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POLICY COMMITTEE

May 13, 2016
1:30 – 3:00 p.m.
Council Chambers (#115)

I. Call to Order

II. Approval of the Minutes
   a. April 8, 2016

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. FY 2016 Q3 Quarterly Reports
   b. June Policy Committee Meeting Rescheduled from June 10 to June 3

VI. Old Business

VII. New Business
   a. Unified Planning Work Program FY 2017- 2018 Draft Document

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

IX. Upcoming Meetings
   a. Technical Advisory Committee – May 25, 2016 at 10:00 a.m. (McCloskey Room)
   b. Citizens Advisory Committee – May 25, 2016 at 6:30 p.m. (McCloskey Room)
   c. Policy Committee – June 3, 2016 at 1:30 p.m. (Council Chambers)

Adjournment

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

401 N. Morton Street ▪ Suite 160 ▪ PO Box 100 ▪ Bloomington, IN 47402 ▪ Web: www.bloomington.in.gov/mpo
Ph: (812) 349-3423 ▪ Fx: (812) 349-3535 ▪ Email: mpo@bloomington.in.gov

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POLICY COMMITTEE
April 8, 2016
1:30 – 3:00 p.m.

Policy Committee Meeting Minutes
March 11, 2016 Council Chambers #115

Attendance:

Policy Committee: Jason Banach, Jim Ude, Lisa Ridge, Geoff McKim, Adam Wason, Andrew Cibor, Kent McDaniel, Richard Martin, Kevin Tolloty, David Walter, Andy Ruff, Iris Kiesling, Mohammad Hajeer

Staff: Josh Desmond, Anna Dragovich, Emily Avers

Others: Dimas Praditya, Paul Satterly, Barb Qualls, Nan Brewer, Joan Keeler, Mary Ann Williams, Germaine Codwin, Stephanie Campbell

I. Call to Order: Introductions were made

II. Approval of the Minutes
   a. March 11, 2016
      Richard Martin moved for approval. McKim seconded. Motion passed through unanimous voice vote.

III. Communications from the Chair: None at this time.

IV. Reports from Officers and/or Committees
   a. Citizens Advisory Committee: David Walter said he is serving for Sarah Ryterband. She wanted me to mention we are concerned about the process of design review. Our understanding is that design review had been held and after the design review was completed several citizens came forward and asked about the design process and when they would be able to have additional input into the process and were told they were too late. That is a concern we have, is if there is more opportunity to look at the design as it evolves, citizen input may provide means and methods of reducing costs or at least answering questions about why things have to be designed the way they are. I understand this process. In my other life I'm an architect and I always try to listen to my clients until the day we start pouring concrete. I'm always open to suggestions and maybe changes will come up that there are perfectly good reasons why you can't do them, whether it's cost or the design requirements that come from FHWA, but what happens is a lot of citizens get upset because they feel they've been shut out of the process.
   b. Technical Advisory Committee: Andrew Cibor said at our previous meeting the MPO staff prepared a summary overview of the Unified Planning Work Program outline. There wasn't a draft. We just focused on the outline.

V. Reports from the MPO Staff: None at this time.

VI. Old Business: None at this time.

VII. New Business
   a. Project Design Process and Public Input Discussion

DRAFT

Josh Desmond presented. We wanted to have a conversation in response to the CAC discussion about project design and public input and how those things work in the project development process and how they may or may not be working effectively in our local process. I want to give some basic facts for us to consider, give a little background about why are we here having this discussion, some basic generalization about what the project development process is, some issues to consider about what may or may not be working, and some thoughts about where do we go from here to resolve some of these issues. I'll tell you right up front I don't have all the answers right now. I'm hoping we can start to arrive at some during our discussion. We've heard a lot of dissatisfaction with the level and type of public input in the project development process. There have been a lot of questions about how much public input is required in the process of developing a federal aid project, is that required minimum level of input enough to deal with what the concerns are, and how should our LPAs who are the owners of these projects respond to that public input. What should their method of dealing with public input be regarding the design decisions they make about their projects. We also heard concerns about the project designs that are resulting; are those designs really appropriate based on an analysis of the data and issues involved in the project, have those designs responded appropriately to the public input that was gathered during the process and is it ever too late to change a project design? What is the tipping point in terms of whether the LPA can or should be still making changes to a project in response to the input from the community? That's why we're having this discussion at the MPO level about what our issues are and what we can do about it.

I'll give you a very simple overview of a very complex and challenging process of the steps a project has to go through to come to fruition. The local public agency (LPA) is any local government agency that sponsors a project, like Ellettsville, City of Bloomington, or Monroe County that "owns" a project. They're paying for it, or a share of it. They're the ones signing the contract with the design consultant, they have the final authority over how that project happens. An LPA decides to build a project and get some federal money to pay for a portion of it. They come up with a preliminary scope and a preliminary cost estimate and then take that cost estimate to the MPO to make a formal request. If their request is approved, it is then amended into the local MPO TIP which allows it to take advantage of the federal funds. There are 3 phases a project goes through- preliminary engineering, right of way acquisition, and construction. There are a lot of interim steps within each of these large steps. During the preliminary engineering phase you go through the NEPA process, which is the environmental review of the proposed project. It could be an environmental impact statement, which is the most thorough, in depth and lengthy of those, it could be a an environmental assessment which is an intermediate level scan, or it could be a project where you are approved to bypass some or all of the environmental review process. There's also the engineering design where you have a consultant that you've signed a contract with and they go through a design process. Usually they help do the environmental review as part of their design work. They complete the data collection and analysis they need to help inform their design. There's public input and hearings held as part of the process, they go through a process of developing alternative solutions to the possible project, select a final project they believe is the right project for that location and they go through design iterations to refine the design to a point where the LPA thinks they've solved the problem they set out to solve. Once the design is to a pretty substantial point, they're ready to move into the right-of-way acquisition phase. The project has to be to a point where you have a pretty good idea what additional property may be required to facilitate the construction of the project. If you're changing the configuration of an intersection, widening lanes, adding sidewalks and tree plots, typically you'll need to purchase additional property outside of the existing right-of-way. You'll go through the right-of-way acquisition process where all the properties you identify are appraised, offers made, negotiations of purchase prices if the owner wants to go back and forth a little bit. Those acquisitions will be finalized which means making the payments to the property owners and recording the deeds and all the other paperwork that has to be done when property is changing hands. Once that's all acquired there's a final certification process where it's submitted to INDOT for approval. Then the project moves to the construction phase. The

project is let for bids. That is all taken care of by INDOT because they control all the federal funding. Those happen on a monthly basis except for twice a year when they take a break. Usually the lowest bid that meets all the requirements of the project will be awarded as the contractor for that particular project. There's a process of finalizing a contract with that constructor and getting all the funding authorized by the MPO. There's a separate process where a construction inspection is awarded in conjunction with the construction contract for a separate entity, usually another consulting firm, to be the construction inspector to make sure those who are building the project are meeting all the requirements and specifications that were approved for that project so at the end of the project you get what you expected based on the plans and specifications you put together. After all that is said and done, they go through a list to make sure all the details were taken care of in terms of the infrastructure. There's a final project audit and close out to make sure all payments were settled appropriately. There is a lot more detail about what goes on but I want to make sure everyone knows a broad overview of the process.

One of the question that has come up is what is the appropriate amount or type of public input on a project. Of course for NEPA there are certain minimum requirements you have to meet and those are certified along the way as you go through the process. There are issues about the format of the meetings and public input opportunities. There are some formal hearings required where you have 5 minutes to say what you want to say and your comments are documented, but it is not an interactive discussion. That's very different from having an open house or a round table discussion with the designers and the LPA where you have an interactive conversation and you're trying to listen and respond in the moment. It's important to make a distinction about the different types of input that are required. Do we have to stop at the minimum? Is that enough? Should we be looking for other ways to get public input? Another question that has come up and raised some concern is how should an LPA respond to the public input they receive? The NEPA process has certain requirements for documenting comments and providing written responses, but is that enough? Are there other avenues for dialogue and design changes that could be incorporated in addition to the minimum standards that are put out for the environmental review? The other question is can an LPA make changes late in the process? Yes, changes can be made at any time in the process. The real question is how many steps will you have to go back and re-do to make that design change? The LPA has to weigh if it is worth stepping back and redoing those steps. It's a bit of a balancing act for the LPA and they're the ones who have to decide. It's a difficult balance to strike. Ultimately the LPA is in control of their own projects and they have to make a decision based on their own parameters. There are NEPA and other state/federal requirements that need to be met, so those decisions aren't made in a vacuum. And of course for the public there's a desire to have more meaningful public input in the design process. One of the options may be to look at the Complete Streets policy to see if there's are requirements we can include regarding public input as part of the design development process. Maybe be more explicit about what our expectations as an MPO for public participation and the LPAs response to that input during the design process. That's just one suggestion. We are open to other thoughts about how to deal with this. We wanted to put this all on the table today to give you a chance to express any concerns or ideas or suggestions you might have as part of dealing with the project development process.

McKim asked if there are any best practices from other jurisdictions with respect to public input?

Desmond said we've looked into those a little bit as we've been working on our Complete Streets policy revision. I don't have them in front of me, but they're out there. Every jurisdiction takes it differently based on what's appropriate for them, but I think there are a lot of good ideas out there.

Andy Ruff said I would like to see the public have input after the committee has had discussion and come back to the committee for additional discussion.

McDaniel said I'd like you to make a motion for that.

**Ruff made a motion for the MPO Policy Committee to have additional discussion after hearing public comment. McKim seconded.

Martin said as long as we're talking about a generic process and not a specific process I think we'll have a meaningful discussion. I'm aware this is being generated because of a particular project but I don't think the context of the discussion should be that particular project. It should be about our responsibilities and our actions as an MPO with respect to all the projects that are coming before us and how we manage them.

Ruff said I understand and I agree but I think there will be a fine line between using the project we're talking about as an example if people are using that to illustrate the larger problem.

McDaniel said it will be difficult to make a distinction. I would prefer people keep the discussion to the process, but I think it will be impossible to do that.

Martin said if we focus on one particular project with respect to this entire process, then we're ignoring all the others that have been done without this level of concern. There has to be something particular about what happened with that process, which is different from what happened with the others, when somebody didn't come forward and say anything. To the extent that most of the public input is the responsibility of the LPA, not the MPO, that's where the focus has to be. We can talk about how we might think about the adequacy of the public input that's occurring at the LPAs but ultimately it's their decision as long as they are consistent with the requirements that INDOT and FHWA set for that process. I don't want to end up where we have one LPA calling the other LPA inadequate.

