



POLICY COMMITTEE

February 12, 2016

1:30 – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order
- II. Elections
 - a. Chair
 - b. Vice-Chair
- III. Approval of the Minutes
 - a. January 8, 2016
- IV. Communications from the Chair
- V. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- VI. Reports from the MPO Staff
 - a. FY 2017 Planning Emphasis Areas
 - b. Administrative Amendment to the TIP
- VII. Old Business
 - a. Federal Functional Classification*
- VIII. New Business
 - a. Transportation Improvement Program Amendments
 - (1) *Add Pedestrian Safety and Accessibility at Signalized Intersections**
- IX. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- X. Upcoming Meetings
 - a. Technical Advisory Committee – January 27, 2016 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – January 27, 2016 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – February 12, 2016 at 1:30 p.m. (Council Chambers)

Adjournment

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



POLICY COMMITTEE

December 8, 2016

1:30 – 3:00 p.m.

Policy Committee Meeting Minutes December 8, 2016 Council Chambers #115

Attendance:

Policy Committee: Jason Banach, Jack Baker, Adam Wason, Richard Martin, John Hamilton, Kent McDaniel, Julie Thomas, Andy Ruff, Sarah Ryterband, Geoff McKim, Lisa Ridge, Jim Ude

Staff: Josh Desmond, Anna Dragovich, Vince Caristo, Andrew Cibor, Scott Robinson, Emily Avers

Others: None

I. Call to Order: Introductions were made.

II. Elections:

Richard Martin said if Kent McDaniel will agree to do it again, I will nominate him to do that job and Jack Baker as vice-chair as well. Geoff McKim seconded.

Kent McDaniel said if anyone else feels they would like to serve, I'd be happy to step aside. Are there any other nominations?

There were none.

**Motion passed unanimously.

McDaniel thanked the committee members.

III. Approval of the Minutes

a. November 6, 2015:

**McKim moved for approval. Ruff seconded. Motion passed through unanimous voice vote.

IV. Communications from the Chair:

Kent McDaniel presented. As you know, I am an advocate for public transportation. Mark Stoops a former Policy Committee member who is currently serving as our State Senator, has introduced Bill 128 that would create a new funding source for public transportation in Monroe County. This is the 4th year in a row he's introduced similar legislation. based on a vote of the county council, it would increase the income tax rate by a minimum of 1/10th of a percent, to a maximum of 1/14 of 1%, which would raise at the minimum level about \$2.9 million and at the maximum level \$7.2 million. He's currently looking for co-sponsors, both in the house and the senate, so if anyone's got any suggestions, we'd appreciate your support for this bill. This is something that would directly impact and improve service for Bloomington Transit and for Rural Transit. That's all I have.

V. Reports from Officers and/or Committees

a. Citizens Advisory Committee: Sarah Ryterband said we sent recommendation for the items on the agenda for today.

- b. Technical Advisory Committee: Josh Desmond said the TAC reviewed same items you will review today and voted in favor of a positive recommendation for you to accept all of those today.

VI. Reports from the MPO Staff

- a. Quarterly Tracking Report – First Quarter Fiscal Year 2016: Anna Dragovich said we have the quarterly tracking report for work done during the 1st quarter of 2016, so July 2015- September 30th of 2015. We held our meeting at end of October. All the reports from the meeting are in your packet for your review. There are no red flags to raise. All the projects are moving along fairly well. Our next quarterly project tracking meeting will be February 1st for the 2nd quarter. We're anticipating the reports from that meeting at your next meeting.

Ryterband said I noticed the INDOT LPA contract has not been signed. Is there any update on that? There's one at Allen St./Walnut St. That's one of many where I see no contract with INDOT. I'm wondering where we're going with the INDOT agreements?

Desmond said the Allen/Walnut contract has been signed. Keep in mind this report is as of September.

Ryterband said in the notes for the Tapp Rd/Rockport Rd project there were things that I didn't recognize. I'm hoping you can help me. What is a red flag investigation?

Desmond said a red flag investigation is a preliminary high level environmental scan of a proposed project. It looks at what historic features might be impacted, what environmental features might be impacted... Anything that might have an impact or be impacted.

Ryterband said can you tell me what SHPO is in the NEPA Task that's in progress?

Desmond said SHPO is the State Historic Preservation Officer who has a review period on projects that impact historic resources.

Martin said I have a couple questions about how some of the calculations are done. In terms of the Federal funding percent? Is that the approved federal total all phases divided by new totals? I don't know what number is in there.

Desmond said it should reflect the federal participation in the total project cost.

Martin said let's take the Henderson Multi-Use path. Previous totals we've got \$200,000 for all phases. The new totals are \$1,452,980. Approved federal is \$160,000 and the local match is \$1,292,980. You said federal funds 80%. \$160,000 is not 80% of any other number that's there other than previous totals. Is that how you calculate it? The previous totals number?

Desmond said that one is reflecting only the phase which has been approved into the TIP right now. For that project, the phases beyond design are not in the TIP at this point, so they are not approved for federal funding. We need to make it clear what we're calculating there.

Martin said I'm assuming then that the federal funds shortfall is what you're expecting to be approved in the TIP when it gets approved.

Desmond said that is correct.

Martin said you also have the federal fund shortfall in bold on the Tapp Rd/Rockport Rd intersection improvement. Is there a reason it was in bold?

Desmond said that was just a formatting error.

Ruff said under complete streets policy compliance at the end of every project form, since the LPA submits the update form, if staff felt there was not a fully entirely accurate reflection in the comments, how would that play out?

Desmond said we would report it to our committees if it doesn't meet the requirements. The Policy Committee does have the authority to review anytime there's a change in that status. You have the option to alter the funding, if you feel complete streets is not being lived up to in the project process. We would make the report and give the policy committee the opportunity to make a decision on where to go from there.

Martin said on all three applications that we're going to discuss later, the check boxes that have to do with compliant or exempt from Complete Streets, neither one are checked.

