26, 2015 at 6:30 p.m. (McCloskey Room)
c. Policy Committee – September 11, 2015 at 1:30 p.m. (Council Chambers)

Adjournment

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



MEMORANDUM

To: MPO Policy Committee Members
From: Anna Dragovich, Senior Transportation Planner
Date: September 4, 2015
Re: FY 2015 Annual Completion Report

Background

The Annual Completion Report for FY 2015 presents a summary of the activities and products completed by the Bloomington/Monroe County Metropolitan Planning Organization during FY 2015. Described in the report is the progress attained in completing each of the work elements contained in the approved FY 2015 & FY 2016 Unified Planning Work Program. Presented in the following pages is a description of the status, related products, and expenditures for each work element contained in the FY 2015 portion of the Unified Planning Work Program.

Requested Action

No action requested

**Bloomington Monroe County Metropolitan Planning
Organization**

Unified Planning Work Program

Fiscal Year 2015 Annual Completion Report



Executive Summary

The Annual Completion Report for Fiscal Year 2015 summarizes the activities undertaken by the Bloomington/ Monroe County Metropolitan Planning Organization (BMCMPPO) as identified in the Unified Planning Work Program Fiscal Years 2015-2016 (UPWP). This report describes activities accomplished in Fiscal Year (FY) 2015 between July 1, 2014 and June 30, 2015. This document is prepared to meet Federal financial reporting requirements.

The BMCMPPO had a budget totaling \$688,886 for fiscal years 2015 and 2016. This report focuses on FY 2015 which budgeted \$371,105 total dollars in the Unified Planning Work Program FY 2015-2016. The BMCMPPO completed, satisfactorily completed, and/or continued all work elements with total expenditures of \$182,225.24 and a remaining balance of \$114,629.56.

The following report summarizes the accomplishments of the BMCMPPO and identifies the amount of money spent on each work element. The last section of the report, Expenditure Summary, is a synopsis of all expenditures made in FY 2015 broken down by quarter and by Work Element.

WORK ELEMENT EVALUATION

This section of the Annual Completion Report analyzes each work element of the Unified Planning Work Program and identifies the tasks to be accomplished, the work completed by the BMCMPPO and its contract service agencies, a budgetary breakdown of the element, and the status of the element at the end of FY 2015.

Work Program Elements

1.0 Administration

1.1 Intergovernmental Coordination

MPO staff will administer the MPO Policy Committee, the MPO Technical Advisory Committee, the Citizens Advisory Committee, and other routine MPO activities. Meetings of the MPO Committees generally occur on a monthly basis. Activities that occur in association with these committees include the preparation of information packets for each meeting, clerical support activities, and documentation of such meetings. All meetings are open to attendance by the public.

The fourteen Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association, known as the Indiana MPO Council, which meets monthly to discuss and act on matters of mutual interest. The monthly meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA. MPO staff will attend these meetings to represent the interests of BMCMPPO on the State and Federal levels. The structure and function of the MPO are defined by a Memorandum of Understanding between the MPO, the local transit operator, and the Indiana Department of Transportation. The MOU for BMCMPPO has not been updated since the early 1990s. INDOT has asked all MPOs to undertake a review and update of their MOUs to ensure that they reflect the latest policies and procedures. Every four years, each MPO must undergo a certification review by the Federal Highway Administration. The last BMCMPPO certification review was completed in May 2011. This puts the MPO on schedule for the next review to occur in calendar year 2016. Lastly, the BMCMPPO will ensure that the public participation process is followed and improved upon.

Tasks performed:

- Staff attended the following meetings:
 - Eleven meetings of the Indiana MPO Council
 - Two meetings of the Monroe County Coalition for Access and Mobility (MCCAM)
 - One meeting of the Active Living Coalition
- Staff coordinated the following meetings
 - Ten Policy Committee meetings (minutes, packets, staff support at meetings)
 - Ten Technical Advisory Committee meetings (minutes, packets, staff support at meetings)
 - Ten Citizens Advisory Committee meetings (minutes, packets, staff support at meetings)
- Staff organized ten lunch meetings with the Citizens Advisory Committee chair and vice-chair

1.2 Unified Planning Work Program (UPWP)

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the metropolitan transportation planning process. The UPWP

describes all planning activities that are anticipated in the MPO study area over the next two fiscal years and documents the work that will be performed with federal planning monies and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal to be used in determining billing rates for MPO staff. MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2015-2016 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2015-2016 UPWP will be provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that have occurred pursuant to the completion of the UPWP.

Tasks performed:

- Tracked receipts, expenditures, and activities for four quarters of FY 2015
- Produced quarterly billings for four quarters
- Amended FY 2015-2016 UPWP to include FY 2016

1.3 Staff Training and Education

The on-going development of MPO staff expertise will occur through attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training. These educational tools are essential for the professional development of all MPO staff and to enhance local knowledge of regional and national best practices in transportation planning.

Tasks performed:

- Staff attended trainings/conferences:
 - Cost Allocation Plan training on January 27 and 28
 - National Bike Summit on March 10 and 11
 - Purdue Road School on March 10 and 11
 - Indiana MPO Conference on October 14, 15, and 16
 - Play City Leadership Summit on October 23 and 24
 - FHWA Carbon Estimator Webinar on September 30
 - League Certified Instructor Seminar on August 8, 9 and 10
 - Indiana Walk Summit on August 27 and 28
 - ITE Complete Streets webinar on June 16 and July 9

1.4 Public Outreach

The MPO will continue to implement its Public Participation Plan (PPP), last updated in 2011, to ensure that appropriate public participation occurs for all MPO activities and programs. Staff will post meeting notices, agendas, minutes and MPO documents on-line and in hard copy for access by interested citizens. Staff will assist the CAC with recruitment materials, such as a brochure and letter to local organizations, to provide diverse representation among CAC participants. Staff will maintain the MPO web site (a subsection of the City of Bloomington web site) as a key point of public engagement. Citizens, businesses, and other community members can access and download reports, data, updates, and other information related to the functions of the MPO, in addition to the traditional forms of correspondence that are available. Staff will continue to explore new methods of

communication, such as social media, in order to enhance public engagement with the MPO.

Tasks performed:

- On-going efforts to ensure all meetings, materials, and processes are accessible and allow for public participation. No specific tasks outside of standard procedures were accomplished this fiscal year with the Public Participation Process
- Staff managed web pages
 - Posted meeting materials related to BMCMPO Committees webpages
 - Maintained the BMCMPO website to include updates to Metropolitan Transportation Plan Task Force, bicycle and pedestrian planning webpages
 - Posted materials related to the ADA Transition Plans

2.0 Programming

2.1 Transportation Improvement Program

The development of a Transportation Improvement Program (TIP) is a Federal requirement for MPOs that intend to implement projects with Federal funds. All federal-aid projects must be included in the TIP, and the adopted program of projects must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT). The MPO will coordinate with its LPAs to develop and administer a valid TIP on an on-going basis.

Tasks performed:

- Staff organized four MPO quarterly tracking meetings
- Developed a new TIP covering FY 2016 through FY 2019
- Processed amendments and modifications as needed to both the FY 2014-2017 and FY 2016-2019 TIPs
- Staff conducted a red flag analysis on all relevant projects programmed in the FY 2016-2019 TIP

2.2 Highway Safety Improvement Program Administration

The Bloomington/Monroe County MPO has established a local Highway Safety Improvement Program (HSIP) in compliance with MAP-21 and the directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and HSIP funding will be awarded depending on project compliance with HSIP selection criteria

Tasks performed:

- Staff conducted two calls for projects in FY 2015 to use HSIP funds for program years FY 2016-2019

2.3 Transportation Alternatives Program Administration

The Bloomington/Monroe County MPO has an established local Transportation Enhancement (TE) program in compliance with SAFETEA-LU and the directives of INDOT. With the adoption of the new MAP-21 legislation, this program will be

revised to reflect the new Transportation Alternatives (TA) program that replaced Transportation Enhancements. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and TA funding will be awarded depending on project compliance with TA selection criteria.

Tasks performed:

- Staff conducted a call for projects to use TAP funds for program years FY 2016-2019

3.0 Planning

3.1 Metropolitan Transportation Plan (MTP)

Federal requirements mandate that the Metropolitan Transportation Plan (MTP) maintain a 20 year time horizon. The MPO is currently developing a new 2040 Metropolitan Transportation Plan. MPO staff began the update process during FY 2011 and expects to complete it in FY 2015. The new MTP will include a complete update of the BMCMPPO Travel Demand Model, done with the assistance of a consultant. Public input will be a significant component of the plan's development. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the region. The BMCMPPO Travel Demand Model (TDM) is built using TransCAD modeling software. This software requires an annual license fee that pays for software support and periodic upgrades.

Tasks performed:

- Developed and adopted an interim 2035 Long Range Transportation Plan
- Organized meetings with The Corradino Group to receive updates on development of the Travel Demand Model
- Organized two public workshops on November 12 and 13 in conjunction with development of the 2040 MTP

3.2 ADA Transition Plans

The Americans with Disabilities Act (ADA) provides standards that ensure the accessibility of public services and facilities for people with disabilities. FHWA has made compliance with ADA a priority, specifically as it relates to the role of the MPO in allocating Federal funding to local agencies. The MPO must ensure that LPAs have complied with ADA, or that LPAs have a plan for compliance in place, as a condition for allocating Federal funding. At this time, Monroe County and Ellettsville have completed plans while Bloomington is on track to have a complete plan by the end of calendar year 2014. MPO staff will continue to work with the LPAs to ensure that ADA Transition Plans are complete reported their completion status to INDOT and FHWA.

Tasks performed:

- The Town of Ellettsville and Monroe County finished their ADA Transition Plans. The City of Bloomington an ADA Transition plan in September of 2014.

3.3 Functional Class Review

The BMCMPPO recently updated its Urbanized Area and Metropolitan Planning Area boundaries in response to the issuance of the 2010 Census data. The MPO must now review the functional classifications of the roadways within the planning area to determine if any changes are necessary. Functional class designations determine which roadways are eligible for Federal funding. Along with functional class, the MPO must also review and update (as needed) the local portions of the National Highway System and National Truck Network. Changes to these three networks will require concurrence

Tasks performed:

- Staff met with LPAs through FY 2015 to work towards finalization of the functional classification review
- Development of the functional classification continues in to FY 2016

3.4 Annual Crash Report

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

Tasks performed:

- Staff has begun work on the annual crash report using 2012 - 2013 data
- Completion of the document is anticipated for the first quarter of FY 2016

3.5 Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. MAP-21 has since eliminated those programs, but their eligible activities have been incorporated into the 5307 Urban Formula Grant Program. Certain eligibilities are also included in the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program. In order for local transit operators to use these funding sources, any project proposed to be funded must be included in a locally developed Coordinated Human Services Public Transit Plan, which the MPO originally completed in 2007. A significant update to this plan was completed in February 2012. This update expanded the list of eligible transportation providers, identified new transportation needs in the community, and provided new strategies for addressing those needs. In Fiscal Years 2015 and 2016, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

Tasks performed:

- No work has been performed this fiscal year.

3.6 Bicycle and Pedestrian Coordination

In conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC), MPO staff will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation. One MPO staff member is certified to teach bicycle safety curricula developed by the League of American Bicyclists. The MPO will utilize this skill set to host bicycle skills and safety training seminars that are open to the public. Educational outreach activities may include structured classes developed by the League of American Bicyclists or may be informal presentations to target populations on the subject of bicycle and pedestrian safety. Staff will assist the BBPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians.

Tasks performed:

- Staff attended and provided staff support to the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC) at the monthly meetings
- Staff assisted the BBPSC with the bicycle light campaign on September 16 and September 17.
- Staff organized two bicycle education classes on September 17 and September 21
- Staff coordinated with University School to create a safe route to school

3.7 Bloomington Transit Studies

In the coming fiscal years, Bloomington Transit will be required to prepare certain plans and studies as mandated by Federal authorities. The implementation of performance measures as required by MAP-21 will necessitate the completion of two specific studies by Bloomington Transit. The first is an Asset Management Plan that sets a foundation for managing the service's fleet and operations infrastructure in the future. The second is a Safety Plan that provides policy and operational guidance for protecting the safety of Bloomington Transit customers and employees. Both of these plans will be produced with the assistance of planning consultants

Tasks performed:

- No work has been performed this fiscal year

3.8 Rose-Hulman Student Study

The BMCMPPO has, in the past, worked with Senior Engineering students from the Rose-Hulman Institute to conduct small-scale studies in the local community. These studies have been helpful in providing creative design options for the community to consider as it addresses infrastructure issues. Examples of these studies include a 10th Street Extension and Modernization Study, a Rogers Street Corridor Context Sensitive Design Study, and a State Road 37 Bicycle and Pedestrian Crossing Study. The Citizens Advisory Committee has expressed interest in conducting a similar study in the near future. The exact scope of the study will be determined prior to the application submission deadline (August of each year).