Cibor said he appreciates the presentation staff led us through- I think that was a fair and good overview of the project process- but I want to understand what we're trying to get out of this. What is the purpose of discussing this?

Desmond said we would like to hear directly from the public what their concerns are and then get guidance from you what steps we should take as an MPO to respond to that. Should it be part of our Complete Streets policy to look at these things in more depth and require more public input? What do you think the MPO's role should be?

McDaniel clarified you're looking for direction as to how we define our public input process?

Desmond said yes.

**Motion passed through unanimous voice vote.

Ruff said are the LPAs currently consulting with MPO staff on their public input plans? Do they take advantage of consulting with staff about how best to do this?

Desmond said we get responses on Complete Streets compliance. There are steps in that process for public input. Our role to this point has been to check off if they've filled in the right blanks. There hasn't been an ongoing discussion about when or where or how to have meetings.

Ruff said would staff see it reasonable, practical and valuable to develop a more formal policy of public input process for all the LPAs to use as a guide? I know there are models and other things out there. Bloomington and Monroe County are not typical for Indiana and we have a strong tradition of public input and participation that is probably more than a lot of places have.

Desmond said it could be helpful. A guidebook could be of use to people.

Ruff said do you foresee we could eventually adopt it as a policy? Or would that be stepping on the LPA's autonomy too much?

Kiesling said the LPAs have been good at giving early notice to the MPO. I think they've been involved at various stages.

Martin said what could we ask the LPAs to do that they aren't already doing to move this process along? What other kinds of things could we consider asking them to do?

Ruff said you talked about timing and at what point in the process does making changes based on public input have different levels of impact. Maybe a more standardized time line for the process of input relative to design would be beneficial.

Desmond said that's something we've been looking at in our process of updating our Complete Streets policy. What are the checkpoints the LPA needs to make with the public and the MPO to make sure they're still on track to be a Complete Street project? We may need to look at it as a policy beyond just Complete Streets, look at it for any TIP project, but that's a discussion we can have later.

Russ said to revisit that whole concept with the idea of the main intention being to maximize the opportunity… We live in a time when things change fast. Information exchanged through the technology we have now, it's not like it used to be. Maybe revisit that whole concept with the idea we need to maximize the breathing room... It's one thing to take input. It's another thing to implement. We saw that with INDOT. The more time you have for that before you've invested too much that it's not able to change.

Martin said there is the issue of thinking about the transportation system we have and we try to do that through updates to our thoroughfare plan because we realize you can't build or not build a road without impacting the other pieces of the system. In these long term projects strategies are identified early on that take into consideration the impacts that occur on all parts of the transportation system. As you move forward in the plan, as you get closer to completing the implementation, making changes at that point in time is very expensive, to go back and in many cases redo your thoroughfare plan. We don't do a good job making those systemic level changes in our planning. We are aware that decisions we make about individual projects always impact the whole system. So while there are a lot of dynamics going on in this, we can't just pick one thing up and not worry about what else we're doing to the system as a consequence of that. We ask each of our LPAs to come up with a long term plan for transportation and we expect them to be executing that. These are projects that take a long time, sometimes decades, to complete. Many of the projects we've been seeing recently have been sitting on the books for 10 or 20 years and we're finally getting to the point where we have the financial resources to move forward on them. So while there are a lot of dynamics going on in the system and it's changing, you can't respond to every change without taking into consequence the systemic consequences of the changes you're making as you move forward. You have to go back a lot farther than people want to go back and you're essentially restarting this whole process again. That's why we do long range transportation planning. For those plans to be effective you have to adhere to them. It may not be what you would like to do if you had other choices, but we don't have other choices because we're a large community. As we update the long range transportation plan, some of the decisions that were made a long time ago are going to be revised and we will do things differently, but until the plan is completed and we've looked at the transportation network as a whole, it's difficult to make changes. If you don't put a road where you had planned, where is the traffic going to go? These are issues we have to deal with. We're seeing increases in mass transit but we have little capability to accommodate busses on our streets. That's part of our planning that's going to have to change going forward is to make sure you accommodate mass transit

opportunities and increase the mobility of our citizens. You can't just pick one thing. That's why the federal government created the MPOs as a way of having all the various entities involved in the expenditure of funds look at this as a network system, not as small jurisdictional issues. It's the bringing together all of these transportation networks that we have to look at. And we only look at it from a financial standpoint. We only look to make sure the money's there, not to say to design a project in a certain way.

Walter said during the presentation you mentioned there are hearings and meetings. I didn't find a difference between them so would you give us background on what the notice is, the participation, how the two compare and contrast.

Desmond said there are required public hearings where the format is there is a microphone available, you have a time limit and you can say whatever you want to say. They won't necessarily have the opportunity to respond to you, but they will record your comments, document them, and provide a written response as part of the environmental document they generate. It's not an interactive discussion about a project, it's more putting your comments on record to be responded to late. A meeting or open house is a non-formal hearing and there might be information stations set up and you could talk about different aspects of the projects or there might be a roundtable discussion format. These are very different types of input and discussion than a formal hearing. I don't know much about the required public notice standards for those hearings but I'm sure those are standard.

Martin said with a public hearing there's almost always a specific document which is the subject of that hearing and the hearing is with respect to that document. Whereas with meetings there may not even be a document yet. With a hearing the document has been made available for a specific period of time beforehand.

Kiesling said most of them require a legal notice.

Ruff said I understand what Martin's talking about regarding the larger transportation system. We've been learning that demand is driving our decisions. Transportation decisions drive other factors in a lot of instances, so transportation planning shouldn't not necessarily respond to demand. We should be coming up with a project that demands a new reality. I think there's a certain amount of conflict with that and Martin's comment. We have a sophisticated public in this MPO area that has an understanding of this concept, of how planning and transportation affects things in ways we didn't understand 10 or 20 years ago. Do you believe projects that have been on the books a long time can develop an inertia and a resistance to change even if there is information suggesting they should be changed?

Desmond said we've seen that happen primarily with state projects, for example the bypass. It was under designed and on the books for a very long time. I think on the local project level we haven't had them last quite that long. A lot of it goes back to how much input or control we have over the LPA decision making process. We have to discuss that more.

Ruff said at this point I still don't understand how much INDOT constrains flexibility in a project design. Some of this came in when we debated the large roundabout at Sare Rd and Rogers. There was a discussion that we had to use the last 2 decades of increase traffic to project into the future. You extrapolate from the past into the future and that's what you use to design and if you don't design that way you can't get federal funding. You can't say locally we're going to try to significantly reduce our VMTs and base our design on that. How much are the LPAs constrained by INDOT?

Desmond said I am not an engineer and I have not personally had to deal with the design standards and that process, so I am not an expert, but to my understanding there are design standards for different types of project and there are design exceptions that can be requested. Those can range from very minor things to significant things. In some cases it may be whether

the LPA goes by the standards or whether they're going to try to look for more creative ways and look for exceptions.

Cibor said you answered that accurately.

Dragovich said if you use federal funds, like the funds we manage here, you do have to follow those standards. If you use your local funds you have more flexibility with not having to meet those standards.

Kiesling said INDOT follows a lot of the federal guidelines.

Jim Ude said when you talk about design standards, there is a desired level of design and there is a minimum standard which is less rigorous. You can also apply for design exceptions. That would have to go through a process to show why you want the design exception and it has to be approved. That's as flexible as you can get when you're using federal funds.

Floor opened for public comment.

Nan Brewer is a founding member of the Bachelor Area Neighborhood Association. I'll try to stick to the process, but my experience with public comment for this kind of government project is specific to the Fullerton Pike project. I'll have to use that as an example. As the only Bachelor Area Neighborhood resident appointed to the Citizen's Advisory Committee for this project who was not a business person, developer, realtor or someone interested in changing the zoning for their property for future sale, I can verify that the public comments at the CAC meetings, not counting the third and final meeting where anyone making a public comment was told they would be removed from the chamber, the majority were negative. There was only one official public meeting and a second un-official meeting this past July and the majority of the submitted questions against the project have gone unanswered. It is not the residents who are demanding this type of road. Most of us only found out about this plan to make a road larger than most of this area's state highways a few years ago when it was published in the newspaper. When many of us called the Monroe County Highway Department about this road prior to that time, we were told it would be another connection to 37. We don't know what the exit of Tapp Rd will look like off I69 or what traffic will be directed at Fullerton onto our neighborhood streets and what types of businesses can go in this area. I think we should ask specific questions of how this road would improve the safety, property values and livability in Bloomington and even look at communities elsewhere. I'd like to have the MPO outline specifically their long term plans for the residents along this entire route since this project is not the same road or residential density it was 55 years ago. We deserve that information. We've long been told this has been in the master plan since 1960. The past examples in Bloomington and Monroe County at the 46 Bypass and W 3rd led to the destruction of homes or their conversion into low rent businesses, the cutting off of the communities from their neighboring schools and the creation of suicide lanes. I don't think we want to repeat the errors and poor planning of the past. There are many unresolved issues with this road project and the effected neighborhoods want to have real input in the process. In July we were promised a series of public meetings only to be told it was too late to change anything in Phase I. Even if it means extra money for design changes a more reasonable road would be cheaper in the long run and better for the community. A lot of the public process in this project seems to have been simply going through the motions, what you legally need to show you did, rather than listening to the real serious concerns about the project in terms of its safety as well as the wastefulness of putting things like turn lanes to nowhere or truck lanes when it's been proposed that this be a local truck route only. There are many specific issues that need to be addressed and we feel those have just been pushed aside. I'd love to see the process changed to get public input from the beginning rather than setting it out like these kinds of projects are a done deal.

Joan Keeler is a resident in the Bachelor Area Neighborhood. We've been supplied with bits and pieces of data concerning the Gordon roadway but we've been left to piece it together ourselves. There are many unanswered questions. The most productive meeting that we had was the one that was held in the courthouse where the community was rallied and encouraged to give their input. Things came back from that and there were changes made in the design in the project. Since then there has been no venue for us to ask questions and give more input into the final design. We were given the peak hours volume chart and I don't know what figures were plugged in to it to come up with the numbers that justify a two lane round about. The people in the area would like to see the roundabout scaled down so that we have slower moving traffic that is safer for a residential area and an area with a school. I would like to see a process that involves more education of the general public. We're not engineers. I don't understand all the data that comes our way. I'd like to see simple common sense explanations why things are being done a particular way. I'd like to see more education, more involvement for the public so we can support this project and be happy with this road.