Ruff said who would note possible out of compliance with Complete Streets. How would it go through the process. Maybe a little report on that next time.

Martin said they all indicate not applicable.

VII. Old Business

- a. National Highway Network & National Truck Network*: Vince Caristo presented. This is an item that was tabled at the November 2015 meeting. For the benefit of some of the new members of the committee, I'll give a full background on the decision we're asking for today. The Federal Highway Administration administers several national roadway networks for different purposes, including the National Highway System, the National Truck Network and the Federal Functional Classification Network. For each of these networks, the authority for changes and modifications is made at the federal level, but they accept modification requests from individual states for each of these networks. However, they require the states demonstrate coordination and cooperation with local governments and Metropolitan Planning Organizations when requesting changes to any of these national networks. In August of 2013, INDOT initiated a statewide review of the National Highway System, the National Truck Network and Federal Functional Classification network across the state of Indiana. That is where this request originated. This committee has previously considered this issue twice since that time, in November of 2013 and September of 2015. Each time we've deferred action on the issue for further review. Most recently we organized a meeting with FHWA representatives to assist in further reviewing this topic. We had more than 15 people attend including members of the Policy Committee, the Technical Advisory Committee and the Citizens Advisory Committee, as well as the Federal Highway Administration, staff from City and County to discuss issues surrounding the National Highway System, Federal Functional Classifications and the National Truck Network. At that time the group decided on a path forward to take action on the National Highway System and National Truck Networks separately from the Federal Functional Classification Network. What we heard around the table was there was too much information to take action on all three networks at one time, but the National Highway System and National Truck Network decision could be made together. That's where we are today. Today we're presenting recommendations and asking for your approval for the recommendations for the National Highway System and the National Truck Network.

The National Highway System was established 20 years ago as a strategic network of roadways that's intended to serve a national function for economic, defense and mobility purposes. These are roadways that serve large vehicles on long distance trips connecting points across the country. To insure the roadways that are included on the National Highway System meet standards that are included on the National Highway System meet standards that are consistent with the way that system is supposed to be used. There are additional design standards those roadways are subjected to relating to things like lane width, posted speed limits. There are additional performance monitoring and data collection requirements that roadways in the NHS must comply with. There

are outdoor advertising and junk yard controls. Additional Federal Highway Administration oversight on projects that occur on National Highway System roadways. Inclusion of a roadway on the NHS comes with significant restrictions and controls that insure those roadways fit and are consistent with the intention of the National Highway System. I'll bring up the map of what roads are within the NHS within the Bloomington/Monroe County MPO as of 2012. This map shows the boundary of the Bloomington/Monroe County MPO in red. The thick red lines on this map are the National Highway System as it currently exists. What you can see is SR 37, SR 46, SR 45, I69, and then what's also included is a series of local roadways within the City of Bloomington. A 2012 act of Congress automatically added every roadway that was Federally Functionally Classified as a primary arterial to the National Highway System. College and Walnut, 2nd St/Bloomfield Rd, E. 3rd St, Tapp Rd were all added at this time. There were several questions about recommendation for changes to the NHS that our MPO would make. There were questions that have come up again and again since we started considering this issue. One of them was if this Policy Committee recommends changes to the NHS is INDOT and the FHWA required to accept those changes. The answer is no. The US Department of Transportation receives modification proposals from the states. INDOT's process is they're looking for feedback from MPOs and localities across the state and they will decide what modifications to forward to the FHWA and the Secretary of Transportation makes the ultimate decision about changes or modifications to the NHS. According to the Federal Regulations, changes or additions to the NHS need to be consistent with the purpose of the NHS and they should also be included within a state or metropolitan transportation plan. It has been discussed whether we should recommend adding all of the state highways that come through Monroe County to the NHS. We could do that, but the chances of that recommendation being taken by INDOT or FHWA are very small because of the reasons I just described. The next question that has come up a lot is if a local roadway is added to the NHS will it be eligible for additional funding. This relates to the question of whether we should keep our local primary arterials on the NHS or should we add additional roadways to make them eligible for additional funding. The answer is no. INDOT has said local roadways on the NHS will not be eligible for additional funding at this time, but they will be required to comply with the additional regulations that I described previously. Another question that's been asked by this committee is if a state highway is added to the NHS or kept on the NHS, will maintenance or improvements on that roadway be eligible for additional funding sources. Will inclusion on the NHS make the roadway for a larger pot of money for improvements or maintenance? Improvements on NHS roads are eligible for a funding source called the National Highway Performance Program. However, general maintenance activities are not eligible, things like mowing and pot hole patching but it would be eligible for NHPP funds. However, individual states do not receive additional funding for adding additional miles to the NHS. So if we increase the mileage of the NHS system in our county, that would not increase the amount of money the state gets for NHPP funds. That was an act of Congress that specifically ties the amount of funding of the NHPP to the NHS mileage as it existed in 2012 so states weren't adding NHS miles just to have access to more funding. So that's not a consideration. Taking all these things into consideration, our staff recommendation is in the next map. We're recommending to remove all the local roadways that were added to the NHS in 2012 as well as removing SR 45 west of I69. That leaves us with SR 37, I69 and SR 46. I'll take any questions on this system before we move on to the National Truck Network.

Martin said from the descriptions you gave it seems like there's no downside to us recommending roadways be included on the NHS because we're not going to have the final say anyway. We could say to add all the roads in the county and it would have just the same effect as saying to just include these roads. Is that correct?

Cariso said I think that's correct.

McDaniel said I thought there were additional restrictions and requirements if you put it in the system.

Caristo said there are. Adding state roadways that our local government don't have operational control over, that recommendation wouldn't have an impact locally?

McDaniel said it would not have additional restrictions or requirements?

Caristo said it would but...

McDaniel said that's what I don't know. Why would we want to restrict ourselves or add additional requirements if we're not going to get any more money for it?

Caristo said proposing additional highways to be added will not impact our local government responsibility for those roadways because those roadways are not in our jurisdiction with the county or city.