If selected by Rose-Hulman, MPO Staff and the CAC will work with the assigned students to complete the study.

Tasks performed:

- No work has been performed this fiscal year

3.9 Bus Stop Accessibility Study

Bloomington Transit operates nine routes throughout Bloomington, serving over three million riders each year. All fixed-route transit stops should be accessible to pedestrians seeking to access transit service, especially those with disabilities. MPO Staff proposes to conduct an inventory of all Bloomington Transit fixed route stops to determine their level of accessibility, and use this data to prioritize improvements. Factors to be evaluated may include the presence of a level lift area, connecting sidewalk, accessible shelter, and certain other amenities. This study would serve as a starting point for discussions about how to implement improvements in the future.

Tasks performed:

- No work has been performed this fiscal year

4.0 Data Collection and Analysis

4.1 Traffic Volume Counting

The MPO staff, in conjunction with Bloomington Engineering, Monroe County Engineering, and the Town of Ellettsville, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network. In addition to the above-mentioned counts, provisions need to be made to allow for special counts to be conducted upon the request of local entities to assist with engineering alternatives analysis and design decisions. Specifically, information may be needed to conduct traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, and corridor studies. Traffic volume link and segment counts will be conducted throughout the MPO urbanized area on a rotating basis of once every three (3) years, or as requested.

The traffic volume sampling program will also be used to support INDOT's HPMS data collection efforts and to continuously refine link volumes, capacities, and speeds for calibration of the MPO's travel demand forecast model. Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to battery replacements, Hi-Star portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials necessary for the maintenance and capital replacement of traffic counting equipment.

Tasks performed:

- Staff performed traffic, pedestrian and bicycle counts for HPMS
- Staff organized volunteers to count pedestrians and bicyclists

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- The Town of Ellettsville conducted volume counts

4.2 Infrastructure Management Plan

The BMCMPPO has historically supported the efforts of its LPAs to establish and maintain robust asset management systems. The City of Bloomington, Monroe County, and the Town of Ellettsville regularly collect asset condition data for infrastructure components such as pavement, signs, and street markings, and manage it using an appropriate software package. This methodology allows the respective jurisdictions to develop long term management plans for their infrastructure assets. These asset management systems will be continuously updated to maintain the quality of their data and to ensure that the most recent conditions are reflected.

Tasks performed:

- The Monroe County staff performed data review and infrastructure management duties

4.3 Intelligent Transportation System Architecture Maintenance

Intelligent Transportation Systems (ITS) use a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. ITS allows the Bloomington/Monroe County Urban Area to improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington/Monroe County MPO completed its Regional ITS Architecture in 2008. Administrative modifications to the ITS Architecture are warranted when an LPA wishes to include a new technology into a transportation project. Updates and revisions will be made as needed to ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

Tasks performed:

- No work has been performed this fiscal year

4.4 Transit Ridership Counts

Bloomington Transit conducts annual transit ridership counts for all of its routes and services. This information aids in establishing annual passenger mile estimates for mass transit, in identifying facilities that are under or over utilized, and in the prioritization of capital improvements. The counts follow FTA guidelines which describe the methodology to estimate annual passenger miles based on data from a sample of randomly selected bus trips for Bloomington Transit fixed route and demand response service.

Tasks performed:

- Bloomington Transit performed over 400 surveys during this fiscal year



Fiscal Year 2015 Unified Planning Work Program
Annual Completion Report

Quarterly Spending Summary												
Quarter	Q1 / FY 2015			Q2 / FY 2015			Q3 / FY 2015			Q4 / FY 2015		
Period	07/01/2014 - 09/30/2014			10/01/2014 - 12/31/2014			01/01/2015 - 03/31/2015			04/01/2015 - 06/30/2015		
Element	PL/FTA	Local	Total									
1.0	\$ 23,638.78	\$ 5,909.70	\$ 29,548.48	\$ 22,752.30	\$ 5,688.08	\$ 28,440.38	\$ 20,718.97	\$ 5,179.74	\$ 25,898.72	\$ 19,642.27	\$ 4,910.57	\$ 24,552.83
2.0	\$ 3,127.46	\$ 781.87	\$ 3,909.33	\$ 5,267.00	\$ 1,316.75	\$ 6,583.75	\$ 10,165.85	\$ 2,541.46	\$ 12,707.31	\$ 2,594.06	\$ 648.51	\$ 3,242.57
3.0	\$ 15,633.57	\$ 3,908.39	\$ 19,541.97	\$ 6,900.41	\$ 1,725.10	\$ 8,625.51	\$ 4,601.08	\$ 1,150.27	\$ 5,751.35	\$ 8,283.14	\$ 2,070.79	\$ 10,353.93
4.0	\$ 6,749.36	\$ 1,687.34	\$ 8,436.70	\$ 12,141.97	\$ 3,035.49	\$ 15,177.47	\$ 8,957.83	\$ 2,239.46	\$ 11,197.29	\$ 11,081.17	\$ 2,770.29	\$ 13,851.46
Total	\$ 49,149.18	\$ 12,287.30	\$ 61,436.48	\$ 47,061.69	\$ 11,765.42	\$ 58,827.11	\$ 44,443.74	\$ 11,110.93	\$ 55,554.67	\$ 41,600.63	\$ 10,400.16	\$ 52,000.79

Fiscal Year Budget Summary												
Element	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio		
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Expended	Unspent	
1.0	\$ 84,668.80	\$ 21,167.20	\$ 105,836.00	\$ 86,752.33	\$ 21,688.08	\$ 108,440.41	\$ (2,083.53)	\$ (520.88)	\$ (2,604.41)	102.5%	-2.5%	
2.0	\$ 44,146.40	\$ 11,036.60	\$ 55,183.00	\$ 21,154.37	\$ 5,288.59	\$ 26,442.96	\$ 22,992.03	\$ 5,748.01	\$ 28,740.04	47.9%	52.1%	
3.0	\$ 104,006.40	\$ 26,001.60	\$ 130,008.00	\$ 35,418.21	\$ 8,854.55	\$ 44,272.76	\$ 68,588.19	\$ 17,147.05	\$ 85,735.24	34.1%	65.9%	
4.0	\$ 64,063.20	\$ 16,015.80	\$ 80,079.00	\$ 38,930.33	\$ 9,732.58	\$ 48,662.91	\$ 25,132.87	\$ 6,283.22	\$ 31,416.09	60.8%	39.2%	
Total	\$ 296,884.80	\$ 74,221.20	\$ 371,106.00	\$ 182,255.24	\$ 45,563.81	\$ 227,819.05	\$ 114,629.56	\$ 28,657.39	\$ 143,286.95	61.4%	38.6%	



Fiscal Year 2015 Unified Planning Work Program
Annual Completion Report

Bloomington											
Element	Programmed			Spent			Remaining			%	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
4.0	\$ 35,200.00	\$ 8,800.00	\$ 44,000.00	\$ 2,330.40	\$ 582.60	\$ 2,913.00	\$ 32,869.60	\$ 8,217.40	\$ 41,087.00	6.6%	93.4%
Totals	\$ 35,200.00	\$ 8,800.00	\$ 44,000.00	\$ 2,330.40	\$ 582.60	\$ 2,913.00	\$ 32,869.60	\$ 8,217.40	\$ 41,087.00	6.6%	93.4%
Ellettsville											
Element	Programmed			Spent			Remaining			%	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
4.0	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	\$ 459.19	\$ 114.80	\$ 573.99	\$ 7,540.81	\$ 1,885.20	\$ 9,426.01	5.7%	94.3%
Totals	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	\$ 459.19	\$ 114.80	\$ 573.99	\$ 7,540.81	\$ 1,885.20	\$ 9,426.01	5.7%	94.3%
Monroe County											
Element	Programmed			Spent			Remaining			%	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
4.0	\$ 7,200.00	\$ 1,800.00	\$ 9,000.00	\$ 4,332.90	\$ 1,083.22	\$ 5,416.12	\$ 2,867.10	\$ 716.78	\$ 3,583.88	60.2%	39.8%
Totals	\$ 7,200.00	\$ 1,800.00	\$ 9,000.00	\$ 4,332.90	\$ 1,083.22	\$ 5,416.12	\$ 2,867.10	\$ 716.78	\$ 3,583.88	60.2%	39.8%
Bloomington Transit											
Element	Programmed			Spent			Remaining			%	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
4.0	\$ 2,000.00	\$ 500.00	\$ 2,500.00	\$ 3,283.53	\$ 820.88	\$ 4,104.41	\$ (1,283.53)	\$ (320.88)	\$ (1,604.41)	164.2%	-64.2%
Totals	\$ 2,000.00	\$ 500.00	\$ 2,500.00	\$ 3,283.53	\$ 820.88	\$ 4,104.41	\$ (1,283.53)	\$ (320.88)	\$ (1,604.41)	164.2%	-64.2%

Prepared by: Bloomington/Monroe County Metropolitan Planning Organization Staff August 2015

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



MEMORANDUM

To: MPO Policy Committee Members
From: Anna Dragovich, Senior Transportation Planner
Date: September 4, 2015
Re: FY 2015 Annual List of Obligated Projects

Background

The current Annual Listing of Federally Obligated Projects report includes all projects in the Bloomington/Monroe County region that received federal obligation in fiscal year 2015 (July 1 through June 30). MPOs are required, under Moving Ahead for Progress in the 21st century (MAP-21) to publish an annual listing of projects which funds have been obligated in the preceding year as a record of project delivery and progress report for public information and disclosure.

Obligated projects are those that have been approved by the federal government for reimbursement. FHWA defines obligation as the federal government's legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project's eligible costs. Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Additionally, obligated projects were not necessarily initiated or completed in this year. The obligated project cost reflected in this report also may not equal final project cost.