Angie Archer is a resident of the Eagle View subdivision and a member of the BANA group. To answer the specific question about the process, I talked to Julie Thomas multiple times after January CAC meeting regarding all the developments of the Phase II design. We felt it was a positive experience in the July 2015 meeting. They were taking into consideration what we were saying and we were seeing things changed. We were very encouraged by that. Then we came to a meeting in January and we were told we could have no say in Phase II. There had been no interaction in the meantime. With the process it's necessary to ask for public input prior to the agreement with the design consultant. I think it would make sense if there is a project that comes up to have a public meeting and have a conversation with the public with the idea that the LPA will use their wisdom to make the decision but then to take the public input as well as the knowledge from the LPA to go to the consultant to find a way to make the project work for everyone. When I talked to Julie Thomas her response was we have to do the designing and the consultant work first but then you're already taken 5 steps forward and how is there any chance to take 5 steps back to meet reflect the suggestions of the public. That's what the public is looking for is a way to communicate so there can be involvement, understanding the LPA does have wisdom we don't have but in a sense trying to work together to create something that works for everyone. With Fullerton Pike as an example, maybe we have already taken 5 steps forward but how much money have we already saved in creating a smaller roadway from the July meeting? So the residents and citizens are asking can we take a step back and look at getting an estimate to change certain features like the continuous turn lane that runs through a bridge as well as the double roundabout into a single roundabout. Maybe if we are looking at creating a smaller, more appropriately sized road for the residential neighborhood and schools it would be worth the cost that we would incur to do a re-estimate so we could make a smaller and more appropriate roadway. If in doing so there are time constraints that can't be met, could this money be reallocated to other places in the community that need funding. This would allow time to obtain a more realistic designed roadway. We've been told we can change projects, so we're asking for that communication with the public. Another question people have asked is does the design firm receive a percentage of the project cost? In designing such a large roadway, is there some kick back we don't know about? That was a question one of the CAC members asked the public to look into. When we say LPA, it would be helpful for the community to know who the LPA is the public can go and ask questions to. The BANA group has been trying in the last 2 years to figure out who we talk to if we have concerns. Are the County Commissioners who we talk to? Do we talk to the transportation folks? As a community, part of the communication process that would be helpful is to identify who can you go and speak to? I really appreciate you allowing public comment. Thank you for listening to us. The final question is would you be willing to look at having a meeting where we could sit down with the engineering staff and the American Structurepoint folks and talk together about this.

Germaine Codran lives in the Highlands and I'm part of the BANA group. My comments will be specific to the Fullerton corridor and then later to the process in general. I have made

inquiries regarding the cost of redesign. I would like to state we are not pushing for redesign for its own sake, for petty reasons. There are legitimate and substantial reasons for our redesign request as we have stated in previous meetings. Most substantial is what we believe is the lack of consultation in the process. Between July 2015 and January 2016 we heard silence from the designers and the LPA. Six months of silence is not justifiable. Any resulting delay can be directly linked to this fact. We want actual figures for a redesign and we would like the MPO and LPAs to continue to work together to come up with a more public and responsive design to Phase II. We are not against this road per se. We recognize there is a stated need for it and we know there is 4-5% completion of the design but we are confident our questions and the number of people in the public bringing up these questions is substantial enough and reasonable enough to warrant a redesign. We do not want to be cited as an example of a mistake. We want the changes to be made now and be used as an example for how the public, the MPO and the LPA were able to work together to do a redesign that led to a better road. Lastly, I would like to suggest a threshold be developed in the process for when you can clearly say no more changes, let's say 50% of design, with the assumption that during the first 50% extensive public consultation is made because that has been a source of frustration. I have specifically asked the question at which point we could make changes and the response was it was too late already. To me that was inadequate and frustrating, so I would like a threshold to say no more.

Mary Ann Williams is a resident of southwest Bloomington. I appreciate the comments I've heard so far. I'm sensitive with the comments regarding the whole system. Faced with the prospect of building, paying for and living with a road conceived of 50 years ago when neighborhood schools and a church did not exist, residents of southwest Bloomington strongly urge planners and engineers to respond to these changed conditions. If a road must be built, let's fashion it with a view to the current and future needs of people in the area. Since the time I joined this process in December 2014, I've heard people complain they were not able to attend public comment meetings and when they did their comments were ignored or suppressed. We felt disposed of. 87 comments were generated in the NEPA process, 51 of the comments came back opposed or with strong critique. My suggestion would be that there be another meeting, perhaps not a hearing but a meeting so these comments can seriously be taken into consideration. In an effort to participate and influence the design of a roadway that will drastically change our neighborhoods we formed a neighborhood group, we have distributed fliers, we've written letters, attended meetings, done research and formed a listserv. In July we cohosted a meeting with Julie Thomas. 75 people came and no one spoke in favor of this road. 72 comments were collected at that meeting and sent to American Structurepoint for answers. At the January CAC meeting 6 months later with no additional consultation or input from the public, the current design was proposed. We do not know how that was decided on. We felt ignored. Engineers may think this design is acceptable, but do their standards include any factor of customer satisfaction or consideration of the people who will pay for and live with the product and endure its unintended consequences? We want something better. We want to uphold the spirit of dialogue as conceived by Bloomington's own Linton Caldwell and not trivialize it with a check off the box approach. We want a slow safe road with aesthetic appeal. My vision is of standing before the MPO and saying thank you for the inclusive process and leadership you exercised that led to a road that all of Bloomington can live with and not just tolerate. I have three documents for you.

Ruff thanked everyone for their comments. I learned some things and I have some ideas and concepts. I hope staff heard things that opened up some possibilities for things we can do to improve and make a more robust and timely process that's more standardized for future projects and maybe it can have some influence on the project these citizens have some concerns about. I do want to thank my colleagues and staff for setting this up and members of the public who came in to weigh in on this discussion. Though there was a lot of discussion about the specific Fullerton project, I think given the discussion we had leading up to it we can see how their specific comments fit in to the overall discussion.

McKim said the County Commissioners are responsible for roads in the county. They used to be called the Board of Highway Commissioners. That was their first responsibility and continues to this day.

Dragovich said the LPAs are the County Commissioners for projects sponsored by the County, the Mayor for projects sponsored by the City of Bloomington, and the Ellettsville Town Council for projects sponsored by the town of Ellettsville.

VIII. Communications from Committee Members (non-agenda items) None.
   a. Topic Suggestions for Future Agendas

IX. Upcoming Meetings
   a. Technical Advisory Committee – April 27, 2016 at 10:00 a.m. (McCloskey Room)
   b. Citizens Advisory Committee – April 27, 2016 at 6:30 p.m. (McCloskey Room)
   c. Policy Committee – May 13, 2016 at 1:30 p.m. (Council Chambers)

Adjournment

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

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: S. Henderson St. Multiuse Path 1500384

ERC Name and Phone#: Andrew Cibor 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$200,000		$160,000	$40,000
b. right of way	$120,000			$120,000
TOTAL (PE & RW, lines a+b)	$320,000		$160,000	$160,000
c. railroad				
d. construction (including inflation)*	$991,358			$991,358
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering	$141,622			$141,622
g. contingency				
TOTAL (all construction, lines c-f)	$1,132,980			$1,132,980
Total All Phases	$1,452,980		$160,000	$1,292,980
Federal Fund % 12				
Local Funding % 88				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	1/1/2017				
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts					
Letting	3/3/2021				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Is this project compliant with the MPO Complete Streets Policy?

- ☒ Yes
- ☐ No
- ☐ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

INDOT/LPA contract not yet signed. Preliminary Engineering federal funding is not available until FY2017. Right of way and construction federal funding is not yet programmed. Possible project scope reduction as City may pursue local funding to expedite the design, right of way acquisition, and construction of a multiuse path on S Henderson Street from E Winslow Street to a point approximately 700' north of E Winslow Street.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: E. Rogers Rd Multiuse Path, DES#:1500382

ERC Name and Phone#: Roy Aten, Senior Project Manager, 812-349-3591

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$75,000		$60,000	$15,000
b. right of way				$0
TOTAL (PE & RW, lines a+b)	$75,000		$60,000	$15,000
c. railroad				
d. construction (including inflation)*	$354,200			$354,200
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering	$50,600			$50,600
g. contingency				
TOTAL (all construction, lines c-f)	$404,800			$404,800
Total All Phases	$479,800		$60,000	$419,800
Federal Fund % 12.50				
Local Funding % 87.50				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE	07/01/2016				
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts					
Letting	08/07/2019				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Is this project compliant with the MPO Complete Streets Policy?

- ☒ Yes
- ☐ No
- ☐ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.)*

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

☐ Yes
☐ No
☒ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

Plan sheets are set up; survey complete, initial geometry is set. Field check to be 4/20/16.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: Winslow Rd. Multiuse Path 1500383

ERC Name and Phone#: Andrew Cibor 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$150,000		$120,000	$30,000
b. right of way	$91,000			$91,000
TOTAL (PE & RW, lines a+b)	$241,000		$120,000	$121,000
c. railroad				
d. construction (including inflation)*	$806,925			$806,925
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering	$115,275			$115,275
g. contingency				
TOTAL (all construction, lines c-f)	$922,200			$922,200
Total All Phases	$1,163,200		$120,000	$1,043,200
Federal Fund % 12				
Local Funding % 88				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	1/1/2017				
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts					
Letting	3/2/2022				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Is this project compliant with the MPO Complete Streets Policy?

- ☒ Yes
- ☐ No
- ☐ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

INDOT/LPA contract not yet signed. Preliminary Engineering federal funding is not available until FY2017. Right of way and construction federal funding is not yet programmed. Possible project scope reduction as City may pursue local funding to expedite the design, right of way acquisition, and construction of a multiuse path on Winslow Rd from S Walnut Street to S Henderson Street.