Ruff said it seems to me that the smallest amount of mileage that we can include in our NHS seems to be where we logically want to be because we're going to be required to have the required mileage and anything that puts potential restrictions on when we want to do something to that road but doesn't bring additional funding sources. Why would we want to tie our hand in some way that we might not think of right now when it comes to addressing a road we might be able to address in the future without having these additional considerations or reviews if we're not going to get anything out of it. Is that kind of right?

Caristo said that's exactly right. That being said, in the future, regulations and laws can change regarding the NHS. There are a lot of unknowns regarding design standards, reporting requirements, as well as funding sources. At this time, that's sort of the understanding staff has.

Ruff said how much longer is the current Federal Transportation Act going to be in place before it's revisited.

Desmond said 5 years.

Martin said I have no problem removing all our local roads from the NHS because they're not nationally significant anyway. I am concerned about removing state highways because they are part of a transportation system that goes beyond the boundaries of Monroe County. I would be particularly concerned if we ended up with removing designation of segment of highway in Monroe County and then found that that same state highway was included on the National Highway System recommendation from another county. I understand the State's going to figure out how all of that has to work out, but I think our best approach would be to say if it's a state highway, it's on the NHS from our perspective. That doesn't necessarily mean that should be the state's perspective because they have more knowledge about what other communities are doing. But from our perspective, looking out, it's a national highway. It's used as a national highway by people who don't live here, who come here to visit, who travel through here and that to me is what would define a national highway. It may be it's only an Indiana highway, but that's something for the State of Indiana to decide, not for me to decide. I just have to look at it from where we see it.

McKim said is the only effect of your recommendation to strike the recommendation to remove SR 45 west of I69.

Martin said I would add 45 going east, I would put 48 back in. I would even add 446 because most of the people who use 446 probably don't live in Monroe County. They use it to visit the lake. I think those are national interest. They clearly go beyond the MPO interest. The next option we have is to say it's part of the national system and then let the state of Indiana decide.

Caristo said you can certainly do this and have a discussion about what Richard is proposing. The only thing I would offer in response to the fear that if we don't recommend a certain state highway be on the NHS that the state or another locality would recommend a different portion of that state highway to be on the NHS, we've shared our proposal with INDOT. They say it's consistent with what their vision for the NHS is. They showed an excerpt from their long range transportation plan at the meeting on October 29th which was included in your packet. The State has identified state wide mobility corridors in their long range mobility plan. These are the corridors that are the top end of the highway system and are meant to provide mobility across the state. They're high speed, long distance corridors. The freight arteries of the state. These are the roadways INDOT intends for the NHS to represent.

Martin said you made a statement that these are the highways they intend to have in the NHS. I don't think that's correct. These are a special classification of highways that they've identified. That is different than the statement that these are the NHS corridors they've identified. There are two different things here. Let's not mix them together. Different rules are going to apply, different policies will be made. The state is going to make these decisions. Our best strategies is to tell them that highways that go through Monroe County which are used primarily by people not only in the county but outside the county have to be a decision made at the state level and from our perspective they have at least national or regional significance. The only way we have of recognizing that is to say they're on the NHS. They don't give us a way of recognizing these are Indiana regional highways. We don't have that choice. That's a decision they're going to make. I just want to make sure we're indicating to them that these are highways that are used beyond Monroe County and service not only Monroe County but our surrounding counties. That's what should determine how we classify them, not how we want to try to think about how much traffic is going to go on that we're going to generate. I don't know how to tell them that other than to say put them on the NHS.

Jim Ude said I was thinking the NHS connected certain populated areas that have to have certain level of populations. 46 between Bloomington and Columbus is on the NHS, but if you go east of there, it's not because you don't have the higher populated areas and the kind of traffic that is called for on the NHS. That's why 446 would not qualify as a NHS road.

Martin asked why 46 going to Terre Haute doesn't qualify.

Ude said it is.

Martin said it only goes to 231 in Spencer and then it goes north on this map from the state.

Ude said that's where the regional mobility corridor comes into play and INDOT decided there were some other corridors that would be more suited for the NHS.

Martin said I think that's the function of INDOT. I don't think it's out function to be making those kinds of decisions.

Ryterband said are we truly making a decision or are we simply making a recommendation from this body? What I heard we have no capacity to make a decision in this case. We simply can look at the information we have and make a recommendation. This is the 3rd time we've reviewed this and we're not getting much further other than to have the recommendations from staff having met with INDOT, having had this large meeting about what the NHS consists of and that we probably are at a point where we might want to have a motion.

**Ryterband moved we take the recommendations of staff and pass them along.

**Ruff seconded.

Baker asked if staff had any conversations with INDOT about your proposal? Does it seem acceptable and reasonable to them that what you're putting out today is something that they're content with and think is the way we should go?

Caristo said the proposal we've made today is the same recommendation we made in 2013 and last year and each time we've received feedback from INDOT that it's consistent with their statewide plan for the NHS. At the October 29th meeting we did have a verbal confirmation that the recommendation shown here is consistent with what they would like to see.

Baker said they make recommendations at some point to take off all the roads that were put on previously? Was that their recommendation to staff, to take those off? Was that a local decision?

Caristo said the information they provided to MPOs and localities was more of a pros and cons approach. Most MPOs came to the conclusion the drawbacks and costs were too big and too uncertain. We never got a directive to remove them.

Desmond said they did not encourage us to keep them.

Floor was opened for public comment. There was none.

**Motion passed 12:1.

Caristo said the next network we are considering is the National Truck Network. It is slightly older than national highway system, it was created in 1982 as a network of highways that are designated for use by large trucks. It includes most of the interstate highway system across the country and a few other non-interstate routes. It's about 200,000 miles in total. On National Truck Network roadways there are federal width and length requirements that apply to the design of those roadways. At this time there are no funding sources associated with roadways on the NHS and there are no new funding sources planned. The National Truck Network exists and it administered by the Federal Highway Administration, but there are very few implications of a roadway being on or off the network other than design requirements. The current National Truck Network includes SR 37, SR 46, SR 45. Our staff recommendation is to remove SR 45 west of I69 and add I69. This is the same network we're proposing for NHS.