Requested Action

No action requested

Fiscal Year 2015 Annual List of Obligated Projects

Bloomington/Monroe County Metropolitan Planning Organization

Contract #	Des	Road	Location	Work Type	Program Class Name/Fund Type	Sponsor	Phase	Obligation Total
B 28755	0300808	ST 1001	Bridge #78 over Clear Creek on Rogers Street	Bridge Replacement	Normal Project	Monroe County	CN	\$1,143.05
B 28755 Total								\$1,143.05
B 31903	0801060	ST 1026	Bridge# 33 over Jack's Defeat Creek on Mt Tabor Road	Bridge Replacement, Other Construction	Group II	Monroe County	CE CN UT1 UT2	\$270,493.36 \$5,570,421.90 \$42,262.60 \$27,141.25
B 31903 Total								\$5,910,319.11
PLC 36163	1382121	IR 1001	Inspection and re-inspection of county bridges 20' and greater in length	Bridge Inspections	Local Bridge	Monroe County	CN PE1	\$0.00 \$229,550.00
PLC 36163 Total								\$229,550.00
R 29488	0600370	VA VARI	Karst Farm Greenway - Monroe County	Enhancement	Transportation Enhancement	Monroe County	CE CN	\$246,880.00 \$183,031.78
R 29488 Total								\$429,911.78
R 31902	0801059	ST 1025	Fullerton Pike - Phase 1	Road Reconstruction (3R/4R Standards)	Group II	Monroe County	RW1	\$811,800.00
R 31902 Total								\$811,800.00
R 33272	0902263	IR 1001	Karst Farm Greenway, phase 2a	Bike/Pedestrian Facilities	Transportation Alternatives	Monroe County	CE CN	\$126,931.77 \$1,779,676.17
R 33272 Total								\$1,906,607.94
R 35921	1382431	ST 1001	Karst Farm Trail Phase 3	Bike/Pedestrian Facilities	Transportation Alternatives	Monroe County	PE1	\$48,000.00
R 35921 Total								\$48,000.00
B 35900	1173326	IR 1035	Bridge 46 on Kinser Pike over Bean Blossom Creek	Br Repl, Comp.Cont.Steel Beam	Local Bridge	Monroe County	RW1	\$134,800.00
B 35900 Total								\$134,800.00
PLC 37870	1297633	IR 1017	Hunters Creek Road from SR446 to Tower Ridge Road	Other Type Project (Miscellaneous)	Demonstration Project	Monroe County	RW1	\$796,348.00
PLC 37870 Total								\$796,348.00
R 35316	0800768	IR 1004	Bridge 12 on Stinesville Road over Jack's Defeat Creek	Bridge Replacement, Other Construction	Demonstration Project	Monroe County	CN	\$314,386.55
	0901794	IR 1001	Stinesville Road approximately 2.5 miles N of SR 46 west of Ellettsville	Road Reconstruction (3R/4R Standards)	Group IV	Monroe County	CN	\$463,434.34
R 35316 Total								\$777,820.89
R 37596	1400783	IR 1039	Sample Road, from Bottom Road to Old 37 North	Road Reconstruction (3R/4R Standards)	Group IV	Monroe County	PE1	\$1,823,132.00
R 37596 Total								\$1,823,132.00
PLC 37104	1173691	PR 0000	Bloomington -- Non-infrastructure activities for seven local schools	Other Type Project (Miscellaneous)	SRTS	Bloomington	PE1	\$110,000.00
PLC 37104 Total								\$110,000.00
R 33271	0901710	ST 1018	Intersection of 17th St at Jordan Ave	Intersect. Improv. W/ Added Turn Lanes	Group II	Bloomington	CE CN	\$168,206.48 \$2,188,694.58
R 33271 Total								\$2,356,901.06
R 35923	1382429	ST 1001	Black Lumber Trail from Henderson St. to Walnut St.	Bike/Pedestrian Facilities	Group II	Bloomington	PE1	\$122,040.00
R 35923 Total								\$122,040.00
R 36022	0901730	ST 1029	Tapp and Rockport intersection improvement	Intersection Improvement, Roundabout	Group II	Bloomington	PE1	\$744,265.60
R 36022 Total								\$744,265.60
R 37423	1400166	VA 1032	Curb Ramps throughout various locations in Bloomington	Safety Revisions	HSIP	Bloomington	PE1	\$70,000.00
R 37423 Total								\$70,000.00
R 36195	1172625	MS TRST	Capitalize purchase of engine/transmission rebuilds&tires for BT route vehicles	Transit Misc Equipment	Transit	Bloomington Public Transportation Corp	PE1	\$130,000.00
R 36195 Total								\$130,000.00
R 36198	1172614	MS TRST	Transit Operating Assistance for CY 2012	Transit Operating	Transit	Bloomington Public Transportation Corp	PE1	\$8,018,049.00
R 36198 Total								\$8,018,049.00
R 36206	1382501	MS TRST	Purchase 40 foot buses	Transit Purchase Vehicles	Transit	Bloomington Public Transportation Corp	PE1	\$880,000.00
R 36206 Total								\$880,000.00
R 36214	1382510	MS TRST	Purchase support and maintenance vehicles	Transit Purchase Vehicles	Transit	Bloomington Public Transportation Corp	PE1	\$88,400.00
R 36214 Total								\$88,400.00
R 36217	1382519	MS TRST	Replace fuel usage hardware/software	Transit Misc Equipment	Normal Project	Bloomington Public Transportation Corp	PE1	\$25,000.00
R 36217 Total								\$25,000.00
R 36218	1382517	MS TRST	Replace paratransit scheduling software/purchase sch software w/AVL technology	Transit Misc Equipment	Transit	Bloomington Public Transportation Corp	PE1	\$150,000.00
R 36218 Total								\$150,000.00
R 36221	1172620	MS TRST	The purchase of BT Access vehicles	Transit Purchase Vehicles	Transit	Bloomington Public Transportation Corp	PE1	\$106,750.00
R 36221 Total								\$106,750.00

B 35249	1297004	SR 46	3.00 miles E of SR-446 over Stephens Creek on SR-46	Bridge Thin Deck Overlay	Normal Project	Indiana Department of Transportation	CN PE1	\$447,392.00 \$95,000.00
B 35249 Total								\$542,392.00
IR 29982	9010075	SR 45	From Kinser Pike to Pete Ellis Dr	Added Travel Lanes, HMA	Major Moves - Major New	Indiana Department of Transportation	CE	\$330,626.92
IR 29982 Total								\$330,626.92
IR 33742	1006075	PR 69	Branch of Clear Creek to SR 37	New Road Construction	Major Moves - Major New	Indiana Department of Transportation	CE CN District Division RW1	\$13,340.00 \$325,157.86 \$20,947.50 \$2,787.22
IR 33742 Total								\$362,232.58
IR 34269	1006572	PR 69	On Bolin Ln, approx 1.25 mi W of SR37 and 3.2 mi S of SR37 intersection w SR45	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CN	\$67,381.72
IR 34269 Total								\$67,381.72
IR 35953	1382565	PR 69	Kinser Pike, West side of SR37, just south of Kinser Pike & SR37 Intersection -	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CN RW1	\$224,554.44 \$0.00
	1382566	PR 69	Whisnand, On Whisnand Rd and N. Walnut St. Approx 0.6 m S of SR37/Walnut St. Int	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CE CN RW1	\$500,000.00 \$868,030.16 \$0.00
	1382577	PR 69	Long Pond; On N Bottom Rd W of SR37, NW of SR37/Walnut St interchange	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CN RW1	\$1,392,749.50 \$0.00
IR 35953 Total								\$2,985,334.10
IR 35954	1382567	PR 69	Victor Pike, East side of Victor Pike, N of Tramway Rd., S of Dillman Rd.	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CE CN	\$70,000.00 \$999,977.70
IR 35954 Total								\$1,069,977.70
IR 35957	1382575	PR 69	Creek Road; On east side of SR37 along Bryants Creek Road.	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	RW1	\$0.00
IR 35957 Total								\$0.00
IR 35958	1382578	PR 69	Modesto; On Lawson Rd and N. Bottom Rd, N of Wylie Rd	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CE CN	\$80,000.00 \$1,614,626.84
	1382579	PR 69	Wylie; On Wylie Rd, west side of SR37, approx 1.1 m N of Walnut Interchange	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CN	\$112,747.36
IR 35958 Total								\$1,807,374.20
IR 37369	1383231	PR 69	SR 37 from Victor Pike to SR 39 Monroe/Morgan Counties	Demolition, Remove Buildings, Foundations	Major Moves - Major New	Indiana Department of Transportation	CN	\$4,116,062.00
IR 37369 Total								\$4,116,062.00
PLC 37301	0300381	PR 69	From S of Bloomington via SR37 corridor to SR39 (tier 2 environ study) SAFETEALU	New Road Construction	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00
PLC 37301 Total								\$0.00
PLC 37340	1382776	PR 69	I-69 Section 5 - IFA Reimbursement for Financial & Legal Consult	New Road Construction	Major Moves - Major New	Indiana Department of Transportation	CN PE1	\$0.00 \$2,000,000.00
PLC 37340 Total								\$2,000,000.00
PLC 37363	1382576	PR 69	Griffith; On west side of SR37,between Ellis Rd and Wylie Rd Intersect with SR37	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00
PLC 37363 Total								\$0.00
PLC 37364	1382557	PR 69	Beanblossom Creek, On N Walnut St & Beanblossom Creek - see log	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CN RW1	\$0.00 \$0.00
PLC 37364 Total								\$0.00
PLC 37368	1382586	PR 69	Stout Valley; On west side of SR37 Approx .6 m N of Acuff Rd, 0.3 m S of Kinser	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CN RW1	\$0.00 \$0.00
PLC 37368 Total								\$0.00
PLC 37474	1400692	PR 69	Wapahani Park Mitigating 4F impacts east of I-69, south of second st	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CN	\$921,172.00
PLC 37474 Total								\$921,172.00
PLC 37991	1297885	PR 69	From S of Bloomington via SR37 corridor to SR39	New Road Construction	Major Moves - Major New	Indiana Department of Transportation	CE CN PE1 RW1 UT1 UT2	\$3,500,000.00 \$20,000,000.00 \$9,283,830.00 \$50,422,938.00 \$35,753,754.76 \$5,000,000.00
	1401409	PR 69	Rockport Road over I-69 at RP 114+85 (Monroe County)	New Br, Comp.Cont.Pres.Conc.Bulb T-Beam	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00
	1401593	PR 69	Fullerton Pike over I-69 at RP 115+25 (Monroe County)	New Br, Comp.Cont.Pres.Conc.Bulb T-Beam	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00
	1401594	PR 69	Tapp Road over I-69 at RP 116+27 (Monroe County)	New Br, Comp.Cont.Pres.Conc.Bulb T-Beam	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00
	1401595	PR 69	SR 45 over I-69 at RP 117+01 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00
	1401596	PR 69	SR 48 over I-69 at RP 118+18 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00

1401613	PR 69	I-69 Northbound over CSX Railroad at RP 118+86 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401614	PR 69	I-69 Southbound over CSX railroad at RP 118+86 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401615	PR 69	Vernal Pike over I-69 at RP 119+49 (Monroe County)	New Br, Comp.Cont.Pres.Conc.Bulb T-Beam	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401616	PR 69	SR 46 over I-69 at RP 120+09 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401617	PR 69	Arlington Road over I-69 at RP 120+57 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401618	PR 69	Kinser Pike over I-69 at RP 122+55 (Monroe County)	New Br, Comp.Cont.Pres.Conc.Bulb T-Beam	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401619	PR 69	I-69 Northbound over Griffy Creek at RP 123+03 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401620	PR 69	I-69 Southbound over Griffy Creek at RP 123+03 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401621	PR 69	I-69 Northbound over Beanblossom Creek at RP 123+26 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401622	PR 69	I-69 Southbound over Beanblossom Creek at RP 123+26 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401623	PR 69	Walnut Street over I-69 at RP 123+49 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401624	PR 69	I-69 Northbound over Beanblossom Overflow at RP 123+83 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401625	PR 69	I-69 Southbound over Beanblossom Overflow at RP 123+83 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401626	PR 69	Sample Road over I-69 at RP 125+92 (Monroe County)	New Br, Comp.Cont.Pres.Conc.Bulb T-Beam	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401627	PR 69	Chambers Pike over I-69 at RP 128+65. (Monroe County)	New Br, Comp.Cont.Pres.Conc.Bulb T-Beam	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401628	PR 69	I-69 Northbound over Bryants Creek at RP 130+91. (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
1401629	PR 69	I-69 Southbound over Bryants Creek at RP 130+91 (Monroe County)	Bridge Rehabilitation Or Repair	Major Moves - Major New	Indiana Department of Transportation	CN	\$0.00	
PLC 37991 Total							\$123,960,522.76	
RS 37117	1383224	SR 46	Red Hill Road to end of concrete section near SR 37	Surface Treatment, Thin HMA Overlay	Pavement Preservation Initiative	Indiana Department of Transportation	CN	\$4,489,448.46
RS 37117 Total							\$4,489,448.46	
RS 37887	1383223	SR 446	E Moores Pike to SR 46	Surface Treatment, Thin HMA Overlay	Pavement Preservation Initiative	Indiana Department of Transportation	CN	\$444,197.66
RS 37887 Total							\$444,197.66	
T 34708	1173647	SR 46	SR 46 and Matthews Drive at RP 47 + 08 in Ellettsville	New Signal Installation	Normal Project	Indiana Department of Transportation	CN	\$6,962.97
T 34708 Total							\$6,962.97	
IR 33739	1006076	PR 69	County Line to Harmony Rd	New Road Construction	Major Moves - Major New	Indiana Department of Transportation	RW1 UT1 UT2	\$357,162.42 \$76,500.00 \$75,233.00
	1172059	PR 69	Bridge over tributary over Indian Creek	New Bridge, Other	Major Moves - Major New	Indiana Department of Transportation	CN	\$275,987.96
	1172070	PR 69	From County Line to Harmony Road	Signs, Lighting, Signals And Markings	Major Moves - Major New	Indiana Department of Transportation	CN	\$322,977.12
IR 33739 Total							\$1,107,860.50	
IR 33741	0500450	PR 69	Harmony Rd to Branch of Clear Creek	New Road Construction	Major Moves - Major New	Indiana Department of Transportation	District Division RW1 UT1 UT2	\$20,947.50 \$178,917.98 \$639,771.19 \$569,770.67
IR 33741 Total							\$1,409,407.34	
IR 34268	1172121	PR 69	On Breeden Rd, approx 1.1 mi S of SR 45	Environmental Mitigation	Major Moves - Major New	Indiana Department of Transportation	CN	\$297,888.94
IR 34268 Total							\$297,888.94	
							\$171,589,680.28	



MEMORANDUM

To: MPO Policy Committee
From: Josh Desmond, MPO Director
Date: September 4, 2015
Re: 2016 MPO Meeting Schedule

Background

Attached to this memo is a proposed meeting schedule for 2016. It currently shows Policy Committee meetings occurring on Fridays at 1:30 PM in the Council Chambers. In the past, some Policy Committee members have voiced concern about continuing the practice of holding meetings on Fridays. Meetings could be changed to Thursday afternoons for 2016 if the Committee wishes to make this change. The meetings would still occur at 1:30 PM in the Council Chambers.