BMCMPO QUARTERLY PROJECT UPDATE FORM

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FY 2016 Third Quarter

Project Name and DES#: S. Henderson St. Multiuse Path 1500384

ERC Name and Phone#: Andrew Cibor 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$200,000		$160,000	$40,000
b. right of way	$120,000			$120,000
TOTAL (PE & RW, lines a+b)	$320,000		$160,000	$160,000
c. railroad				
d. construction (including inflation)*	$991,358			$991,358
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering	$141,622			$141,622
g. contingency				
TOTAL (all construction, lines c-f)	$1,132,980			$1,132,980
Total All Phases	$1,452,980		$160,000	$1,292,980
Federal Fund % 12				
Local Funding % 88				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	1/1/2017				
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts					
Letting	3/3/2021				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Is this project compliant with the MPO Complete Streets Policy?

☒ Yes
☐ No
☐ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

INDOT/LPA contract not yet signed. Preliminary Engineering federal funding is not available until FY2017. Right of way and construction federal funding is not yet programmed. Possible project scope reduction as City may pursue local funding to expedite the design, right of way acquisition, and construction of a multiuse path on S Henderson Street from E Winslow Street to a point approximately 700' north of E Winslow Street.

BMCMPO QUARTERLY PROJECT UPDATE FORM

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FY 2016 Third Quarter

Project Name and DES#: Jackson Creek Trail, DES 1500398

ERC Name and Phone#: Roy Aten, Senior Project Manager, 812-349-3591

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$442,561		$354,049	$88,512
b. right of way	$250,000			$250,000
TOTAL (PE & RW, lines a+b)	$692,561		$354,049	$338,512
c. railroad				
d. construction (including inflation)*	$1,774,723			$1,774,723
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering	$253,532			$253,532
g. contingency				
TOTAL (all construction, lines c-f)	$2,028,255			$2,028,255
Total All Phases	$2,720,816		$354,049	$2,366,767
Federal Fund % 13.01				
Local Funding % 86.99				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts					
Letting	11/11/2020				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Is this project compliant with the MPO Complete Streets Policy?

- ☒ Yes
- ☐ No
- ☐ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

BMCMPO QUARTERLY PROJECT UPDATE FORM

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FY 2016 Third Quarter

Project Name and DES#: 17th St. Reconstruction 1500375

ERC Name and Phone#: Andrew Cibor 812-349-3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$500,000			$500,000
b. right of way	$755,281			$755,281
TOTAL (PE & RW, lines a+b)	$1,255,281			$1,255,281
c. railroad				
d. construction (including inflation)*				
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering				
g. contingency				
TOTAL (all construction, lines c-f)	$3,511,620		$2,145,501	$1,366,119
Total All Phases	$4,766,901		$2,145,501	$2,621,400
Federal Fund % 45%				
Local Funding % 55%				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts					
Letting	3/6/2019				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Is this project compliant with the MPO Complete Streets Policy?

☒ Yes
☐ No
☐ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

INDOT/LPA contract is not yet signed. The City is pursuing a local funding agreement with INDOT as a result of the I-69 construction project that if successful would remove this project from the TIP and federal funding process. BMCMPO Policy Committee updated TIP in March 2016 removing the project's programmed preliminary engineering and right of way federal funding ($1,004,255 total in STP/STP PYB) in anticipation of a local funding agreement with INDOT. City and INDOT staff met to discuss the potential agreement on January 5, 2016. City staff provided INDOT staff the information INDOT requested in the January meeting to further the funding agreement development process on February 23, 2016. City staff is waiting for a response from INDOT to move forward in the funding agreement process.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: Allen St. & Walnut St RRFB 1500378

ERC Name and Phone#: Neil Kopper, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	29500			29500
b. right of way				
TOTAL (PE & RW, lines a+b)	29500			29500
c. railroad				
d. construction (including inflation)*	46248		40000	6248
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering				
g. contingency				
TOTAL (all construction, lines c-f)	46248		40000	6248
Total All Phases	75748		40000	35748
Federal Fund % 53				
Local Funding % 47				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	12/18/2015			100%	
Final Environmental Document Approval	6/8/2016				
Authorize Funds for PE				100%	
Start Plan Development	1/7/2016			100%	
Prelim. Field Check	4/6/2016				
Hearing Certification	NA				
R/W Clear	10/7/2016				
Stage 3 Final Plans	10/7/2016				
Final Tracings	10/21/16				
Railroad Coordination	NA				
Ready for Contracts	11/21/16				
Letting	3/1/2017				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

☐ Yes
☐ No
☒ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

Plan sheets are set up; survey complete, initial geometry is set. Field check to be 4/20/16.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: 4th St. & Rogers St. Pedestrian Island 1500379

ERC Name and Phone#: Neil Kopper, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	45,500			45,500
b. right of way				
TOTAL (PE & RW, lines a+b)	45,500			45,500
c. railroad				
d. construction (including inflation)*	110,894		95,000	15,894
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering				
g. contingency				
TOTAL (all construction, lines c-f)	110,894		95,000	15,894
Total All Phases	156,394		95,000	61,394
Federal Fund % 61				
Local Funding % 39				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	12/18/2015			100%	
Final Environmental Document Approval	6/8/2016				
Authorize Funds for PE				100%	
Start Plan Development	1/7/2016			100%	
Prelim. Field Check	4/6/2016				
Hearing Certification	NA				
R/W Clear	10/7/2016				
Stage 3 Final Plans	10/7/2016				
Final Tracings	10/21/16				
Railroad Coordination	NA				
Ready for Contracts	11/21/16				
Letting	3/1/2017				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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FY 2016 Third Quarter

Project Name and DES#: Pedestrian Safety and Accessibility at Signalized Intersections, 1600426

ERC Name and Phone#: Neil Kopper, 812-349-3593

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering		$95,000		$95,000
b. right of way		$75,000		$75,000
TOTAL (PE & RW, lines a+b)		$170,000		$170,000
c. railroad				
d. construction (including inflation)*		$480,000	$432,000	$48,000
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering		$83,500	$75,150	$8,350
g. contingency				
TOTAL (all construction, lines c-f)		$563,500	$507,150	$56,350
Total All Phases		$733,500	$507,150	$226,350
Federal Fund % 69%				
Local Funding % 31%				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts					
Letting	3/7/2018				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

Is this project compliant with the MPO Complete Streets Policy?

☐ Yes
☐ No
☒ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

The City is negotiating scope and fees for preliminary engineering with AECOM.
ECM with INDOT scheduled for 4/20/2016.

BMCMPO QUARTERLY PROJECT UPDATE FORM

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FY 2016 Third Quarter

Fullerton Pike Phase 1 0801059

Lisa Ridge, Public Works Director, 812.349.2555

Local Public Agency: Monroe County District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$405,910	$405,910	$0	$405,910
b. right of way	$1,345,062	$1,345,062	$0	$1,345,062
TOTAL (PE & RW, lines a+b)	$1,750,972	$1,750,972	$0	$1,750,972
c. construction (including inflation)*	$6,000.00	$5,599,416	$2,766,019	$2,833,397
Inflation rate used:	----------	----------	----------	----------
d. credits (if applicable)	$0	$0	$0	$0
e. construction engineering	$750,000	$689,420	$325,385	$364,035
f. contingency	$0	$0	$0	$0
TOTAL (all construction, lines c-f)	$6,750,000	$6,288,836	$3,091,404	$3,197,432
Total All Phases	$8,500,972	$8,039,808	$3,091,404	$4,948,404
Federal Fund % 46				
Local Funding % 54				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date/
Project Authorized	6/25/08	Complete	8/21/08	Complete	
Final Environmental Document Approval	8/22/08	Complete	3/30/15	Complete	
Authorize Funds for PE		Complete	8/21/08	Complete	
Start Plan Development	8/21/08	Complete	8/22/08	Complete	
Prelim. Field Check	2/1/14	Complete	3/27/14	Complete	
Hearing Certification	1/29/15	Complete	1/29/15	Complete	
R/W Clear	3/30/15	In Process	3/18/16		
Stage 3 Final Plans	3/30/15	In Process	3/18/16		
Final Tracings					8/8/2016
Railroad Coordination		Not Applicable		Not Applicable	
Ready for Contracts	3/18/16		6/1/16		9/7/16
Letting	8/10/16 ~~8/21/08~~		8/10/16		11/16/16
Contract Award			9/10/16		12/16/16
Final Audit	8/10/16		9/10/18		12/16/18

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	Y	3/8/2016	12/11/15	~ Apr 2016	~ Apr 2021
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

☒ Yes
☐ No
☐ Not Applicable

Complete Streets Policy Compliance

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

- Stage 3 Plans submission posted for INDOT review on 3/18/16; all documents included save ROW Clear Cert.
- Project costs adjusted in accordance with Stage 3 estimates. Construction costs include utility reimbursement estimates, for work both in contract (reimbursable & non-reimbursable) and reimbursable out of contract.
- Land Acquisition – 26 of 28 Parcels are Secured & Clear. One Parcel secured with Property Owner has been filed for condemnation, due to Lender not signing PMR. One Parcel previously condemned has been settled with Owner, pending filed judgement. Request for Letting Date change, based on estimated condemned Parcel settlement by 6/24/16.
- Rule 5 Permit – NOI submitted to IDEM 3/31/16. NOS anticipated by end of April.
- Schedule adjusted to match INDOT schedule of November 2016 letting.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Fullerton Pike Phase 2 1500523

Lisa Ridge, Public Works Director, 812.349.2555

Local Public Agency: Monroe County District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$680,000	$680,000	--	$680,000
b. right of way	$450,000	$450,000	--	$450,000
TOTAL (PE & RW, lines a+b)	$1,130,000	$1,130,000	--	$1,130,000
c. construction (including inflation)*	$5,172,165	$2,171,844	$1,737,475	$434,369
Inflation rate used: 3%	----------	---------- Bridge	----------	----------
d. credits (if applicable)	--	--	--	--
e. construction engineering	$646,500	$271,500	--	$271,500
f. contingency	--	--	--	--
TOTAL (all construction, lines c-f)	$5,818,665	$2,443,344	$1,737,475	$705,869
Total All Phases	$6,948,665	$3,573,344	$1,737,475	$1,835,869
Federal Fund % 45				
Local Funding % 54				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized			6/14/13	Complete	
Final Environmental Document Approval			3/30/15	Complete	
Authorize Funds for PE			6/26/15	Complete	
Start Plan Development	6/26/15	Complete	6/26/15	Complete	
Prelim. Field Check	12/15/15	Complete	3/1/16	Complete	3/21/16
Hearing Certification			1/29/15	Complete	
R/W Clear	2/16/18		2/16/18		
Stage 3 Final Plans	2/16/18		2/16/18		
Final Tracings			4/2/18		
Railroad Coordination	n/a	n/a	n/a		
Ready for Contracts	5/2/18		5/2/18		
Letting	7/11/18		7/11/18		
Contract Award	9/1/18		9/1/18		
Final Audit	9/1/20		9/1/20		

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019
404	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019
DNR	N	-	-	-	-
Rule5	Y	2/16/18	~Aug 2017	~Dec 2017	~Dec 2019
FAA	N	-	-	-	-
Flood Protection	N	-	-	-	-

Is this project compliant with the MPO Complete Streets Policy?