**Baker made motion to accept changes to the National Truck Network as described.

**McKim seconded.

McKim said the new highway bill does include a formula based entitlement for freight. Does this have any relationship to this new freight funding source?

Desmond said not as far as he knows. Not at this point. This network exists on paper and not much else and it's been around for a long time without being put to any use. It's more of a formality at this point.

McKim said it is something to look at as we get down the line. That may not even impact localities.

Floor was opened for public comment. There was none.

**Motion passed unanimously.

VIII. New Business

- a. Transportation Improvement Program Amendments: Dragovich presented. We have 3 TIP amendments. These are all in City of Bloomington.

- (1) *Remove Moore's Pike Guardrail**- This project is near the Renwick development. The City had originally proposed putting a guardrail there that abuts the City's Parks Department property. There's sort of a steep drop off. The plan was to use federal funds to construct that guardrail, but they've found it might be easier to do it locally. The federal funding process gets complicated when you are near a parks properties. It's such a small project, they anticipate by funding it locally they could save a lot of money. So they're asking us to remove that project and reallocate that funding to two other projects they have currently programmed in the TIP.
- (2) *Modify Allen and Walnut Street RRFB**: The federal funding amounts would move from \$25,000 to \$40,000.
- (3) *Modify 4th St. & Rogers St. Pedestrian Island**: The federal funding amounts would move from \$75,000 to \$95,000. CAC and TAC both recommended approval.

Desmond said we do have Andrew Cibor, the Transportation and Traffic Engineer for the City if you have any questions.

Ryterband said for the record I want to mention I hope before any design or engineering for the 4th St project is undertaken that not only it goes to the Neighborhood Association and that small handful of people, but that it incorporates the whole neighborhood weighing in on this because it will severely impact the movement through that neighborhood.

Ruff said last year we met on site. Has there been any further detailed data gathering on traffic or engineering or design related to that at this point?

Andrew Cibor said we have not undergone any additional data collection yet but since the quarterly tracking project was completed we have authorized a number of contracts, our agreement with INDOT and we authorized a design consultant to initiate the project with us for both of these projects. We actually just had a kickoff meeting with that design consultant yesterday and I will say for the 4th and Rogers intersection project we have a pretty extensive plan for public outreach. We're still in the stages of planning, but what I would anticipate is, before we get in to any level of design, going out to the neighborhood and meeting with them. The plan is to create an online survey we can advertise to a broader range of people, potentially go to the City's Bike and Pedestrian Safety Committee, potentially the MPO's CAC to get initial feedback to help feed the design consultant who will develop a list of alternatives, not one design solution, and at that point we'll plan on going and having a significant public involvement meeting in presenting these alternatives that will help steer us to selecting a preferred alternative. It may not be everyone's preferred solution, but it hopefully will be something that most people will be happy with. That's the concept of the plan. Next week we'll begin the data collection.

Ruff said what I hear you saying is the only progress since we met on site is the development of a public input plan.

Cibor said that's correct.

****Baker made motion to amend TIP to remove Moore's Pike guardrail and to modify the others.**

****Martin seconded.**

Martin said in terms of reallocation of funding from the Moore's Pike project. I can see where we redistributed the \$35,000 in federal funding to the other two projects, but I notice there's a savings on local match both for that project and the 4th and Rogers St. project. While there's a little bit of an increase on the Allen St. project. It looks like we're saving about \$8500 in local match that can be used for other projects. Is that correct?

Desmond said any time there's a savings it goes back to the LPA. They can decide to allocate that wherever they wish.

Martin said I was concerned about the reduction in the local match on 4th and Rogers when we're going to be spending more federal money and I'm wondering how that was accomplished. I'd like to figure out how to do that a lot more often.

Desmond said we'll have to double check that. I'm not sure why that amount went down if the federal match went up. We'll have to double check that math there. I know the federal amount is right, so as long as we approve the correct federal numbers we can make sure the match is proper when we finalize that.

Floor was opened for public comment. There was none.

**Motion passed through unanimous voice vote.

IX. Communications from Committee Members (*non-agenda items*)
a. Topic Suggestions for Future Agendas

Martin said earlier today it came to my attention that there is a design alternative being implemented for I69 Section 5 at the Fullerton Pike exit that would cut in half the access opportunities to the Monroe Medical Park Blvd making it necessary for someone coming from the west having to come back around and come on to the highway. They couldn't get directly there. This seems to be a change that has occurred in the last week and we are being told it's going to happen whether we like it or not. I'm very concerned about reducing access to a hospital/medical facility, particularly when the hospital that is also on the west side is going to be moving to the east side of town. Why we would ever reduce access to a medical facility, our only hospital on the west side of town in future years, so that we can avoid an expense at this point on I69, I simply do not understand. I would like someone to explain to me why that is necessary.

Lisa Ridge said this came to light this week on Tuesday. Myself and one of my assistants attend the I69 progress meeting updates every Tuesday. We were told where the old piece of spur from That Rd. that used to run behind the buildings right there was going to be rebuilt so that would be an additional access to the hospital. This has been promised all along, but it was never in the design. We attended the meeting this Tuesday and we asked about this spur being built and we were informed that they were not going to build it. We raised concern at the meeting, we went back, we constructed an email to IFA, INDOT, the consulting firm, the engineering firm. We asked if they had discussed this with the hospital. They informed us they had. So we contacted the hospital ourselves. It came to light in the last 24 hours. They called a meeting, we attended the meeting, and we are assured now they are going to rebuild that spur as promised. So we are staying on top of it. We addressed that concern that there was only one way in and one way out and we didn't agree with that or the detour for people. After the meeting we were told it might be gravel, they won't pave it until probably April, but we were assured today that it's back on the table. It's discouraging because I think the only way we would have found out is if by attending those meetings on Tuesday.