Action Requested

Staff is seeking guidance from the Policy Committee on their preferred meeting schedule for 2016. No vote is required, but a consensus among members about which day of the week is preferred would be helpful. The Technical and Citizens Advisory Committees have already reviewed their respective proposed schedules and are comfortable moving forward with them.



2016 Meeting Schedule

	POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
January	1/08/2016; 1:30pm	1/27/2016; 10:00am	1/20/2016; 6:30pm
February	2/12/2016; 1:30pm	2/24/2016; 10:00am	2/24/2016; 6:30pm
March	3/11/2016; 1:30pm	3/23/2016; 10:00am	3/23/2016; 6:30pm
April	4/08/2016; 1:30pm	4/27/2016; 10:00am	4/27/2016; 6:30pm
May	5/13/2016; 1:30pm	5/25/2016; 10:00am	5/25/2016; 6:30pm
June	6/10/2016; 1:30pm	6/22/2016; 10:00am	6/22/2016; 6:30pm
July	Summer Recess - No Meetings		
August	8/12/2016; 1:30pm (Tentative)	8/24/2016; 10:00am	8/24/2016; 6:30pm
September	9/09/2016; 1:30pm	9/21/2016; 10:00am	9/21/2016; 6:30pm
October	10/14/2016; 1:30pm (Tentative)	10/26/2016; 10:00am	10/26/2016; 6:30pm
November	11/11/2016; 1:30pm	11/16/2016; 10:00am	11/16/2016; 6:30pm
December	Winter Recess - No Meetings		

Meetings are held at: City of Bloomington City Hall at the Showers Complex
 Policy Committee - Council Chambers; Suite 115
 Technical & Citizens Advisory Committees - McCloskey Room; Suite 135
 401 N. Morton Street
 Bloomington, IN 47404

MEMORANDUM

To: MPO Policy Committee
From: Josh Desmond, MPO Director
Date: September 4, 2015
Re: 2040 MTP – Travel Demand Model Scenarios & Results

Background

At the last meeting, staff presented an overview of the Performance Measures that would be used to analyze the results of the travel demand scenarios. At this time, staff is providing those preliminary results. Staff will present and discuss these results in greater detail at the September 11 meeting.

Scenarios

There are twelve initial scenarios that have been tested on the new Travel Demand Model. A matrix comparing the contents of each scenario is attached to this memo. Below is a brief narrative overview of each scenario.

1. Do Nothing [also known as the Existing plus Committed Network (E+C)]

The network is under the base year conditions of 2013 (roadway configurations, operations of traffic control devices, transit services, and bicycle and pedestrian facilities) with only the committed or new transportation projects scheduled for construction (bid awards by FY 2014, not including operations and maintenance projects). The committed projects include: Section 5 of I-69; Fullerton Pike Phase I; Karst Farm Trail Phase 2a; Matthews Drive/Bridge 33 reconstruction; 17th Street/Arlington Road/Monroe Street roundabout; 17th Street and Jordan Avenue sidepath and reconstruction; Old SR 37 and Dunn Street trail and reconstruction; and the Black Lumber Trail. The E+C network is included as part of all other scenarios.

2. Bus Rapid Transit Route #3

This scenario converts and slightly modifies Bloomington Transit's Route #3 (an east/west route following 3rd Street) by changing it into a bus rapid transit (BRT) route. This route would have 10-minute headways and signal preemption for a time efficient route. This scenario will help understand the impacts associated with a major east-west bus rapid transit route.

3. State Road 37

This scenario matches Scenario 1 except for the exclusion of Section 5 of I-69. This is done to further understand the impacts associated with I-69 beyond the corridor as well to identify other local needs outside the I-69 corridor.

4. Peak Oil

In this scenario, the impacts of rising gasoline prices are considered as part of the mode choice process. The E+C network is not modified, but as fuel prices increase it is expected that trips will be altered or

reduced. This scenario will help understand some of the economic and behavioral influences on transportation with fuel prices at \$5.00 per gallon. Fuel efficiencies as well as alternative fuels and new technologies may be mitigating factors, but this scenario tests a reasonable constraint (cost) in the mode-choice process.

5. Transportation Improvement Program (TIP)

This scenario represents the E+C network modified by the recent approval of the FY 2016-2019 TIP. Additional transportation projects for this scenario are: Rogers Road Sidepath; Winslow Road Sidepath; 10th Street and Law Lane new road connection; 17th Street reconstruction; Fullerton Pike Phases 1 & 2; South Henderson Sidepath; and Jackson Creek Trail Extensions. This scenario will provide information on the most recent projects approved in the TIP and expected to be completed well before 2040.

6. TIP + Public Workshop Allocation

This scenario uses the TIP network (Scenario 5) with the addition of priorities identified by two public workshops. The additional transportation projects include a westward B-Line Trail extension to Karst Farm Trail, Fullerton Pike connection from I-69 to Rogers Street (3-lane with sidewalks and sidepath that connects to Clear Creek Trail), a completed Jackson Creek Trail network, and new transit service route along Tapp/Winslow/Rogers/Country Club from Curry Pike and SR 45 to Sare Road and Rogers Road with 30 minute headways.

7. TIP + 2035 LRTP Carryover Projects

This scenario evaluates older priorities from the previous LRTP that have yet to come to fruition. Some of these projects have not moved forward for a variety of reasons, such as lack of anticipated private sector developments or changes in funding priorities. A detailed description is available in the 2035 MTP. Generally speaking, projects in this scenario include completing South Adams Street, connecting East 14th Street to Law Lane, completing Sudbury Drive, connecting Fullerton Pike from I-69 to Walnut Street, modernization of Curry Pike from Constitution Avenue to Tapp Road, realignment of Weimer Road, and completion of all of Jackson Creek Trail. Information from this scenario will help reassess some of the challenging lingering needs previously identified.

8. TIP + 2035 LRTP Limited Carryover

This scenario is essentially the same as Scenario 7, but omits Weimer Road, 14th Street, Curry Pike, Sudbury Drive, and sections of Jackson Creek Trail that are not part of the current TIP. This analysis provides information mostly on the new 3-lane connection of Fullerton Pike from I-69 to Rogers Street and projects included within the TIP.

9. TIP + IU Research Park

In this scenario, Bloomington Hospital will relocate to the Indiana University Research Park area at East 10th Street and SR 45/46 Bypass. The old Hospital site will convert to a traditional single family housing neighborhood. This scenario will help better understand some of the impacts associated with Bloomington Hospital relocating.

10. TIP + Sample Road Bedroom Community

A new interchange will be built at Sample Road as part of I-69. This scenario illustrates impacts associated with concept of a new bedroom community with easy access to either Bloomington or Indianapolis. This is possible due to improved access to relatively vacant land and the proximity of Sample Road to major destinations. This scenario allocates most of the new population growth around this interchange to demonstrate maximum impacts for a sprawl-like land use development.

11. TIP + 2-Way Streets

This scenario converts certain one way streets back into two way streets, including College Avenue, Walnut Street, 3rd Street, and Atwater Avenue. This will provide some information on the impacts of one way streets in Scenario 5 when compared with the results of this scenario.

12. TIP + Urban Infill

Another way to look at allocating new population growth rather than with a new bedroom community is to allocate growth to existing housing by minor increases in neighborhood densities with the inclusion of accessory living units or granny flats. This scenario offers another way to compare the impacts of land use policy on the transportation network like in Scenario 10.

Performance Measures

Each of the scenarios listed above has been tested on the new Travel Demand Model. At the time of publication of this packet, staff was still awaiting transmittal of the performance measure results from those scenario runs. Staff will get those results from the consultant and present them at the September 11 meeting.

Action Requested

No action is requested at this time. Staff is seeking further input from the Policy Committee about potential projects and scenarios that may be tested on the Travel Demand Model.

MEMORANDUM



To: Policy Committee

From: Vince Caristo, MPO Staff

Date: September 4, 2015

Re: National Highway System, National Truck Network, and Federal Functional Classification Review

Background

In August 2013, INDOT initiated a request to all Indiana MPO's for a comprehensive review of state and federal updates to the National Highway System (NHS), National Truck Network (NTN), and Federal functional classification networks. Each of these networks has undergone changes as a result of the passage of MAP-21 and 2010 Census. Localities served by an MPO have been asked to coordinate their review of these networks through the MPO. As of the summer of 2015, about 20% of the state has updated their networks as requested.

The maps included in this packet represent the desired changes to each of the three networks that were agreed upon by transportation staff from the City of Bloomington and Monroe County. In the future, the MPO and LPA's can request to INDOT and FHWA changes to each network as necessary.

National Highway System (NHS), National Truck System (NTN), and Federal Functional Classification Networks

- 1) The *National Highway System (NHS)* was established in 1995 as a strategic network of roadways that are important to the nation's economy, defense, and mobility. It includes the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transportation facilities.

Highways on the NHS must comply with additional federal regulations, including those for design standards, contract administration, State-FHWA oversight procedures, Highway Performance Monitoring System reporting, National Bridge Inventory reporting, national performance measures data collection, and outdoor advertisement/junkyard control.

In October 2012, MAP-21 automatically added to the NHS those roads that were at that time functionally classified as principal arterials but not yet part of the NHS, which included many road owned by local jurisdictions.

The NHS system in Monroe County as of 2011 is included in this packet as a reference point for understanding the impact of this automatic change.

- 2) The *National Truck Network (NTN)* was established by the Surface Transportation Assistance Act of 1982 as a national network of highways designated for use by large trucks. On these highways, Federal width and length limits apply. The NTN includes almost all of the Interstate Highway System and other, specified non-Interstate highways. The network comprises more than 200,000 miles of highways.

Bloomington/Monroe County Metropolitan Planning Organization

The NTN system in Monroe County as of 2011 is included in this packet as a reference point for understanding the proposed changes.

- 3) *Functional classification* is the grouping of roadways based on the character of service roadways are intended to provide, with mobility and land access being the primary determinants. The functional classification of the nation's roadways provides important inputs into the Highway Performance Management System (HPMS) program and into the apportionment of federal funds, such as for the National Highway System (NHS) and Surface Transportation Program (STP).

Federal functional classifications are updated after each decennial census. In 2008, FHWA initiated a change in the number of functional classes from 12 classes to 7 classes, which are as follows: Interstate; Other Freeways or Expressways; Other Principal Arterial; Minor Arterial; Major Collector; Minor Collector; Local.

The federal functional classifications from the old 12-class system are provided in this packet as reference point for understanding the impact of this change.

Funding Implications

The Federal Highway Administration has indicated that the NHS, NTN, and federal functional classifications will not influence the amount of federal-aid funding provided to the BMCMPPO:

- *National Highway System (NHS)*: Mileage in a state does not affect the total amount of federal funding the state receives nor the distribution of funding among programs. Inclusion of a route on the NHS will not provide local governments additional funding opportunities for newly-designated NHS routes. Federal law gives states the authority for selecting projects on the NHS in consultation with local officials.
- *National Truck Network (NTN)*: There are not currently specific funding sources associated with the NTN network, nor are there any new funding sources planned.
- *Functional Classifications*: In general, STP project may not be located on roadways classified as a minor collectors or below. However, exceptions include: Road ADHS local access roads, bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, port terminal modifications, minor collectors in NHS corridors, and the two new bridge eligibilities brought over from the HBP.