- ☒ Yes
- ☐ No
- ☐ Not Applicable

Complete Streets Policy Compliance

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

- Transferred Construction Costs for Bridge to New Des Report 1600419.
- Structure Size & Type submittal for sub Des. 1600419 posted to ERMS 2/19/16. Review pending.
- Preliminary Field Check Held 3/21/16.
- Additional NEPA Investigations on-going for additional APE along Rogers Street (Roundabout). Public information meeting for this phase anticipated for environmental issues prior to Land Acquisition activities, approx. May 2016.
- Project development is proceeding in anticipation an earlier letting date can be achieved than the currently scheduled 7/11/18. Request for letting change will be made at a later date, pending land acquisition and available FY funding.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Fullerton Pike Phase 2 1600419 Gordon Pike Bridge

Lisa Ridge, Public Works Director, 812.349.2555

Local Public Agency: Monroe County District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering			--	$680,000
b. right of way			--	$450,000
TOTAL (PE & RW, lines a+b)			--	$1,130,000
c. construction (including inflation)*		$3,000,321	$884,803	$2,115,518
Inflation rate used: 3%		----------	----------	----------
d. credits (if applicable)		--	--	--
e. construction engineering		$375,000	--	$375,000
f. contingency		--	--	--
TOTAL (all construction, lines c-f)		$3,375,321	$884,803	$2,490,518
Total All Phases		$3,375,321	$884,803	$2,490,518
Federal Fund % 26				
Local Funding % 74				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized			6/14/13	Complete	
Final Environmental Document Approval			3/30/15	Complete	
Authorize Funds for PE			6/26/15	Complete	
Start Plan Development	6/26/15	Complete	6/26/15	Complete	
Prelim. Field Check	12/15/15	Complete	3/1/16	Complete	3/21/16
Hearing Certification			1/29/15	Complete	
R/W Clear	2/16/18		2/16/18		
Stage 3 Final Plans	2/16/18		2/16/18		
Final Tracings			4/2/18		
Railroad Coordination	n/a	n/a	n/a		
Ready for Contracts	5/2/18		5/2/18		
Letting	7/11/18		7/11/18		
Contract Award	9/1/18		9/1/18		
Final Audit	9/1/20		9/1/20		

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019
404	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019
DNR	N	-	-	-	-
Rule5	Y	2/16/18	~Aug 2017	~Dec 2017	~Dec 2019
FAA	N	-	-	-	-
Flood Protection	N	-	-	-	-

Is this project compliant with the MPO Complete Streets Policy?

☒ Yes
☐ No
☐ Not Applicable

Complete Streets Policy Compliance

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

- Transferred Construction Costs for Bridge to New Des Report 1600419.
- Structure Size & Type submittal for sub Des. 1600419 posted to ERMS 2/19/16. Review pending.
- Preliminary Field Check Held 3/21/16.
- Additional NEPA Investigations on-going for additional APE along Rogers Street (Roundabout). Public information meeting for this phase anticipated for environmental issues prior to Land Acquisition activities, approx. May 2016.
- Project development is proceeding in anticipation an earlier letting date can be achieved than the currently scheduled 7/11/18. Request for letting change will be made at a later date, pending land acquisition and available FY funding.

BMCMPO QUARTERLY PROJECT UPDATE FORM

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FY 2016 3rd Quarter

Project Name and DES#: Downtown Curb Ramps 1400166

ERC Name and Phone#: Neil Kopper, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$87,800	-		$87,800
b. right of way	$0	-		
TOTAL (PE & RW, lines a+b)	$87,800	-		$87,800
c. railroad	0	-	0	0
d. construction (including inflation)*	$470,800	-	$423,720	$47,080
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering				
g. contingency				
TOTAL (all construction, lines c-g)	$470,800	-	$423,720	$47,080
Total All Phases	$558,600	-	$423,720	$134,880
Federal Fund % 76%				
Local Funding % 24 %				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	2/7/2014	C	2/7/2014	C	
Final Environmental Document Approval	12/28/2015	C	4/30/2016	U	5/30/2016
Authorize Funds for PE	12/28/2015	C	12/28/2015	C	
Start Plan Development	12/28/2015	C	4/30/2016	U	
Prelim. Field Check	4/30/2016	U	6/30/2016	U	
Hearing Certification	N/A	N/A	N/A	N/A	
R/W Clear	6/30/2016	U	10/7/2016	U	
Stage 3 Final Plans	6/30/2016	U	10/7/2016	U	
Railroad Coordination	N/A	N/A	N/A	N/A	
Final Tracings	10/7/2016	L	11/21/2016	L	
Ready for Contracts	11/21/2016	L	12/21/2016	L	
Letting	12/21/2016	L	3/1/2017	L	
Contract Award	3/1/2017	L	4/1/2017	L	
Final Audit	4/1/2017	L	6/30/2018	L	

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

- ☐ Yes
- ☐ No
- ☒ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

Design phase has been initiated.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: Tapp Road & Rockport Road Intersection Improvement 0901730

ERC Name and Phone#: Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	526,580.00		421,200.00	105,380.00
b. right of way	750,000.00		429,000.00	321,000.00
TOTAL (PE & RW, lines a+b)	**1,276,580.00**		**850,200.00**	**426,380.00**
c. railroad				
d. construction (including inflation)*	3,150,000.00		2,231,327.00	918,673.00
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering	472,500.00		352,315	120,185
g. contingency				
TOTAL (all construction, lines c-f)	**3,622,500.00**		**2,583,642.00**	**1,038,858.00**
Total All Phases	4,899,080.00		3,433,842.00	1,465,238.00
Federal Fund % 70				
Local Funding % 30				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	05/31/2009	Completed			
Final Environmental Document Approval	5/10/2010	Completed	06/29/2016	90%	07/29/2016
Authorize Funds for PE	12/17/2009	Completed			
Start Plan Development	5/10/2010	Completed	05/01/2017	65%	
Prelim. Field Check	04/06/2015	Completed	08/17/2015	100%	
Hearing Certification	01/25/2016		06/16/2016		07/22/2016
R/W Clear	01/29/2016		10/13/2017		
Stage 3 Final Plans	08/17/2015		10/13/2017	50%	
Final Tracings	11/13/2017		11/27/2017		
Railroad Coordination					
Ready for Contracts	12/20/2017		12/20/2017		
Letting	03/07/2018		03/07/2018		
Contract Award	06/07/2018		06/07/2018		
Final Audit	06/07/2019		6/07/2019		

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	Y				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

X Yes
☐ No
☐ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

- *Stage 3 plans in progress.*
- *Pavement Design Request submitted to INDOT for review and approval on February 16, 2016.*

NEPA Update:

- *No Adverse Finding Letter was signed by INDOT Cultural resources Office (CRO) on March 10, 2016*
- *No Adverse Finding letter submitted to Consulting Parties on March 11, 2016.*

NEPA Tasks in Progress:

- *Preparing updated Red Flag Investigation (RFI) report as requested by INDOT on March 29, 2016.*
- *Section 106 Public Notice Period concludes on April 23, 2016.*
- *CE Documents will be submitted to INDOT for review by end of April 2016*
- *Anticipated CE document's release for Public Hearing is end of May 2016 assuming 30 day INDOT review period. Depending on if a Hearing is requested/conducted, final Environmental document approval is anticipated in July 2016.*

BMCMPO Policy Committee updated TIP in March 2016 reprogramming right of way funds from FY2016 to FY2017 due to delays in the environmental document approval process. Federal funding levels for right of way decreased by $171,000.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: Woodlawn Ave. Railroad Crossing 1500380, R-38334

ERC Name and Phone#: Roy Aten, Senior Project Manager, 812-349-3591

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$166,531	$166,531		$166,531
b. right of way				
TOTAL (PE & RW, lines a+b)	$166,531	$166,531		$166,531
c. railroad		$527,893		$527,893
d. construction (including inflation)*	$2,241,921	$979,765	$707,118	$272,647
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering	$179,566	$179,566		$179,566
g. contingency				
TOTAL (all construction, lines c-f)	$2,421,487	$1,687,224	$707,118	$980,106
Total All Phases	$2,588,018	$1,853,755	$707,118	$1,146,637
Federal Fund % 38.14				
Local Funding % 61.86				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	05/08/2015		05/21/2015	100%	
Final Environmental Document Approval	09/15/2015		01/19/2016	100%	
Authorize Funds for PE	06/22/2015		05/21/2015	100%	
Start Plan Development	05/21/2015		06/22/2015	100%	
Prelim. Field Check	08/07/2015		09/25/2015	100%	
Hearing Certification	N/A		N/A		
R/W Clear	10/01/2015		11/13/2015	100%	
Stage 3 Final Plans	09/25/2015		12/28/2015	100%	
Final Tracings	09/25/2015		12/28/2015	100%	
Railroad Coordination	05/21/2015		01/27/2016	100%	
Ready for Contracts	11/23/2015		01/27/2016	100%	
Letting			04/06/2016		
Contract Award			05/10/2016		
Final Audit			11/30/2016		

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5		11/23/2015	12/10/2015	12/10/2015	12/10/2015
FAA					
Flood Protection					

Is this project compliant with the MPO Complete Streets Policy?