X. Upcoming Meetings
a. Technical Advisory Committee – January 27, 2016 at 10:00 a.m. (McCloskey Room)
b. Citizens Advisory Committee – January 27, 2016 at 6:30 p.m. (McCloskey Room)
c. Policy Committee – February 12, 2016 at 1:30 p.m. (Council Chambers)

Meeting was adjourned.



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

January 27, 2016

575 N. Pennsylvania St, Room 254
Indianapolis, IN 46204
317-226-7475
317-226-7341

In Reply Refer To:
HDA-IN

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highways Administration (FHWA) and Federal Transit Administration Region V (FTA) are issuing its annual planning emphasis areas (PEAs) for the FY 2017 to be addressed in the metropolitan planning organizations' (MPOs') and the Indiana Department of Transportation's (INDOT's) future work programs. The purpose of the PEAs is to focus our efforts on implementing the programs and reforms of Moving Ahead for Progress in 21st Century Act (MAP-21). We anticipate information will be rolled out on Fixing America's Surface Transportation Act (FAST Act).

The FY 2017 PEAs are:

- Title VI Program Management
- Performance-based planning measures and targets
- Ladders of Opportunity
- Program Highway Safety Improvement Program (HSIP) funds for safety planning activities and/or identify low cost systemic use of HSIP funds

Title VI Program Management – When considering federal-aid highway funding for a local transportation project, the MPOs need to be able to ensure the Local Public Agencies (LPAs) complies with their Title VI nondiscrimination requirements. MPOs should survey local governments and determine if they have a current Title VI Plan that identifies a person responsible for Title VI, Notification of Nondiscrimination, a complaint process and steps used to collect and evaluate data on impacts from the LPA's programs and projects. If a plan is not in place with the project sponsor (a city, town, or county) steps should be taken to provide technical assistance for the development and implementation of such a plan. Please contact FHWA or INDOT for any training needs. This will have the effect of better ensuring that programs and projects adhere to the principles of nondiscrimination, as well as making the MPO's nondiscrimination self-certifications accurate. The FHWA expects INDOT and the MPOs to monitor Title VI plan implementation and begin moving toward limiting funding to those entities that are not meeting their requirements as federal-aid recipients.

Performance base planning measures and targets –MAP-21 requires INDOT and the MPO to implement performance-based plans and programs, as well as the formal use of performance measures. Several final rulemakings are anticipated in 2016. INDOT and the MPOs should work cooperatively together to set performance measures and targets.

Ladders of Opportunity – As part of the planning process, we continue to encourage INDOT and MPOs to create better connected communities to centers of employment, education, and healthcare services, especially for non-drivers in distressed areas. There is a need to identify criteria for underserved populations and essential services and map connectivity and identify if gaps exist. Underserved populations are low income, minorities, elderly, Limited English Proficient (LEP) individuals, persons with disabilities. Transportation services, such as transit, bicycle routes, etc., should be overlayed for the underserved populations to essential services such as, health care facilities, schools, supermarkets, employment centers, voting/polling places, courthouses, recreational areas, bureau of motor vehicles, etc. Finally, analyze the existing facilities and identify where there are planned projects or identify opportunities for potential projects.

Program HSIP funds for safety planning activities and/or identify low cost systemic use of HSIP funds – FHWA and INDOT have provided guidance and will continue to expand guidance on options for use of HSIP to MPOs and local agencies that will result in eligible safety projects. FHWA reminds MPOs that up to 15% of the HSIP funds can be programmed for planning purposes for activities like Road Safety Audits and safety data collection and analysis.

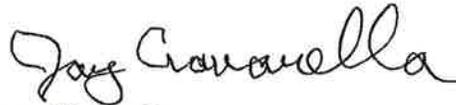
If you have any questions, please contact either me or your FHWA Planning and Environmental Specialist.

Sincerely,



Joyce E. Newland
Planning Program Manager
FHWA Indiana Division

Sincerely,



Jay Ciavarella
Director, Office of Planning & Program Development
FTA Region V

cc:

Indiana MPO Council
Roy Nunnally, INDOT

MEMORANDUM

To: BMCMPO Policy Committee
From: Anna Dragovich, Senior Transportation Planner
Date: January 28, 2016
Re: Administrative Amendments to the Transportation Improvement Program

Background

Bloomington Transit has requested four administrative amendments to existing projects in the Transportation Improvement Program. The process for these types of amendments allow the MPO Director and Chair of the Policy Committee to approve certain amendments to the TIP after a brief period of review by the Policy Committee. Any Policy Committee member may object to any of the administrative modifications. If this happens, the administrative modification would be treated as a minor amendment and would be brought before the entire Policy Committee as an item on the next agenda. Below is an excerpt from the [Public Participation Plan](#). The complete document can be found online.

Administrative Amendments

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

This section applies to the following resolutions and amendments:

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

Bloomington/Monroe County Metropolitan Planning Organization

The following table illustrates how the project is currently programmed.

Purchase BT Access Vehicles					
Funding Source	2016	2017	2018	2019	Total
5307	\$ 90,523	\$ -	\$ 97,910	\$ 101,826	\$ 290,259
Local Match	\$ 22,631	\$ -	\$ 24,478	\$ 25,457	\$ 72,566
Totals	\$ 113,154	\$ -	\$ 122,388	\$ 127,283	\$ 362,825

The following table illustrates the requested modifications.

Purchase BT Access Vehicles					
Funding Source	2016	2017	2018	2019	Total
5310	\$ 90,523	\$ -	\$ 97,910	\$ 101,826	\$ 290,259
Local Match	\$ 22,631	\$ -	\$ 24,478	\$ 25,457	\$ 72,566
Totals	\$ 113,154	\$ -	\$ 122,388	\$ 127,283	\$ 362,825

The following table illustrates how the project is currently programmed.

Purchase Surveillance Equipment for Grimes Lane Facility 1500407					
Funding Source	2016	2017	2018	2019	Total
5307	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
Local Match	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
Totals	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000

The following table illustrates the requested modifications.