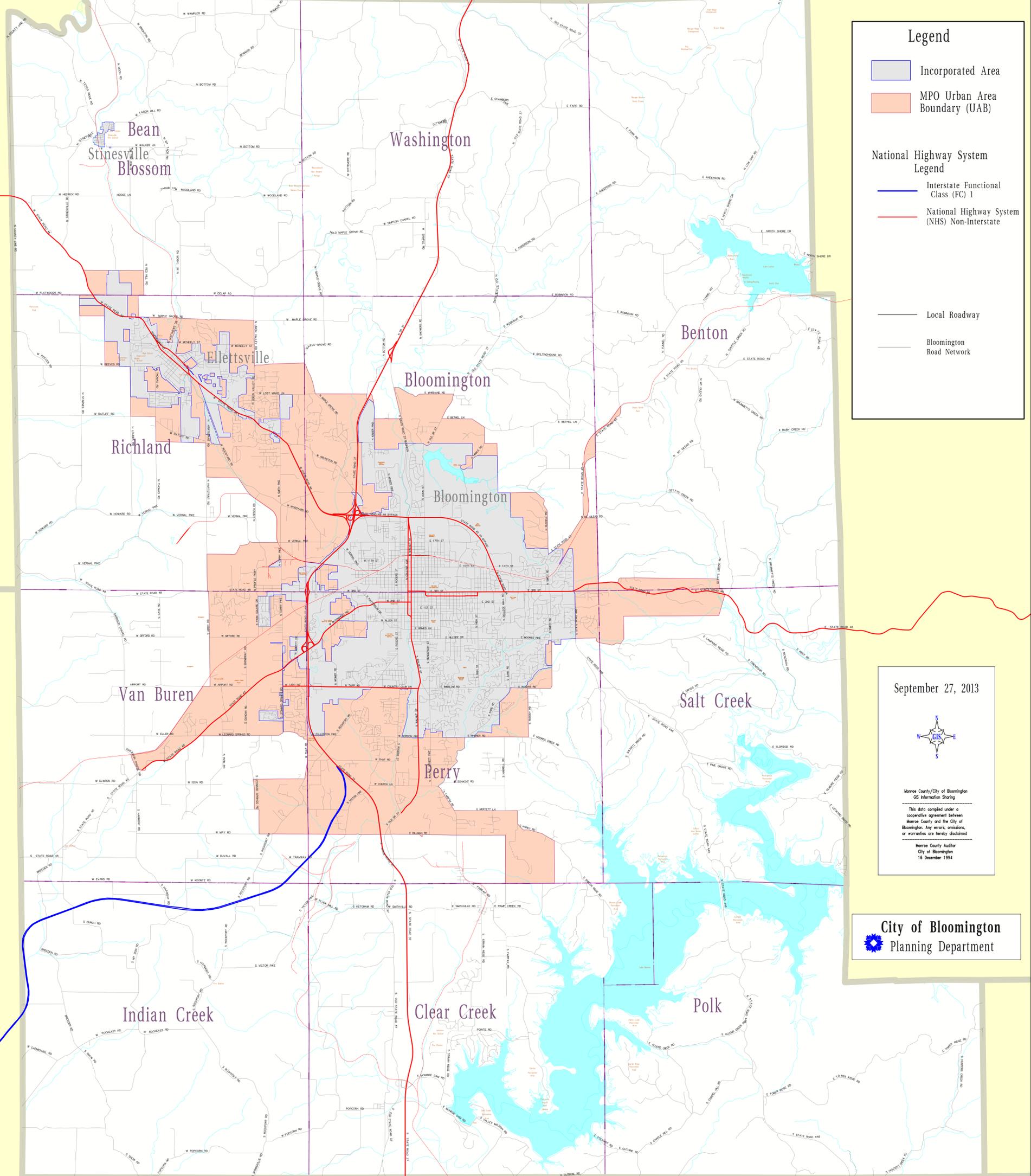
Action Requested

The Policy Committee is asked approve the National Highway System, National Truck Network, and Federal Functional Classification networks in Monroe County as proposed in the attachments to this memo. On 8/26/15, the TAC and CAC voted to recommend approval of the networks as proposed.

Bloomington-Monroe County MPO Local Transportation Network Review

National Highway System

Monroe County, Indiana



Legend

- Incorporated Area
- MPO Urban Area Boundary (UAB)

National Highway System Legend

- Interstate Functional Class (FC) 1
- National Highway System (NHS) Non-Interstate

- Local Roadway
- Bloomington Road Network

September 27, 2013

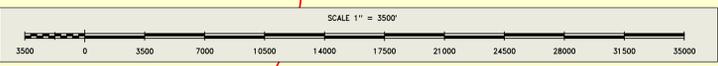


Monroe County/City of Bloomington
GIS Information Sharing

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Monroe County Auditor
City of Bloomington
16 December 1994

City of Bloomington
Planning Department





**National Highway System (NHS)
Proposed Update
6/22/15**

Includes the following roadways:

- State Road 37
- State Road 45/46 Bypass
- State Road 46
- Interstate 69

Bloomington-Monroe County MPO Local Transportation Network Review

National Truck Network

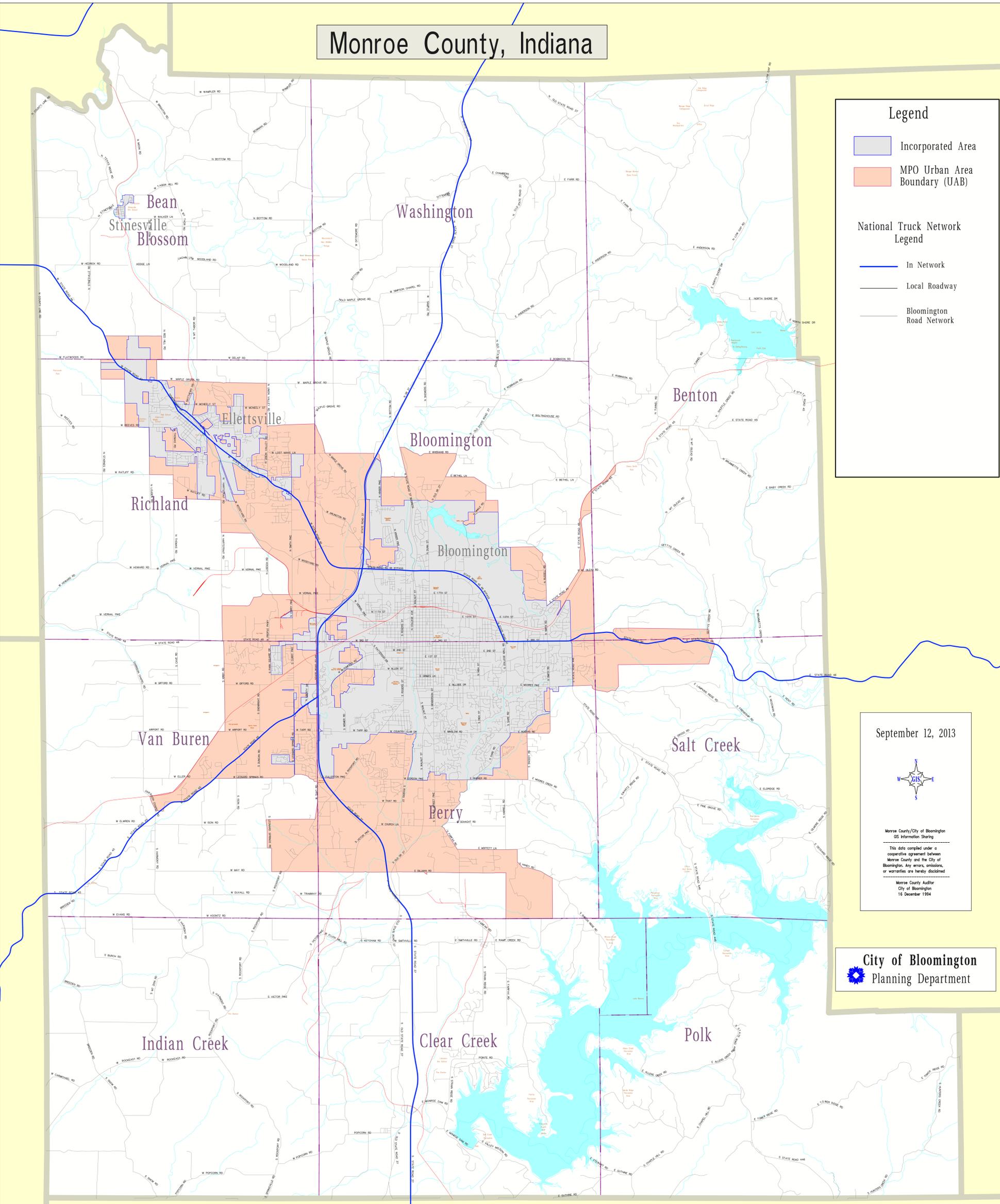
Monroe County, Indiana

Legend

- Incorporated Area
- MPO Urban Area Boundary (UAB)

National Truck Network Legend

- In Network
- Local Roadway
- Bloomington Road Network



September 12, 2013

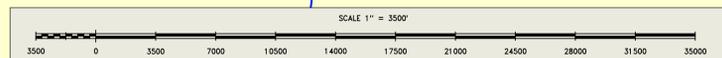


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Planning Department





**National Truck Network
Proposed Update
6/22/15**

Includes the following roadways:

- State Road 37
- State Road 45/46 Bypass
- State Road 46
- Interstate 69

Bloomington-Monroe County MPO Local Transportation Network Review

INDOT Functional Classification

Monroe County, Indiana

Legend

-  Incorporated Area
-  MPO Urban Area Boundary (UAB)

Functional Class Legend

-  Interstate
-  Other Freeway or Expressway
-  Other Principal Arterial (OPA)
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Roadway
-  Bloomington Road Network

September 12, 2013

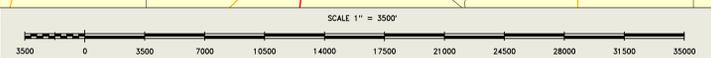


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Planning Department





**Federal Functional Classifications
Proposed Update
8/5/15**

Includes the following roadways:

FUNCTIONAL CLASSIFICATION	JURISDICTION
Interstate	
Interstate 69	IN
Other Freeway	
State Road 37	IN
State Road 45/46 Bypass, from W Arlington Rd to N Walnut St	IN
Other Principal Arterial	
State Road 46	IN
State Road 45/46 Bypass, from N Walnut St to S College Mall Rd	IN
State Road 48, from Hartstrait Rd to Interstate 69	IN
State Rd 45, from Greene County Line to Interstate 69	IN
Minor Arterial	
Curry Pike, from State Road 45 to State Road 46	MC
N Smith Pike, from W Woodyard Rd to State Road 46	MC
W Bloomfield Rd, from Interstate 69 to S Patterson Dr	COB
W 3rd St, from Interstate 69 to S Patterson Dr	COB
Walnut St, from E Rhorer Rd to Interstate 69	COB, MC
S Old State Road 37, from State Road 37 to E Rhorer Rd	MC
College Ave, from S Walnut St to State Road 45/46 Bypass	COB
State Road 446	IN
Major Collector	
E 10th St, from N Walnut St to State Road 45/46 Bypass	COB
E 3rd St, from S Dunn St to State Road 46	COB
E Atwater Ave, from S Dunn St to S High St	COB
E Hillside Dr, from S Walnut St to S High St	COB
S Adams St, from S Patterson Dr to W Kirkwood Ave	COB
S College Mall Rd, from E Moores Pike to State Road 46	COB
S Leonard Springs Rd, from State Road 45 to W Tapp Rd	COB
S Patterson Dr, from W 3rd St to S Morton St	COB
S Sare Rd, from E Rhorer Rd to E Moores Pike	COB
W 17th St, from W Arlington Rd to Interstate 69	COB
W 17th St, from W Arlington Rd to State Road 45/46 Bypass	COB
W Country Club Rd, from S Rockport Rd to S Walnut St	COB