- ☒ Yes
- ☐ No
- ☐ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.)*

BMCMPO QUARTERLY PROJECT UPDATE FORM

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FY 2016 Third Quarter

Karst Farm Greenway, Phase 3, Des #1382431

Lisa Ridge, Public Works Director, 812.349.2555

Local Public Agency: Monroe District Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	76,000	76,000	60,800	15,200
b. right of way	2,750	2,750	2,200	550
TOTAL (PE & RW, lines a+b)	78,750	78,750	63,000	15,750
c. construction (including inflation)*	229,250	229,500	175,520	53,980
Inflation rate used:	----------	----------	----------	----------
d. credits (if applicable)				
e. construction engineering	31,950	31,950	25,560	6,390
f. contingency				
TOTAL (all construction, lines c-f)	261,200	261,450	201,080	52,290
Total All Phases	339,950	340,200	264,080	76,120
Federal Fund % 77.5				
Local Funding % 22.5				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	4/29/2013	Complete	4/29/2013	Complete	
Final Environmental Document Approval	9/1/2013	Complete	11/9/2015	Complete	
Authorize Funds for PE					
Start Plan Development	5/4/2013	Complete	9/1/2013	Complete	
Prelim. Field Check	9/1/2013	Complete	11/19/2015	Complete	
Hearing Certification					
R/W Clear	8/1/2013	Complete	12/23/2015	Complete	
Stage 3 Final Plans					
Final Tracings			12/28/2015	Complete	
Railroad Coordination	9/1/2015	Complete	12/2/2015	Complete	
Ready for Contracts	10/09/2015		1/27/2016		
Letting	4/29/2013		4/6/2016		
Contract Award	3/2/2016		5/6/2016		
Final Audit	4/2/2016		12/31/2017		

BMCMPO QUARTERLY PROJECT UPDATE FORM

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	No				
404	No				
DNR	Yes		9/1/2015		
Rule5	Yes				
FAA	No				
Flood Protection	No				

Is this project compliant with the MPO Complete Streets Policy?

- ☒ Yes
- ☐ No
- ☐ Not Applicable

Complete Streets Policy Compliance

Construction costs in the final revised estimate have increased slightly. Final tracings package submitted on 12/28/2015. Project is set for letting on 4/6/2016.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: Old SR 37 at Dunn Street, DES 1297060, R-36164-A

ERC Name and Phone#: Roy Aten, Senior Project Manager, 812-349-3591

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$222,970	$222,970		$222,970
b. right of way	$30,000	$21,000		$21,000
TOTAL (PE & RW, lines a+b)	$252,970	$243,970		$243,970
c. railroad				
d. construction (including inflation)*	$1,683,809	$1,648,380	$1,516,471	$131,909
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering	$225,000	$239,900	$180,000	$59,900
g. contingency				
TOTAL (all construction, lines c-f)	$1,908,809	$1,888,280	$1,696,471	$191,809
Total All Phases	$2,161,779	$2,132,250	$1,696,471	$435,779
Federal Fund % 79.56				
Local Funding % 20.44				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	01/06/2014	C	01/11/2014	C	
Final Environmental Document Approval	05/11/2014	C	01/15/2015	C	
Authorize Funds for PE		C		C	
Start Plan Development	01/11/2014	C	05/11/2014	C	
Prelim. Field Check	05/11/2014	C	12/09/2014	C	
Hearing Certification	NA	NA	NA	NA	
R/W Clear	01/15/2015	C	11/24/2015	C	
Stage 3 Final Plans	01/15/2015	C	10/13/2015	C	
Final Tracings	NA	NA	NA	NA	
Railroad Coordination	01/11/2014	C	01/27/2016	C	
Ready for Contracts	01/27/2016	C	04/06/2016	C	
Letting	04/06/2016	L	04/08/2016	L	
Contract Award	04/08/2016	L	03/04/2018	L	
Final Audit	12/31/2017	C	12/31/2017	C	

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	Y		9/9/2013	12/20/2013	7/1/2018
Rule5	Y		6/17/2014	7/10/2014	7/10/2019
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

- ☒ Yes
- ☐ No
- ☐ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.)*

Intermediate completion date	11/15/2016
Contract Completion Date	06/01/2017
Closure Time	120 Days

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: Signal Timing Project 1592270

ERC Name and Phone#: Neil Kopper, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$225,000		$202,500	$22,500
b. right of way				
TOTAL (PE & RW, lines a+b)	$225,000		$202,500	$22,500
c. railroad				
d. construction (including inflation)*				
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering				
g. contingency				
TOTAL (all construction, lines c-f)				
Total All Phases	$225,000		$202,500	$22,500
Federal Fund % 90%				
Local Funding %				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	12/15/2015	12/18/15	7/1/17		
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Final Tracings					
Railroad Coordination					
Ready for Contracts					
Letting					
Contract Award					
Final Audit					

No letting. Finalized 12/16

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

☐ Yes
☐ No
☒ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

Field reviews were completed for all 82 City of Bloomington intersections during the week of March 21,-24, 2016. Turning movement counts and machine tube counts are scheduled to be conducted the week of April 4, 2016. The existing timing data for the signals connected to the central software have been uploaded (retrieved) and those will be put into the existing synchro models. The traffic data will be analyzed included in the models once it is processed after being collected.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: 3rd & Woodscrest Signal Replacement, Des No 1500381

ERC Name and Phone#: Neil Kopper, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$55,978.88			$55,978.88
b. right of way	$15,000.00			$15,000.00
TOTAL (PE & RW, lines a+b)	$70,978.88			$70,978.88
c. railroad	-			
d. construction (including inflation)*	$268,750.00		$215,000.00	$53,750.00
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering				
g. contingency				
TOTAL (all construction, lines c-f)	$268,750.00		$215,000.00	$53,750.00
Total All Phases	$339,728.88		$215,000.00	$124,728.88
Federal Fund % 63.3				
Local Funding % 36.7				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	3/22/15	100%	3/22/15	100%	
Final Environmental Document Approval	5/16/16		5/30/16		
Authorize Funds for PE	NA				
Start Plan Development	12/1/15	100%	12/28/15	100%	
Prelim. Field Check	4/26/16				
Hearing Certification					
R/W Clear	6/1/16		11/7/16		
Stage 3 Final Plans	10/7/16		11/7/16		
Final Tracings	11/21/16		12/21/16		
Railroad Coordination					
Ready for Contracts	12/21/16				
Letting	3/1/17				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

☐ Yes
☐ No
☒ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.*)

Consultant received Notice to Proceed (NTP) on 12/28/15. Preliminary plans to be distributed to utilities on 3/31/16. Field check with utilities scheduled for 4/26/16.

The Consultant and INDOT PM Mitchell Reed have expressed concern about schedule (based on the firm letting date). The estimated dates listed above are somewhat optimistic, but they are possible. If INDOT environmental approval is delayed, it will be difficult to meet the letting date. The City of Bloomington is aware of this but has requested the Consultant to proceed.

Schedule above based on communication with Mitchell Reed.

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

FY 2016 Third Quarter

Project Name and DES#: 2nd & College Signal Replacement, Des No 1500376

ERC Name and Phone#: Neil Kopper, 812.349.3423

Local Public Agency: City of Bloomington

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	$35,671.12			$35,671.12
b. right of way	-			-
TOTAL (PE & RW, lines a+b)	$35,671.12			$35,671.12
c. railroad	-			
d. construction (including inflation)*	$206,250.00		$165,000.000	$41,250.00
Inflation rate used:	----------	----------	----------	----------
e. credits (if applicable)				
f. construction engineering				
g. contingency				
TOTAL (all construction, lines c-f)	$206,250.00		$165,000.000	$41,250.00
Total All Phases	$241,921.12		$165,000.000	$76,921.12
Federal Fund % 68.2				
Local Funding % 31.8				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	3/22/15	100%	3/22/15	100%	
Final Environmental Document Approval	6/20/16		7/4/16		
Authorize Funds for PE	NA				
Start Plan Development	12/1/15	100%	12/28/15	100%	
Prelim. Field Check	4/26/16				
Hearing Certification					
R/W Clear	NA				
Stage 3 Final Plans	10/7/16		11/7/16		
Final Tracings	11/21/16		12/21/16		
Railroad Coordination					
Ready for Contracts	12/21/16				
Letting	3/1/17				
Contract Award					
Final Audit					

BMCMPO QUARTERLY PROJECT UPDATE FORM

Please fill out all forms completely and return to Anna Dragovich at dragovia@bloomington.in.gov or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

Is this project compliant with the MPO Complete Streets Policy?

☐ Yes
☐ No
☒ Not Applicable

Other Comments: (*ie: an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.)*

Consultant received Notice to Proceed (NTP) on 12/28/15. Preliminary plans to be distributed to utilities on 3/31/16. Field check with utilities scheduled for 4/26/16.

Schedule above based on communication with INDOT PM Mitchell Reed.

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MEMORANDUM

To: MPO Policy Committee

From: Joshua Desmond, AICP
MPO Director

Date: May 6, 2016

Re: FY 2017-2018 Unified Planning Work Program

Background

The MPO is in the process of developing its Fiscal Years 2017 through 2018 Unified Planning Work Program (UPWP). A draft UPWP document follows this memo. Below is an overview of the budget, PEAs, and organizational structure of the proposed UPWP.

Budget

The budget for the FY 2017-2018 UPWP is as follows:

	Federal (PL)	**Local**	**Total**
FY 2017	$262,252	$65,563	$327,815
FY 2018	$262,252	$65,563	$327,815
Total	$524,504	$131,126	$655,630

The yearly budget represents an approximate decrease of 13% from the initial budget of the FY 2015-2016 UPWP. In that work program, there was a "payback" of funds from INDOT to the MPOs for funds that were mistakenly held back in a previous year, which resulted in slightly higher than normal budgets. In additional, Federal apportionments are slightly lower at this time. These two factors result in the overall budget decrease for the new UPWP. There should be some additional funding returned to the MPO prior to FY 2018 which will be amended in to the UPWP for use in that year.

Planning Emphasis Areas

There are four Planning Emphasis Areas (PEAs) proscribed for Fiscal Year 2017:

- **Title VI Program Management:** MPOs must work with their LPAs to ensure that they comply with Title VI nondiscrimination requirements for the receipt of federal funds.
- **Performance Based Planning Measures and Targets:** MPOs must develop performance targets in line with the requirements of MAP-21/FAST legislation.
- **Ladders of Opportunity:** MPOs should seek ways to better connect centers of employment, education and healthcare services, especially for non-drivers in distressed areas.
- **HSIP Fund Programming:** MPOs should encourage LPAs to program HSIP funds for low-cost, systematic type projects rather than significant intersection reconstructions.