Purchase Surveillance Equipment for Grimes Lane Facility 1500407					
Funding Source	2016	2017	2018	2019	Total
5317	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
Local Match	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
Totals	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000

The following table illustrates how the project is currently programmed.

Mobility Management and Voucher Program					
Funding Source	2016	2017	2018	2019	Total
5317	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 100,000
Local Match	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 40,000
Totals	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 140,000

Bloomington/Monroe County Metropolitan Planning Organization

The following table illustrates the requested modifications.

Mobility Management and Voucher Program					
Funding Source	2016	2017	2018	2019	Total
5310	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 100,000
Local Match	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 40,000
Totals	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 140,000

The following table illustrates how the project is currently programmed.

Purchase 40-foot Replacement Diesel Buses					
Funding Source	2016	2017	2018	2019	Total
5309	\$ -	\$ 1,872,000	\$ -	\$ -	\$ 1,872,000
STP	\$ 360,000	\$ -	\$ -	\$ -	\$ 360,000
STP_{PYB}	\$ -	\$ 1,440,000	\$ -	\$ -	\$ 1,440,000
Local Match	\$ 90,000	\$ 828,000	\$ -	\$ -	\$ 918,000
Totals	\$ 450,000	\$ 4,140,000	\$ -	\$ -	\$ 4,590,000

The following table illustrates the requested modifications.

Purchase 40-foot Replacement Diesel Buses					
Funding Source	2016	2017	2018	2019	Total
5309	\$ -	\$ 1,176,800	\$ -	\$ -	\$ 1,176,800
5307/STP_{Flex}	\$ 360,000	\$ -	\$ -	\$ -	\$ 360,000
5307/STP_{PYB}	\$ -	\$ 1,440,000	\$ -	\$ -	\$ 1,440,000
5339	\$ 695,200	\$ -	\$ -	\$ -	\$ 695,200
Local Match	\$ 263,800	\$ 654,200	\$ -	\$ -	\$ 918,000
Totals	\$ 1,319,000	\$ 3,271,000	\$ -	\$ -	\$ 4,590,000

Action Requested

Policy Committee members are requested to notify staff by 5:00 PM on Monday, February 1 if they object to the administrative modification detailed above. **Committee members need only respond if they object to the requested modification.** If no objections are received, the MPO Director and the Chair of the Policy Committee will approve these modifications to the TIP.

MEMORANDUM



To: BMCMPO Policy Committee
From: Joshua Desmond, AICP
MPO Director
Date: February 5, 2016
Re: Federal Functional Classification Review

BACKGROUND

In August 2013, INDOT initiated a request of all Indiana MPOs for a comprehensive review of the federal functional classification networks within their respective jurisdictions. The Federal Highway Administration has final approval for modifications.

The Policy Committee has twice previously considered this issue, on November 8, 2013 and September 11, 2015, each time moving to defer action to allow for further review.

To assist with this review, members of each of the MPO committees were invited to attend an informational discussion with representatives from the Federal Highway Administration and INDOT. That discussion took place on October 29, 2015, and was well attended by representatives from each of the MPO committees, the City of Bloomington, and Monroe County.

Federal Functional Classification Networks

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).

In 2008, FHWA initiated a change in system 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

In general, STP projects may not be located on *local roadways* or *rural minor collectors*. However, there are many exceptions to this rule, including: 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.

Bloomington/Monroe County Metropolitan Planning Organization

Process for Changes

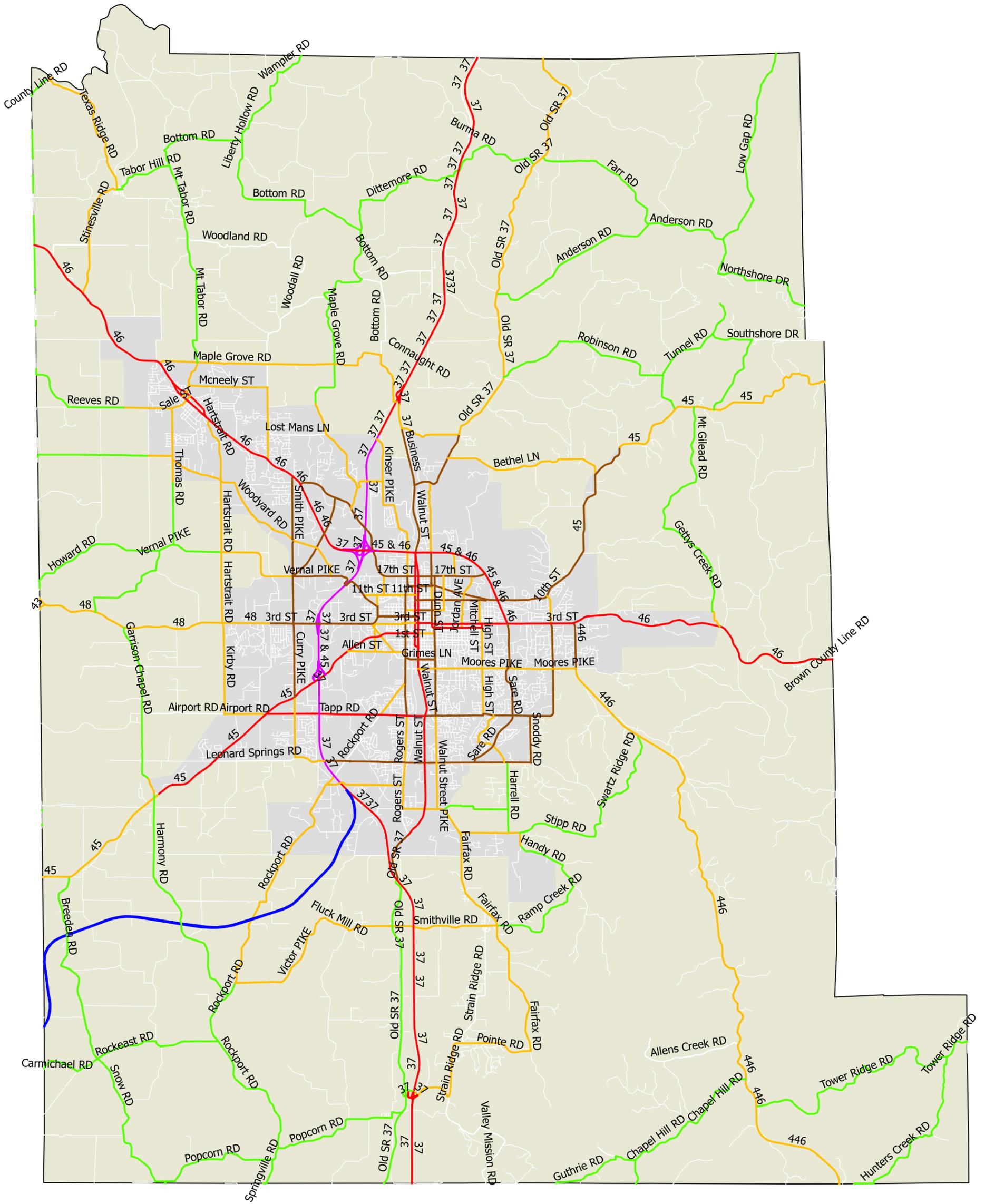
Requests or functional classification changes can be made at any time to INDOT. At a minimum, federal functional classifications are updated after each decennial census.