Major Collector (continued)	
W Grimes Ln, from S Morton St to S Walnut St	COB
W Kirkwood Ave, from S Adams St to S Walnut St	COB
State Road 446, from E Waldrip Creek Rd to Jackson County Line	IN
State Road 45, from State Road 45/46 Bypass to Brown County Line	IN
State Road 48, from State Road 43 to NHartstrait Rd	IN
E Gordon Pike, from W Fullerton Pike to S Walnut St	MC
E Monroe Dam Rd, from S Strain Ridge Rd to State Road 37	MC
E Pointe Rd, from S Fairfax Rd to S Strain Ridge Rd	MC
E Rhorer Rd, from S Walnut St to S Sare Rd	MC
N Bottom Rd, from W Maple Grove Rd to W Sample Rd	MC
N Hartstrait Rd, from State Road 48 to State Road 46	MC
N Maple Grove Rd, from W Arlington Rd to N Bottom Rd	MC
S Fairfax Rd, from Old State Road 37 to E Pointe Rd	MC
S Kirby Rd, from W Airport Rd to State Road 48	MC
S Rockport Rd, from W Fullerton Pike to W Tramway Rd	MC
S Strain Ridge Rd, from E Pointe Rd to E Monroe Dam Rd	MC
S Victor Pike, from W Tramway Rd to W Dillman Rd	MC
Stinesville Rd, from State Road 46 to N Railroad St	MC
W Airport Rd, from S Kirby Rd to State Road 45	MC
W Curry Pike, from State Road 46 to W Arlington Rd	MC
W Dillman Rd, from S Victor Pike to S Fairfax Rd	MC
W Fullerton Pike, from Interstate 69 to E Gordon Pike	MC
W Sample Rd, from N Bottom Rd to Old State Road 37	MC
W Tapp Rd, from S Leonard Springs Rd to S Rockport Rd	MC
W Tramway Rd, from S Rockport Rd to S Victor Pike	MC
W Vernal Pike, from N Curry Pike to Interstate 69	MC
Minor Collector	
Dunn St, E Atwater Ave to E 10th St	COB
E 13th St, from N Dunn St to N Indiana Ave	COB
E Moores Pike, from S High St to State Road 446	COB
E Rogers Rd, from S High St to S Smith Rd	COB
E Winslow Rd, from S Walnut St to S High St	COB
Indiana Ave, from E 3rd St to E 17th St	COB
N Dunn St, from E 13th St to N Old State Road 37	COB
N Kinser Pike, from W 17th St to N Bottom Rd	COB
S Henderson St, from E Rhorer Rd to E 3rd St	COB
S High St, from E Rogers Rd to E 3rd St	COB
S Rockport Rd, from W Fullerton Pike to S Rogers St	COB
Smith Rd, from E Rogers Rd to State Road 45	COB
Union St, from E 3rd St to E 10th St	COB

Minor Collector (continued)	
W Vernal Pike, from N Curry Pike to W Arlington Rd	COB
Old State Road 37, from N Walnut St to Morgan County Line	COB, MC
Rogers St, from S Old State Rd 37 to W 17th St	COB, MC
W Arlington Rd, from W 17th St to State Road 46	COB, MC
E Anderson Rd, from N Old State Road 37 to E Northshore Dr	MC
E Northshore Dr, from E Anderson Rd to Brown County Line	MC
N Bottom Rd, from N Kinser Pike to W Maple Grove Rd	MC
N Bottom Rd, from N Mt Tabor Rd to Sample Rd	MC
N Mt Tabor Rd, from State Road 46 to N Bottom Rd	MC
S Hunters Creek Rd, from Lawrence County Line to E Tower Ridge Rd	MC
W Maple Grove Rd, from State Road 46 to N Maple Grove Rd	MC
W Tabor Hill Rd, from N Railroad St to N Mt Tabor Rd	MC



MEMORANDUM

To: MPO Policy Committee
From: Josh Desmond, MPO Director
Date: September 4, 2015
Re: TIP Amendments – HSIP Projects

Background

After the adoption of the FY 2016-2019 Transportation Improvement Program, there were additional HSIP and TAP funds left unprogrammed. The MPO conducted an additional Call for Projects over the summer in order to program this remaining funding. Two project applications for HSIP funds were received during this process. The project requests are detailed below.

Funding Available

Funding available for programming in the recent Call for Projects was as follows:

FY 2016

HSIP – \$467,314

FY 2018

HSIP – \$507,305

FY 2019

TAP – \$198,973

HSIP – \$507,305

Project Applications

Two applications were received for HSIP funding in FY 2016. The project application materials are attached to this memo. The requests are as follows:

- City of Bloomington: \$202,500 HSIP for a comprehensive signal re-timing project to better coordinate and regulate traffic speeds as well as improve pedestrian safety at crossings.
- Monroe County: \$239,913 for the installation of two HAWK pedestrian signals, one at the intersection of the Karst Farm Trail and Gifford Road and one at the intersection of the Karst Farm Trail and Endwright Road.

Based on the requests, there is ample funding available to award both projects for FY 2016. Both projects are eligible under the low cost, systematic project list, which requires no further analysis or prioritization before approval.

The TAP and HSIP funding in FY 2018 and 2019 will remain available for programming. Local public agencies are encouraged to develop and submit project applications as soon as possible so that this funding can be locked in for future years.

Action Requested

The Policy Committee is asked to adopt the proposed TIP amendments for new HSIP projects. The TAC and CAC both recommended approval of the amendments at their meeting on August 26.



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return fully completed by July 2, 2015

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 130
Bloomington, Indiana 47402

-OR-

email: dragovia@bloomington.in.gov
fax: (812) 349-3520

1. Public Agency Information (Fill in all applicable fields): Monroe County Board of Commissioners

Employee in Responsible Charge (ERC): Bill Williams

Phone: (812) 349-2577

Email: bwilliams@co.monroe.in.us

2. Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

June 25, 2015

Employee in Responsible Charge (ERC) Signature

Date

3. Is this project seeking Low Cost Systemic Highway Safety Improvement Program (HSIP) funding?

If yes, do not fill out this form any further and complete the INDOT form for Low Cost Systemic HISP funding and attach to this form. If no, skip to Section 4.

4. Project Information: (Fill in all applicable fields):

a. Project Name:

b. Is this project already in the TIP? Yes No

c. Project Location (detailed description of project termini or attach an illustration)

d. Brief Project Description

4. Project Information (continued)

- e. Please identify the primary transportation need you feel this project will satisfy.
- f. Support for the Project (ie: Local plans, LRTP, TDP, etc.):
- g. Allied Projects (other projects related to this one):
- h. Does the project have an Intelligent Transportation Systems component? Yes No
 If so, is the project included in the MPO's ITS architecture? Yes No
- i. What is the anticipated construction letting date for the project? _____

5. Financial Plan:

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$

Construction Engineering/Inspection:

- a. Does the above project financial plan include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No N/A

Year of Implementation Cost:

- a. Has a four percent (4%) inflation factor been applied to all future costs? Yes No

6. Is this project seeking Complete Streets Policy :

- Compliance
- Exemption
- Not Applicable

7. Complete Streets Policy Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 1) **Detailed Scope of Work** – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone Email

PROJECT

Request Des No. of existing project

Road Name

Improvement Type

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:

County
Township
City/Town

The project is located in Monroe County, Van Buren Township, west of Bloomington, IN. The specific locations are at the intersections of the Karst Farm Greenway at Endwright Road and at Gifford Road (see map).

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E	<input type="text" value="39,406"/>	Est. Start Date	<input type="text" value="Jul 6, 2015"/>
Land Acquisition	<input type="text" value="0"/>	Est. Start Date	<input type="text" value="N/A"/>
Construction	<input type="text" value="231,800"/>	Est. Start Date	<input type="text" value="Apr 1, 2016"/>
Construction Eng.	<input type="text" value="34,770"/>		
Total	<input type="text" value="305,976"/>		

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

This project will compliment the construction of the Karst Farm Greenway by improving the safety of pedestrian and bicycle crossings on Endwright Road and Gifford Road (see Des. No. 0600370). It is proposed to install advance crossing warning flashers and overhead flashers or a HAWK system signal at the aforementioned intersections. Construction plans, from the Karst Farm Greenway, Phase 1, are attached for the locations of the proposed improvements.

Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

These intersections are new crossings on County roads that are rural in nature. Traffic speeds on rural roads are generally high as both locations are on or near straight road segments. The Endwright Road crossing improvement is near the entrance to an elementary school, Grandview Elementary School and Clearnote Church, and will have pedestrians using the crossing. The Gifford Road crossing improvement is adjacent to the Indiana Railroad tracks. The Karst Farm Greenway at this location connects a trailer court on the south side of the railroad to an elementary school, Highland Park Elementary School. It is anticipated that school children will be utilizing this crossing.

By placement of advance warning signs and flashers, safety to pedestrians and bicyclist that use the Karst Farm Greenway will be realized by bringing attention to motorist of the upcoming trail crossing.

There exists a total of over 2,000 residential units within a mile of the Karst Farm Greenway that would utilize these crossings.

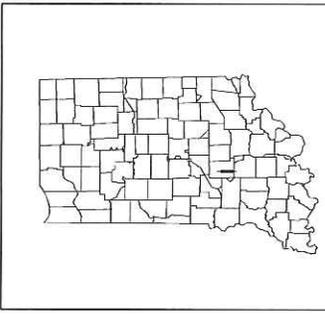
Recent plans for this area, including the Urbanize Area Plan, identified a higher concentration of low to moderate income households in this area that would benefit from improved safety measures.

PROJECT	DESIGNATION
CONTRACT	080270
R-23448	

INDIANA DEPARTMENT OF TRANSPORTATION

KARST FARM GREENWAY MONROE COUNTY, INDIANA

DESIGN DATA	
DESIGN SPEED	IN. M.P.H.
DESIGN LANE WIDTH	IN. FEET
FUNCTIONAL CLASSIFICATION	IN. TYPE
TERMINUS	IN. TYPE
DESIGN CONTRACT	IN. NO.
DESIGN DATE	IN. DATE
DESIGNER	IN. NAME
CHECKER	IN. NAME
APPROVER	IN. NAME
DATE	IN. DATE



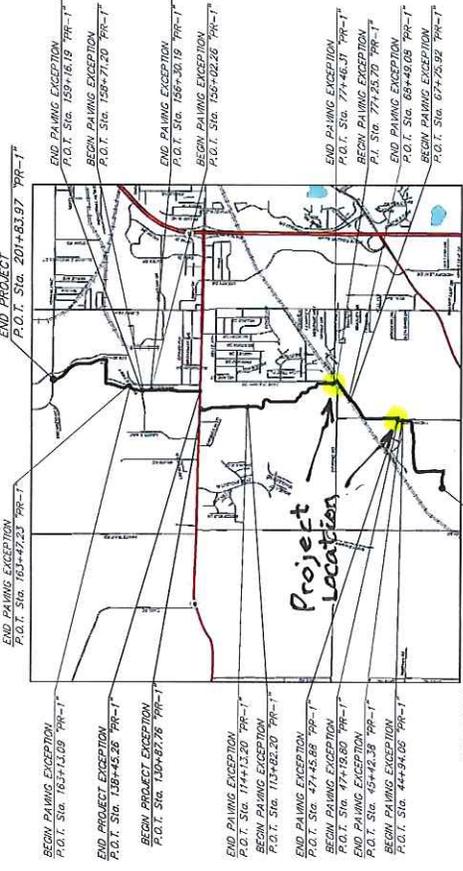
PROJECT LOCATION SHOWN BY →

LATITUDE: 37° 09' 09" N
 LONGITUDE: 86° 54' 50" W
 HUC NUMBER: 051202020100
 HUC NO: 05120201800020
 05120202040010

THE PROJECT IS LOCATED APPROXIMATELY 60 MILES SOUTHWEST OF INDIANAPOLIS, INDIANA IN MONROE COUNTY. THE TRAIL IS LOCATED IN SECTIONS 11 & 2, TOWNSHIP 6 NORTH, RANGE 2 WEST OF VAN BUREN TOWNSHIP, AND SECTIONS 25, 26, & 36, TOWNSHIP 9 NORTH, RANGE 2 WEST OF RICHLAND TOWNSHIP, IN MONROE COUNTY, INDIANA.

MORE SPECIFICALLY, PARCELS 1 OF KARST FARM TRAIL BEGINS AT MONROE COUNTY TOWNSHIP 6 NORTH, RANGE 2 WEST OF VAN BUREN TOWNSHIP, AND ENDS AT MONROE COUNTY TOWNSHIP 9 NORTH, RANGE 2 WEST OF RICHLAND TOWNSHIP. THE TRAIL BEGINS ALONG THE WEST SIDE OF ENDRIGHT ROAD TO HENDRY'S WAY. AFTER CROSSING HENDRY'S WAY, THE TRAIL TURNS EAST ACROSS ENDRIGHT ROAD AND CONTINUES EAST ALONG THE WEST SIDE OF ENDRIGHT ROAD TO THE RAILROAD. THE TRAIL PARALLELS THE SOUTH SIDE OF THE RAILROAD TO THE RAILROAD, WHERE THE TRAIL TURNS SOUTH AND THROUGH FARM LAND, AND THE EAST SIDE OF A SUBDIVISION TO STATE ROAD 48. THE TRAIL THEN TURNS EAST TO HAYNES LANE AND CONTINUES EAST ALONG HAYNES LANE TO THE WEST SIDE OF LEBESCH ROAD. THE TRAIL CONTINUES ON THE WEST SIDE OF LEBESCH ROAD AND REPHURNIES AT WEST TERNAL PIKE.