Structure & Organization

MPO staff spent a significant amount of time developing a totally new format and organization for the UPWP when the FY 2015-2016 document was created. This new format consolidated and streamlined the UPWP into four main activity areas:

1.0 Administration
2.0 Programming
3.0 Planning
4.0 Data Collection & Analysis

Since that time, INDOT has requested that the fourteen Indiana MPOs work together to develop a general UPWP organizational structure that all MPOs can utilize. This would make INDOT's job easier as the reviewer of these documents, allowing them to more easily find the content they need to see in order to confirm that each MPO is meeting its obligations under Federal requirements. After some discussion, the MPOs agreed on the following organizational structure for all UPWPs going forward:

100 Administration/Public Participation
200 Data Collection/Analysis
300 Short Range Planning/Management Systems
400 Long Range Planning
500 Transit and Active Transportation
600 Other Planning Initiatives/Special Projects

The following is a general outline of proposed tasks for the FY 2017-2018 UPWP:

100 Administration/Public Participation
- 101 Intergovernmental Coordination
- 102 Unified Planning Work Program
- 103 Staff Training & Education
- 104 Public Participation

200 Data Collection/Analysis
- 201 Traffic Volume Counting
- 222 Annual Crash Report

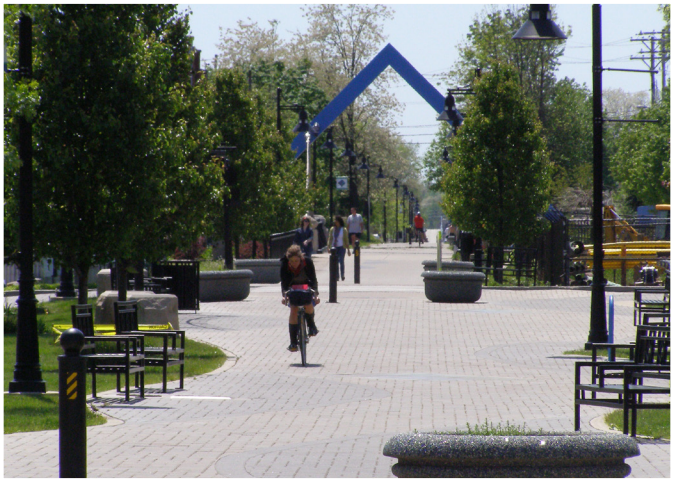
300 Short Range Planning/Management Systems
- 301 Transportation Improvement Program
- 302 Highway Safety Improvement Program (HSIP)
- 303 Transportation Alternatives Program (TAP)
- 304 Infrastructure Management Systems
- 305 ITS Architecture Maintenance

400 Long Range Planning
- 401 2040 Metropolitan Transportation Plan (MTP)

500 Transit and Active Transportation
- 501 Bicycle & Pedestrian Coordination
- 502 Bicycle & Pedestrian Counts
- 502 Bloomington Transit Studies
- 503 Transit Ridership Counts

600 Other Planning Initiatives/Special Projects
- 601 Title VI Plans
- 602 Coordinated Human Services Public Transit Plan

Requested Action
No action is required at this time. The Committees will be asked to adopt the UPWP at the June 3 meeting. Comments and questions from the Committees are welcomed.



Unified Planning Work Program

Fiscal Years

2017 & 2018

Adopted:

TBD

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ACKNOWLEDGMENT & DISCLAIMER

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. Department of Transportation.

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Introduction

Overview

In March 1982, the Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process as mandated by Federal law. Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects, which are to be funded by the FHWA and/or FTA.

Federal transportation policy and programs relating to MPOs are guided by Moving Ahead for Progress in the 21st Century (MAP-21), the Federal legislation that succeeded the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA – LU) in 2012. MAP-21 provides eight planning factors that guide the programs and policies of all MPOs:

1. **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. **Safety:** Increase the safety of the transportation system for motorized and non-motorized users;
3. **Security:** Increase the security of the transportation system for motorized and non-motorized users;
4. **Mobility:** Increase accessibility and mobility of people and freight;
5. **Environment:**Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. **System Integration:** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. **System Management:** Promote efficient system management and operation; and
8. **System Preservation:** Emphasize the preservation of the existing transportation system.

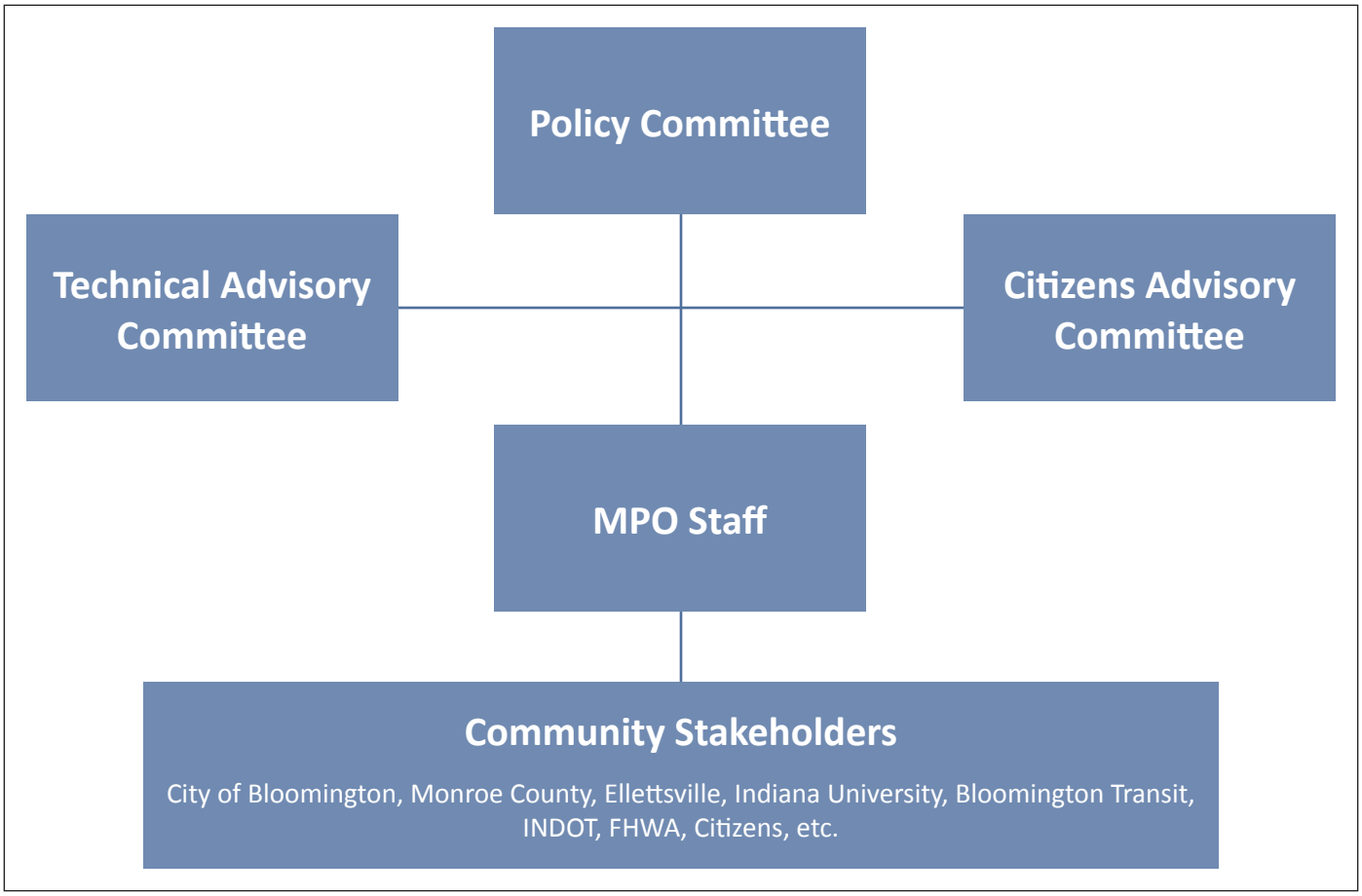
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP), which describes all planning activities that are anticipated in the urbanized area over the next programming year. The UPWP also documents the work that will be performed with federal planning funds. The FY 2017-2018 UPWP is intended to satisfy the Bloomington metropolitan planning area's work program requirement for Fiscal Years 2017 and 2018 (July 1, 2016 to June 30, 2018).

MPO Organization & Composition

The Bloomington/Monroe County MPO is consists of a three-part intergovernmental steering committee, the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning Department as the lead staff agency.

The three-part intergovernmental steering committee is made up of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement provides for close communication between key policy/decision makers, the technical planning staff, and citizen representatives. Detailed listings of membership for the three committees are provided in Appendix A.

The MPO Staff maintains close working relationships with City of Bloomington, Monroe County, and Town of Ellettsville departments and agencies, the Bloomington Public Transportation Corporation, Indiana University, Monroe County and Richland Bean Blossom Community School Corporations, the Indiana Department of Transportation (INDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).



Planning Emphasis Areas

In addition to the general planning factors discussed previously, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) annually issue a set of Planning Emphasis Areas (PEAs) to Indiana MPOs. These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies helps to implement the provisions of MAP-21. The Planning Emphasis Areas that have been provided for the FY 2017-2018 UPWP are summarized below.

Title VI Program Management

MPOs are asked to ensure that their local public agencies (LPAs) with projects in the Transportation Improvement Program (TIP) have complied with Title VI nondiscrimination requirements. MPOs should survey local governments to tdetermine 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 date on the impacts of the LPA's programs and projects. The MPO should provide technical assistance to LPAs that do not have such plans in place. MPOs are expected to monitor Title VI status going forward and to move toward limiting funding to those entities taht are not meeting their requirements as federal-aid recipients. The BMCMPO will address this PEA through Element 601 of the UPWP.

Ladders of Opportunity

The MPO must, as part of the planning process, identify transportation connectivity gaps in access to essential services. These essential services include housing, employment, health care, schools/education, and recreation. Idenfication of these deficiencies could be done through the creation of performance measures used to specifically measure such gaps. This has been accomplished to some extent through the Coordinate Human Services Public Transit Plan (Work Element 602) and will take another step forward through the development of the new 2040 Metropolitan Transportation Plan (Work Element 401).

Performance-Based Planning Measures & Targets

This PEA emphasizes the transition that all MPOs must make to performance-based planning and programming. MAP-21 requires the development of performance measures on the national, state and MPO level. MPOs must create systems of planning and programming that direct local efforts to achieving established performance measures. The BMCMPO will address this first through the development of the 2040 Metropolitan Transportation Plan (Work Element 401), expected to be completed by the end of FY 2017. The guidance from that plan will then be implemented throught the MPO's planning and programming operations.