Action Requested

The PC is asked to approve the Federal Functional Classification network in Monroe County as proposed in the attachment to this memo.

Federal Functional Classifications

Existing, August 2015



Functional Classification

- Interstate
- Other Freeway
- Other Principal Arterial (OPA)
- Minor Arterial
- Major Collector
- Minor Collector
- MPO Urban Area Boundary

MEMORANDUM

To: MPO Policy Committee
From: Anna Dragovich, Senior Transportation Planner
Date: February 5, 2016
Re: Transportation Improvement Program (TIP) Amendment

Background

The Highway Safety Improvement Program (HSIP) provides federal funding to LPAs for projects that reduce fatal and incapacitating injury crashes on the local road network. The following memo outlines the submitted project application and provides a recommendation for the award of HSIP funds.

Project Applications

One HSIP project application has been submitted to the MPO by the City of Bloomington. A detailed project description can be found in the attached application material. This is a new project that is not currently in the FY 2016-2019 TIP. The City of Bloomington has requested \$507,150 in HSIP funding in FY 2018 for a Pedestrian Safety and Accessibility at Signalized Intersections project. Both the preliminary engineering and right-of-way phases will be paid for with local funds while the construction phase will utilize federal funds. The federal/local split for the construction phase is \$507,150 federal and \$56,350 local.

This project is classified as a Low Cost, Systematic improvement under the HSIP guidelines. This means that the project type is automatically eligible for HSIP funding and does not need to be scored using the HSIP Guidelines.

Action Requested

The Policy Committee is asked to approve the proposed amendment. Both the TAC and the CAC recommended adding project to the Transportation Improvement Program at their November 18, 2015 meetings.



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): Neil Kopper

Phone: (812) 349-3423

Email: koppern@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.

10/22/2015

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="Oct 22, 2015"/>	Submitted by	<input type="text" value="BMCMPPO"/>
Local Public Agency	<input type="text" value="City of Bloomington"/>		
Official Signatory	<input type="text" value="Neil Kopper"/>		
Office Title	<input type="text" value="Project Engineer"/>		
Project Contact	<input type="text" value="Neil Kopper"/>		
Telephone	<input type="text" value="812-349-3423"/>	Email	<input type="text" value="koppenn@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="5 Install pedestrian push button and countdown heads on a traffic signal"/>		

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 expected to include 26 signalized intersections maintained and operated by the City of Bloomington (see attached map). These intersections are located in:
County = Monroe County
Townships = Bloomington 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.

This project will install pedestrian signal heads with countdown timers and accessible pedestrian push buttons at City-maintained traffic signals and pedestrian hybrid beacons. The project will also install or improve curb ramps and install or refresh crosswalks at these locations as needed. All work will comply with PROWAG, the City's adopted accessibility guidelines.

The attached list and map show the 26 locations identified for this project. As currently scoped, the project would result in 182 new pedestrian signal heads with countdown timers, 186 new accessible pedestrian push buttons, and 83 new or improved curb ramps (see attached map and list). Final designs produced during Preliminary Engineering may determine that implementation at a particular location would require additional work beyond the intended scope or funding of this project and may result in removal of one or more locations from the project. Alternatively, Preliminary Engineering may also identify additional high priority signalized intersections that require accessible pedestrian buttons or countdown timers.

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.

Crashes involving pedestrians are more likely to result in a fatality or incapacitating injury than crashes involving only motor vehicles. Pedestrian crashes are also much more likely to occur at street intersections than other locations because pedestrians leave the physical separation of a sidewalk and interact with vehicular traffic. Motor vehicle volumes at signalized intersections are generally much higher than other intersections, which results in increased exposure for pedestrians needing to cross the street. Thus, safety improvements for pedestrians at signalized intersections can result in substantial reductions in the risk of crashes that result in fatalities or incapacitating injuries.

Pedestrian signal indications have been widely reported to improve both safety and operations and they are standard at modern traffic signals. These indications are critical to communicate when pedestrians should cross the street in order to reduce conflicts between pedestrians and vehicles. However, older equipment limits the benefits of these pedestrian indications to only a portion of the population. Accessible push buttons are able to unambiguously communicate crossing guidance to individuals with visual impairments or other physical disabilities who may otherwise receive less or no guidance and be exposed to higher crash risk. In addition, countdown timers provide the further benefit of informing users how much time they have left to cross the road. Documented crash reduction factors indicate that implementation of countdown timers could result in a 25% reduction of pedestrian crashes that result in injury or fatality.