GROSS LENGTH - 3.57 MILES
 NET LENGTH - 3.43 MILES
 MAX. GRADE - 8.33%



BEGIN PROJECT
 P.O.T. Sta. 134+26.02 'PR-1'
 O.P.O.T. Sta. 12+65.45, 23.99' LL, 'A'

MONROE COUNTY COMMISSIONERS

MARK STOVES PRESIDENT
 IRIS P. BASSING VICE-PRESIDENT
 PATRICK STOVES MEMBER
 AMY CRISTMAN AUDITOR
 WILLIAM WILLIAMS COUNTY ENGINEER



VICINITY MAP
 SCALE: 1" = 2000'

INDIANA DEPARTMENT OF TRANSPORTATION
 STANDARD SPECIFICATIONS DATED 2012
 TO BE USED WITH THESE PLANS.

			PLANS PREPARED BY: <i>Bates James and Saylor Inc.</i> CERTIFIED BY: <i>[Signature]</i> APPROVED FOR LETTING: <i>[Signature]</i>	PHONE: (317) 719-4816 DATE: 3/29/25 DATE: 3/29/25
	BATES JAMES AND SAYLOR INC. 1000 WEST 10TH ST., SUITE 200 INDIANAPOLIS, IN 46204-1000 TEL: 317-719-4816 FAX: 317-719-4816 WWW.BJSI.COM	BATES JAMES AND SAYLOR INC. 1000 WEST 10TH ST., SUITE 200 INDIANAPOLIS, IN 46204-1000 TEL: 317-719-4816 FAX: 317-719-4816 WWW.BJSI.COM	CONTRACT NO. IN-23448 PROJECT NO. 080270	SHEET 1 OF 1 PROJECT 42

KFG

Ped Improvement Xing Project

Worksheet

	Unit Cost	Unit	Quantity	Total CN	HSIP	Local	Total
CN - Hawk Signals, wiring and advance flashers	\$115,900	each	2	\$231,800	\$208,620	\$23,180	\$231,800
CE 15% of CN				\$34,770	\$31,293	\$3,477	\$34,770
PE 17% of CN				\$39,406	\$0	\$39,406	\$39,406
RW None required				\$0	\$0	\$0	\$0
Total Project				\$305,976	\$239,913	\$66,063	\$305,976

INDOT LETTING PREPARATION SCHEDULE 2013-2020

October 15, 2013

All District documents are due to Contracts Administration by the Ready For Contracts Date - including the Ten Week Letter and the Contract Requirements Worksheet.

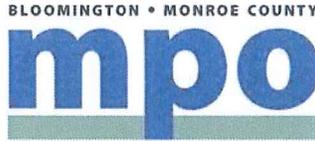
Bid Letting	LPA Deadlines							
	Stage 3 Submittal	RoW Docs due to District	Final Tracings Submission Due	Plans to DRU	Ready for Letting Docs to CA	CIB Cert Returned to Contracts Administration	Notice Posted, Documents Released	Final Revisions Due to Contracts Administration (No Later Than 11:00 AM)
	75 Days Prior to RFC	75 Days Prior to RFC	30 Days Prior to RFC	11.0 Weeks	10.0 Weeks	6.7 Weeks	4.0 Weeks	1.0 Weeks
Wed 3/4/15	Fri 10/10/14	Fri 10/10/14	Mon 11/24/14	Wed 12/17/14	Wed 12/24/14	Fri 1/16/15	Wed 2/4/15	Wed 2/25/15
Wed 4/1/15	Fri 11/7/14	Fri 11/7/14	Mon 12/22/14	Wed 1/14/15	Wed 1/21/15	Fri 2/13/15	Wed 3/4/15	Wed 3/25/15
Thu 5/7/15	Fri 12/12/14	Fri 12/12/14	Mon 1/26/15	Wed 2/18/15	Wed 2/25/15	Fri 3/20/15	Wed 4/8/15	Wed 4/29/15
Wed 7/8/15	Fri 2/13/15	Fri 2/13/15	Mon 3/30/15	Wed 4/22/15	Wed 4/29/15	Fri 5/22/15	Wed 6/10/15	Wed 7/1/15
Wed 8/5/15	Fri 3/13/15	Fri 3/13/15	Mon 4/27/15	Wed 5/20/15	Wed 5/27/15	Fri 6/19/15	Wed 7/8/15	Wed 7/29/15
Wed 9/2/15	Fri 4/10/15	Fri 4/10/15	Mon 5/25/15	Wed 6/17/15	Wed 6/24/15	Fri 7/17/15	Wed 8/5/15	Wed 8/26/15
Wed 10/7/15	Fri 5/15/15	Fri 5/15/15	Mon 6/29/15	Wed 7/22/15	Wed 7/29/15	Fri 8/21/15	Wed 9/9/15	Wed 9/30/15
Tue 11/10/15	Thu 6/18/15	Thu 6/18/15	Sun 8/2/15	Tue 8/25/15	Tue 9/1/15	Thu 9/24/15	Wed 10/14/15	Wed 11/4/15
Wed 12/9/15	Fri 7/17/15	Fri 7/17/15	Mon 8/31/15	Wed 9/23/15	Wed 9/30/15	Fri 10/23/15	Wed 11/11/15	Wed 12/2/15
Wed 1/13/16	Fri 8/21/15	Fri 8/21/15	Mon 10/5/15	Wed 10/28/15	Wed 11/4/15	Mon 11/30/15	Wed 12/16/15	Wed 1/6/16
Wed 2/3/16	Fri 9/11/15	Fri 9/11/15	Mon 10/26/15	Wed 11/18/15	Wed 11/25/15	Fri 12/18/15	Wed 1/6/16	Wed 1/27/16
Wed 3/2/16	Fri 10/9/15	Fri 10/9/15	Mon 11/23/15	Wed 12/16/15	Wed 12/23/15	Fri 1/15/16	Wed 2/3/16	Wed 2/24/16
Wed 4/6/16	Fri 11/13/15	Fri 11/13/15	Mon 12/28/15	Wed 1/20/16	Wed 1/27/16	Fri 2/19/16	Wed 3/9/16	Wed 3/30/16
Thu 5/5/16	Fri 12/11/15	Fri 12/11/15	Mon 1/25/16	Wed 2/17/16	Wed 2/24/16	Fri 3/18/16	Wed 4/6/16	Wed 4/27/16
Wed 7/13/16	Fri 2/19/16	Fri 2/19/16	Mon 4/4/16	Wed 4/27/16	Wed 5/4/16	Fri 5/27/16	Wed 6/15/16	Wed 7/6/16
Wed 8/10/16	Fri 3/18/16	Fri 3/18/16	Mon 5/2/16	Wed 5/25/16	Wed 6/1/16	Fri 6/24/16	Wed 7/13/16	Wed 8/3/16
Wed 9/14/16	Fri 4/22/16	Fri 4/22/16	Mon 6/6/16	Wed 6/29/16	Wed 7/6/16	Fri 7/29/16	Wed 8/17/16	Wed 9/7/16
Wed 10/5/16	Fri 5/13/16	Fri 5/13/16	Mon 6/27/16	Wed 7/20/16	Wed 7/27/16	Fri 8/19/16	Wed 9/7/16	Wed 9/28/16
Wed 11/16/16	Fri 6/24/16	Fri 6/24/16	Mon 8/8/16	Wed 8/31/16	Wed 9/7/16	Fri 9/30/16	Wed 10/19/16	Wed 11/9/16
Wed 12/14/16	Fri 7/22/16	Fri 7/22/16	Mon 9/5/16	Wed 9/28/16	Wed 10/5/16	Fri 10/28/16	Wed 11/16/16	Wed 12/7/16
Thu 1/19/17	Fri 8/26/16	Fri 8/26/16	Mon 10/10/16	Wed 11/2/16	Wed 11/9/16	Mon 11/28/16	Wed 12/21/16	Wed 1/11/17
Wed 2/8/17	Fri 9/16/16	Fri 9/16/16	Mon 10/31/16	Wed 11/23/16	Wed 11/30/16	Thu 12/22/16	Wed 1/11/17	Wed 2/1/17
Wed 3/1/17	Fri 10/7/16	Fri 10/7/16	Mon 11/21/16	Wed 12/14/16	Wed 12/21/16	Fri 1/13/17	Wed 2/1/17	Wed 2/22/17
Wed 4/5/17	Fri 11/11/16	Fri 11/11/16	Mon 12/26/16	Wed 1/18/17	Wed 1/25/17	Fri 2/17/17	Wed 3/8/17	Wed 3/29/17
Wed 5/10/17	Fri 12/16/16	Fri 12/16/16	Mon 1/30/17	Wed 2/22/17	Wed 3/1/17	Fri 3/24/17	Wed 4/12/17	Wed 5/3/17

Be #33

Be #30

KFG, #43

FP, #41



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return fully completed by July 2, 2015

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 130
Bloomington, Indiana 47402

-OR-

email: dragovia@bloomington.in.gov
fax: (812) 349-3520

1. Public Agency Information (Fill in all applicable fields): City of Bloomington

Employee in Responsible Charge (ERC): Andrew Cibor

Phone: (812) 349-3423

Email: cibora@bloomington.in.gov

2. Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

July 9, 2015

Employee in Responsible Charge (ERC) Signature

Date

3. Is this project seeking Low Cost Systemic Highway Safety Improvement Program (HSIP) funding?
YES

If yes, do not fill out this form any further and complete the INDOT form for Low Cost Systemic HISP funding and attach to this form. If no, skip to Section 4.

4. Project Information: (Fill in all applicable fields):

a. Project Name:

b. Is this project already in the TIP? Yes No

c. Project Location (detailed description of project termini or attach an illustration)

d. Brief Project Description

4. Project Information (continued)

- e. Please identify the primary transportation need you feel this project will satisfy.

- f. Support for the Project (ie: Local plans, LRTP, TDP, etc.):

- g. Allied Projects (other projects related to this one):

- h. Does the project have an Intelligent Transportation Systems component? Yes No
 If so, is the project included in the MPO's ITS architecture? Yes No

- i. What is the anticipated construction letting date for the project? _____

5. Financial Plan:

Identify **ALL** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$

Construction Engineering/Inspection:

- a. Does the above project financial plan include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No N/A

Year of Implementation Cost:

- a. Has a four percent (4%) inflation factor been applied to all future costs? Yes No

6. Is this project seeking Complete Streets Policy :

- Compliance
- Exemption
- Not Applicable

7. Complete Streets Policy Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 1) **Detailed Scope of Work** – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list.

Highway Safety Improvement Program

Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	<input type="text" value="Jul 9, 2015"/>	Submitted by	<input type="text" value="BMCMPPO"/>
Local Public Agency	<input type="text" value="City of Bloomington"/>		
Official Signatory	<input type="text" value="Andrew Cibor"/>		
Office Title	<input type="text" value="Transportation & Traffic Engineer"/>		
Project Contact	<input type="text" value="Andrew Cibor"/>		
Telephone	<input type="text" value="(812) 349-3423"/>	Email	<input type="text" value="cibora@bloomington.in.gov"/>

PROJECT

Request	<input type="text" value="New Project"/>	Des No. of existing project	<input type="text"/>
Road Name	<input type="text" value="City Maintained Signalized Intersections"/>		
Improvement Type	<input type="text" value="4 Make changes to yellow interval signal timing or interconnect to improve safety"/>		

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:

County
Township
City/Town

The project will include all 82 signalized intersections maintained and operated by the City of Bloomington (see attached map). They are located in:

County = Monroe County
Townships = Richland, Bloomington, Van Buren, and Perry
City = City of Bloomington

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

The project will update the signal timing of all the City's traffic signals and pedestrian hybrid beacons. The project will update the signal timing parameters to reflect recommended yellow change intervals and required ADA walk/flashing don't walk phase lengths. Additionally, a key project metric will be to minimize vehicle stops while also attempting to manage the vehicle progression speed. Updating the change intervals and minimizing vehicle stops are expected to mitigate rear end and angle crash types. Providing sufficient time for pedestrians to cross the intersections is anticipated to improve pedestrian safety. Managing progression speeds is anticipated to enhance bicyclist safety and reduce crash severity. The project will also evaluate locations for possible use of leading pedestrian intervals, left-turn signal phasing changes, and identify additional beneficial traffic signal investments (e.g., interconnect, signal heads, flashing yellow arrow left-turn signals, etc.) to further enhance safety in the City of Bloomington.

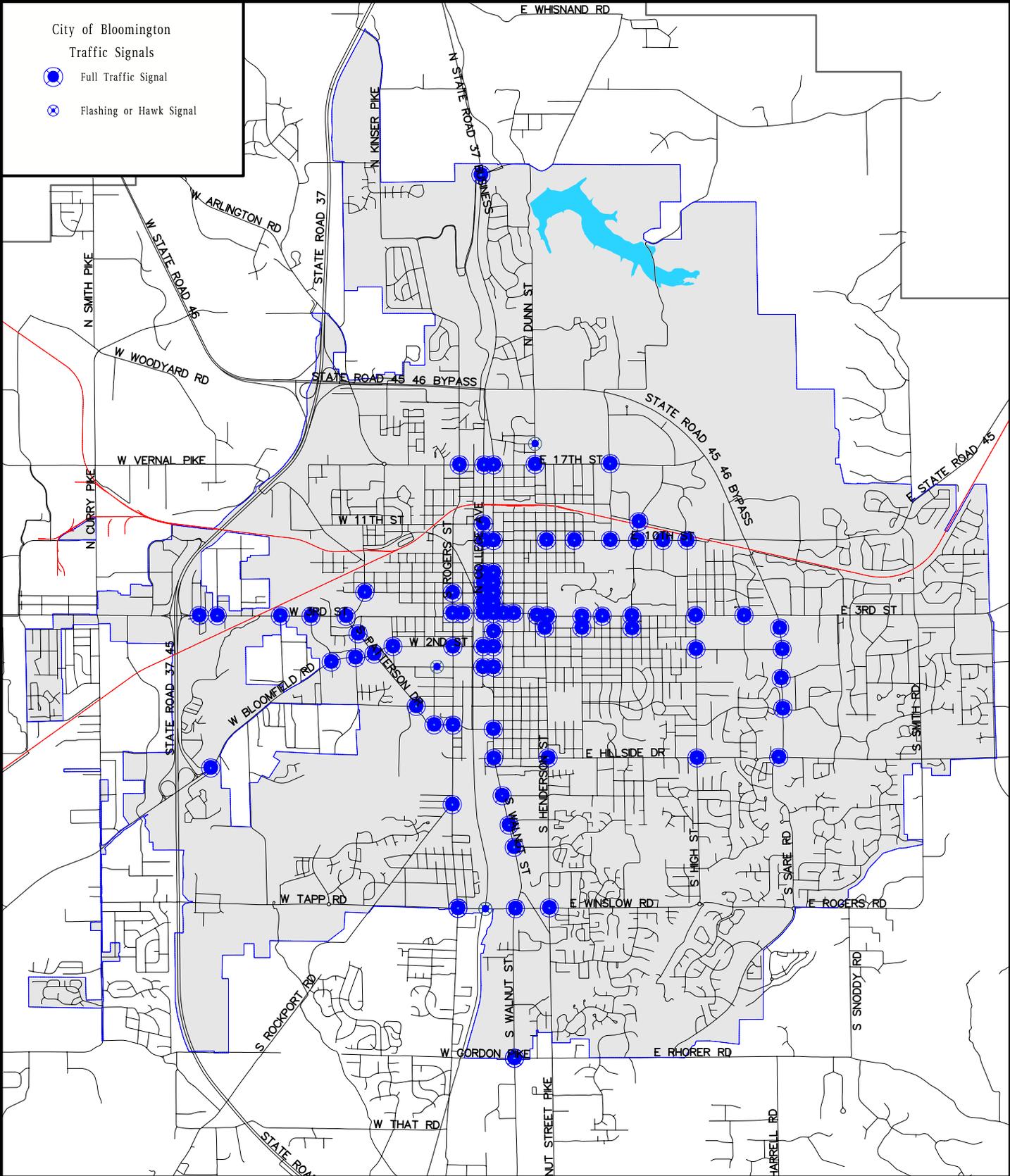
Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

Most locations with high crash numbers and rates in the City of Bloomington are at signalized intersections per the Bloomington/Monroe County Metropolitan Planning Organization Crash Report (<http://bloomington.in.gov/media/media/application/pdf/12690.pdf>). Risk tends to be greatest at signalized intersections due to their high traffic volumes and conflict points. Additionally, signalized intersections are multimodal nodes that process conflicting traffic ranging from large trucks and buses to pedestrians and bicyclists. The City of Bloomington has a significant amount of pedestrian and bicycle traffic and the City's signalized intersections are preferred crossing locations for many of these vulnerable users. This mix of user types further exacerbates the potential for severe crashes.

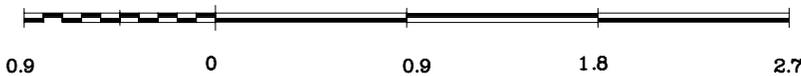
The attached table summarizes the number of and severity of crashes reported at the City's 80 signalized intersections and 2 pedestrian hybrid beacons from 2011-2013 (source ARIES). In total, all the signalized intersections experienced nearly 2,000 reported crashes over this three year period of which approximately 500 crashes resulted in injuries. These are significant numbers and highlight a concerning trend this project will attempt to help mitigate.

The proposed signal timing project will reduce severe crashes by using recommended yellow change intervals, minimizing vehicle stops, providing sufficient pedestrian crossing times, and managing vehicle speed. These changes are anticipated to reduce the number of and severity of angle, rear end, pedestrian, and bicycle crashes. Additionally, potential changes to left-turn signal phasing could also result in a reduced number of turning crashes. The City of Bloomington has not completed a signal timing project and has not had a traffic signal timing specialist on staff for several years. This combination leads the City to believe this project will have a significant and noticeable safety improvement.



City of Bloomington, Indiana
City Traffic Signals

Scale: 1 inch = 0.9 miles



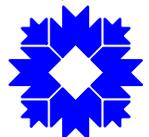
Jul 2, 2015

For use as map information only, information is NOT warranted.

TtrafsigLP



City of Bloomington
ITS Department



Geographic
Information System

**Crashes at City of Bloomington Traffic Signal Locations
2011 to 2013 (3 Years)**

Number	Intersection	Total Crashes	Injuries	Fatalities
1	E 10TH ST @ N UNION ST	59	8	0
2	W 3RD ST @ S COLLEGE AVE	57	14	0
3	E 3RD ST @ S JORDAN AVE	52	12	0
4	W 10TH ST @ N COLLEGE AVE	52	10	0
5	E 4TH ST @ W 4TH ST @ S WALNUT ST	44	4	0
6	E KIRKWOOD AVE @ W KIRKWOOD AVE @ S WALNUT ST @	44	13	0
7	E 3RD ST @ W 3RD ST @ S WALNUT ST	42	8	0
8	E 7TH ST @ W 7TH ST @ N WALNUT ST	41	6	0
9	W 3RD ST @ S CORY LN	40	20	0
10	W KIRKWOOD AVE @ N ROGERS ST @ S ROGERS ST	40	13	0
11	W 2ND ST @ S COLLEGE AVE	39	9	0
12	W COUNTRY CLUB DR @ S WALNUT ST @ E WINSLOW RD	39	18	0
13	E 10TH ST @ N SUNRISE DR	38	4	0
14	E 10TH ST @ N FEE LN	37	6	0
15	E 10TH ST @ N WOODLAWN AVE	37	9	0
16	W 3RD ST @ S ADAMS ST @ S PATTERSON DR	37	11	0
17	E 3RD ST @ S WASHINGTON ST	36	10	0
18	E 3RD ST @ S WOODLAWN AVE	36	4	0
19	E 10TH ST @ N JORDAN AVE	35	7	0
20	E 2ND ST @ S COLLEGE MALL RD @ E DRIVE TO COLLEGE MALL (SOUTH)	35	11	0
21	E 17TH ST @ N DUNN ST	34	3	0
22	W 17TH ST @ N KINSER PIKE @ N MADISON ST	34	12	0
23	W 7TH ST @ N COLLEGE AVE	34	8	0
24	S BASSWOOD DR @ W BLOOMFIELD RD @ S OAKDALE DR	30	11	0
25	E GRIMES LN @ W GRIMES LN @ S WALNUT ST	29	11	0
26	N COLLEGE AVE @ S COLLEGE AVE @ W KIRKWOOD AVE	29	5	0
27	E 10TH ST @ W 10TH ST @ N WALNUT ST	28	3	0
28	S COLLEGE MALL RD @ E COVENANTER DR	28	6	0
29	W 3RD ST @ S KIMBLE DR	28	11	0
30	W 2ND ST @ S PATTERSON DR	27	9	0
31	W 2ND ST @ S ROGERS ST	27	12	0
32	W GORDON PIKE @ S OLD STATE ROAD 37 @ S WALNUT ST @	27	5	0
33	E 3RD ST @ S INDIANA AVE	26	1	0
34	E MILLER DR @ S WALNUT ST	26	6	0
35	E 17TH ST @ W 17TH ST @ N WALNUT ST	25	7	0
36	E 2ND ST @ W 2ND ST @ S WALNUT ST	25	5	0
37	W 11TH ST @ N COLLEGE AVE	25	3	0
38	E 3RD ST @ S WOODSCREST DR	24	3	0
39	E ATWATER AVE @ S JORDAN AVE	24	7	0
40	E BUICK CADILLAC BLVD @ S COLLEGE MALL RD	24	7	0
41	W 1ST ST @ S COLLEGE AVE	23	8	0
42	N JORDAN AVE @ E LAW LN	22	1	0
43	S HENDERSON ST @ E WINSLOW RD	22	6	0
44	W 17TH ST @ N COLLEGE AVE	22	3	0
45	W 6TH ST @ N COLLEGE AVE	22	1	0
46	E ATWATER AVE @ S HENDERSON ST	21	10	0
47	W 3RD ST @ S FRANKLIN RD @ S WYNNEDALE DR	21	5	0
48	W COUNTRY CLUB DR @ S ROGERS ST	21	4	0
49	E ATWATER AVE @ S DUNN ST	20	3	0
50	E HILLSIDE DR @ W HILLSIDE DR @ S WALNUT ST	19	7	0
51	N OLD STATE ROAD 37 @ N STATE ROAD 37 BUSINESS @ N WALNUT ST	19	2	0
52	W 3RD ST @ S LANDMARK AVE	19	5	0
53	W PATTERSON DR @ S ROGERS ST	19	7	0
54	E 10TH ST @ N INDIANA AVE	18	3	0
55	E 6TH ST @ W 6TH ST @ N WALNUT ST	18	3	0
56	W 4TH ST @ S COLLEGE AVE	18	4	0
57	W BLOOMFIELD RD @ S LANDMARK AVE	17	3	0
58	E 17TH ST @ N FEE LN	16	3	0

59	E 1ST ST @ W 1ST ST @ S WALNUT ST	16	4	0
60	E 3RD ST @ S HAWTHORNE DR	16	3	0
61	S HENDERSON ST @ E HILLSIDE DR	16	8	0
62	E 3RD ST @ S HIGH ST	15	4	0
63	E ATWATER AVE @ S WOODLAWN AVE	15	1	0
64	W 2ND ST @ S WALKER ST	15	7	0
65	W 3RD ST @ S ROGERS ST	15	2	0
66	E 19TH ST @ N DUNN ST	14	5	0
67	S COLLEGE MALL RD @ E MOORES PIKE @ S SARE RD	13	3	0
68	E 3RD ST @ S LINCOLN ST	12	1	0
69	N ADAMS ST @ S ADAMS ST @ W KIRKWOOD AVE	12	2	0
70	E SOUTH DR @ S WALNUT ST	10	2	0
71	W 2ND ST @ S ADAMS ST @ W BLOOMFIELD RD	10	1	0
72	S HIGH ST @ E HILLSIDE DR @ E MOORES PIKE	9	3	0
73	S WALNUT ST @ E SMITH AVE	8	2	0
74	S COLLEGE MALL RD @ E DRIVE TO COLLEGE MALL (NORTH) @ E DRIVE TO EASTLAND PLAZA	7	4	0
75	W ALLEN ST @ S PATTERSON DR	7	3	0
76	W 3RD ST @ S MADISON ST	6	2	0
77	E 2ND ST @ S HIGH ST	4	0	0
78	E NORTH DR @ S WALNUT ST	4	1	0
79	S ADAMS ST @ S PATTERSON DR	2	0	0
80	S ROCKPORT RD @ S ROGERS ST	2	0	0
81	S FAIRVIEW ST @ S PATTERSON DR @ W PATTERSON DR	1	0	0
82	W COUNTRY CLUB RD @ B-LINE TRAIL	1	0	0
TOTAL (82 Signals)		1,981	468	0