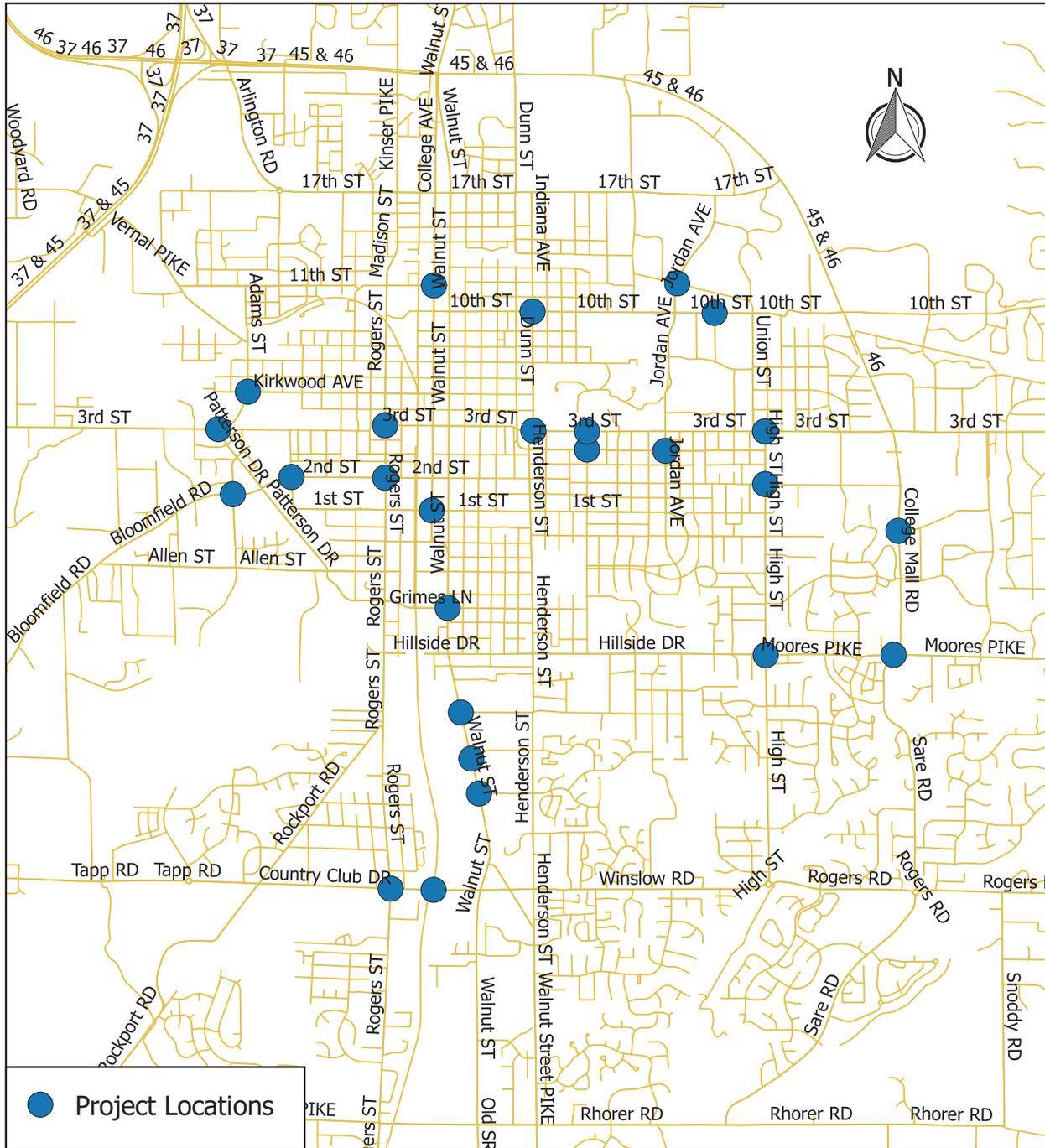
Proposed Pedestrian Safety and Accessibility Improvement Locations

<u>Intersection</u>	Countdown Timers	Accessible Pedestrian Buttons	New or Improved Curb Ramps
10th ST & Indiana AVE	8	0	0
10th ST & Sunrise DR	8	8	2
2nd ST & Adams ST & Bloomfield RD	8	8	0
College Mall RD & Moores PIKE & Sare RD	8	8	4
Country Club DR & Rogers ST	8	8	0
High ST & Hillside DR & Moores PIKE	8	8	4
North DR & Walnut ST	8	8	1
South DR & Walnut ST	8	8	2
3rd ST & High ST	8	8	6
11th ST & College AVE	8	8	2
1st ST & College AVE	8	8	3
2nd ST & High ST	8	8	4
2nd ST & Rogers ST	8	8	5
2nd ST & Walker ST	8	8	6
3rd ST & Indiana AVE	8	8	1
3rd ST & Rogers ST	8	8	6
Atwater AVE & Woodlawn AVE	8	8	3
Grimes LN & Walnut ST	8	8	0
Jordan AVE & Law LN	8	8	8
3rd ST & Adams ST & Patterson DR	6	6	4
Adams ST & Kirkwood AVE	6	6	4
Miller DR & Walnut ST	6	6	0
3rd ST & Woodlawn AVE	6	6	2
B-Line Trail & Country Club DR	2	2	0
Buick Cadillac BLVD & College Mall RD	2	8	8
Atwater AVE & Jordan AVE	2	8	8
Total	182	186	83

Some of the locations in this project will require adding pedestrian signals where there is currently no indication for pedestrians, but the majority of the locations will involve upgrading existing pedestrian signals to include countdown timers, accessible push buttons, and accessible curb ramps.

Preliminary Engineering and Land Acquisition will be 100% locally funded. Construction and construction engineering is proposed to be 90% federal funding with 10% local match. The estimated total federally funded portion of the project is \$507,150.

Proposed Pedestrian Safety and Accessibility Improvements City of Bloomington



City of Bloomington, Indiana
Planning and Transportation Department
October 14, 2015