Programming of HSIP Funds

A renewed emphasis must be placed on programming HSIP funding for low cost systemic projects as well as for safety planning activities. The MPO should encourage and assist the LPAs in identifying such projects and developing them throught the Federal aid process. This will occur as part of the MPOs adminstration of HSIP funds (Work Element 302) These projects should focus on addressing the causes of crashes on a system-wide basis rather than simply making infrastructure improvements to the location of crashes. FHWA and INDOT will provide MPOs with eligible project types for this purpose. In addition, up to 15% of the MPOs HSIP allocation may be progammed for planning purposes for activities like Road Saftey Audits.

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Budget

FISCAL YEAR 2017-2018 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated $524,504 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2017 and 2018. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of $131,126 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2017-2018 UPWP is $655,630. This budget is split between the two Fiscal Years, with $327,815 allocated for FY 2017 and $327,815 allocated for FY 2018.

FUND USE BY MATCHING AGENCY

The table below sumarizes FY 2017-2018 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent MPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. More detailed breakdowns of each work element are provided in later sections of this document.

Work Element		MPO Staff	BT	Cons/Supp	CSA	Total
100	**Administration & Public Participation**					
	FY 2017	$105,897	$0	$2,545	$0	$108,442
	FY 2018	$106,074	$0	$2,610	$0	$108,684
200	**Data Collection & Analysis**					
	FY 2017	$30,744	$0	$0	$11,000	$41,744
	FY 2018	$30,744	$0	$0	$13,000	$43,744
300	**Short Range Planning & Management Systems**					
	FY 2017	$67,900	$0	$0	$23,000	$90,900
	FY 2018	$51,048	$0	$0	$23,000	$74,048
400	**Long Range Planning**					
	FY 2017	$45,390	$0	$1,000	$0	$46,390
	FY 2018	$0	$0	$1,000	$0	$1,000
500	**Transit & Active Transportation**					
	FY 2017	$28,436	$3,300	$1,500	$0	$33,236
	FY 2018	$28,436	$63,300	$1,500	$0	$93,236
600	**Other Planning Initiatives & Special Projects**					
	FY 2017	$7,104	$0	$0	$0	$7,104
	FY 2018	$7,104	$0	$0	$0	$7,104
	TOTAL					
	FY 2017	$285,470	$3,300	$5,045	$34,000	$327,815
	FY 2018	$223,405	$63,300	$5,110	$36,000	$327,815
	TOTAL	**$508,875**	**$66,600**	**$10,155**	**$70,000**	**$655,630**

OBJECT CLASS BUDGET BY FUNDING SOURCE

The table below summarizes FY 2017-2018 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2017 Cost Allocation Plan. As with the previous table, funding allocations for MPO Staff, Bloomington Transit, Consultants/Other, and CSA are separated for illustrative purposes. Please refer to the individual work element sections later in this document for further details on each category.

	Object Class	Federal	Local	Total
	Direct Chargeable Salary			
	FY 2017	$113,671	$28,418	$142,088
	FY 2018	$88,957	$22,239	$111,197
	Fringe Expenses			
	FY 2017	$93,153	$23,288	$116,441
	FY 2018	$72,900	$18,225	$91,126
	Indirect Expenses			
	FY 2017	$21,552	$5,388	$26,940
	FY 2018	$16,866	$4,217	$21,083
	Bloomington Transit			
	FY 2017	$2,640	$660	$3,300
	FY 2018	$50,640	$12,660	$63,300
	Consultants/Supplies			
	FY 2017	$4,036	$1,009	$5,045
	FY 2018	$4,088	$1,022	$5,110
	Contract Service Agreements			
	FY 2017	$27,200	$6,800	$34,000
	FY 2018	$28,800	$7,200	$36,000
	TOTAL			
	FY 2017	$262,252	$65,563	$327,815
	FY 2018	$262,252	$65,563	$327,815
	TOTAL	**$524,504**	**$131,126**	**$655,630**

SUMMARY BUDGET BY FUNDING SOURCE

The table below summarizes the FY 2017-2018 budget for each of the work elements in the Unified Planning Work Program. The federal funding/local match split for each work element is highlighted here. As illustrated in this summary table, the FY 2017 and 2018 funding allocations fall within the total available funding noted previously.

	Work Element	Federal	Local	Total
100	**Administration & Public Participation**			
	FY 2017	$86,754	$21,688	$108,442
	FY 2018	$86,947	$21,737	$108,684
200	**Data Collection & Analysis**			
	FY 2017	$33,395	$8,349	$41,744
	FY 2018	$34,995	$8,749	$43,744
300	**Short Range Planning & Management Systems**			
	FY 2017	$72,720	$18,180	$90,900
	FY 2018	$59,238	$14,810	$74,048
400	**Long Range Planning**			
	FY 2017	$37,112	$9,278	$46,390
	FY 2018	$800	$200	$1,000
500	**Transit & Active Transportation**			
	FY 2017	$26,589	$6,647	$33,236
	FY 2018	$74,589	$18,647	$93,236
600	**Other Planning Initiatives & Special Projects**			
	FY 2017	$5,683	$1,421	$7,104
	FY 2018	$5,683	$1,421	$7,104
	TOTAL			
	FY 2017	$262,252	$65,563	$327,815
	FY 2018	$262,252	$65,563	$327,815
	TOTAL	**$524,504**	**$131,126**	**$655,630**

CONTRACT SERVICE AGREEMENTS

The Bloomington/Monroe County Metropolitan Planning Organization enters into annual Contract Service Agreements (CSA) with the City of Bloomington Public Works Department, the Town of Ellettsville, and the Monroe County Highway Department in order to assist with the completion of certain UPWP work elements. Each CSA provides a mechanism for coordination and ensures that duplication of transportation planning services is minimized. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will be approved by the Policy Committee. Each non-MPO government entity entering into a CSA with the MPO is responsible for paying all costs detailed within a CSA and is reimbursed up to a maximum of 80% of federal aid eligible costs. The table below summarizes the funding allocated to CSAs for each local agency within the MPO.

	Agency	Federal	Local	Total
	City of Bloomington			
	FY 2017	$12,000	$3,000	$15,000
	FY 2018	$13,600	$3,400	$17,000
	Monroe County			
	FY 2017	$7,200	$1,800	$9,000
	FY 2018	$7,200	$1,800	$9,000
	Town of Ellettsville			
	FY 2017	$8,000	$2,000	$10,000
	FY 2018	$8,000	$2,000	$10,000
	TOTAL			
	FY 2015	$27,200	$6,800	$34,000
	FY 2016	$28,800	$7,200	$36,000
	TOTAL	**$56,000**	**$14,000**	**$70,000**

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Work Elements

ADMINISTRATION & PUBLIC PARTICIPATION

100

101 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, that 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 BMCMPO 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 BMCMPO 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 BMCMPO certification review was completed in May 2011. This puts the MPO on schedule for the next review to occur in calendar year 2016.

Responsible Agency and End Product(s)

A. MPO Staff to conduct up to 10 Policy Committee meetings per fiscal year. *[Estimated Completion: Monthly]*

B. MPO Staff to conduct up to 10 Technical Advisory Committee meetings per fiscal year. *[Estimated Completion: Monthly]*

C. MPO Staff to conduct up to 10 Citizens Advisory Committee meetings per fiscal year. *[Estimated Completion: Monthly]*

D. MPO Staff to attend up to 12 MPO Council monthly meetings per fiscal year. *[Estimated Completion: Monthly]*

E. MPO Staff to participate in Federal MPO Certification Review *[Estimated Completion: Q4/FY16]*

102 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 2017-2018 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2017-2018 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.

Responsible Agency and End Product(s)

A. MPO Staff to develop amendment(s) to FY 2017-2018 Unified Planning Work Program (UPWP). *[Estimated Completion: Q4/FY17]*

B. MPO Staff to develop FY 2019-2020 Unified Planning Work Program (UPWP). *[Estimated Completion: Q4/FY18]*

C. MPO Staff to develop the Cost Allocation Plan as part of the FY 2019-2020 UPWP. *[Estimated Completion: Q3/FY18]*

D. MPO Staff to prepare and submit the FY 2016 Annual Completion Report to INDOT. *[Estimated Completion: Q1/FY17]*

E. MPO Staff to prepare and submit the FY 2017 Annual Completion Report to INDOT. *[Estimated Completion: Q1/FY18]*

F. MPO Staff to prepare and submit the FY 2017 Self Certification Review Statement to INDOT/FHWA/FTA representatives. *[Estimated Completion: Q4/FY17, with TIP]*

G. MPO Staff to prepare and submit the FY 2018 Self Certification Review Statement to INDOT/FHWA/FTA representatives. *[Estimated Completion: Q4/FY18, with TIP]*

H. MPO Staff to prepare and submit 8 quarterly progress reports to INDOT for review. *[Estimated Completion: Quarterly]*

I. MPO Staff to prepare and submit 8 quarterly billing statements to INDOT for reimbursement. *[Estimated Completion: Quarterly]*

103 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.

Responsible Agency and End Product(s)

A. MPO Staff to attend the annual Indiana MPO Conference. *[Estimated Completion: Annually]*

B. MPO Staff to attend the annual Purdue Road School. *[Estimated Completion: Annually]*

C. MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. *[Estimated Completion: On-going]*

D. MPO Staff to attend webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. *[Estimated Completion: On-going]*

104 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.

Responsible Agency and End Product(s)

A. MPO Staff to post MPO Committee agendas, minutes, and MPO documents on-line. *[Estimated Completion: On-going]*

B. MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process. *[Estimated Completion: On-going]*

C. MPO staff to ensure proper public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper. *[Estimated Completion: On-going]*

D. MPO Staff to employ alternative methods of outreach (e.g. social media) to better engage the public. *[Estimated Completion: On-going]*

Work Element 100 Budget

	Task	FY 2017	FY 2018	Total
101	**Intergovernmental Coordination**			
	Federal Share	$47,736	$41,597	$89,333
	Local Share	$11,934	$10,399	$22,333
	Total	**$59,670**	**$51,996**	**$111,667**
102	**Unified Planning Work Program**			
	Federal Share	$12,742	$17,701	$30,443
	Local Share	$3,186	$4,425	$7,611
	Total	**$15,928**	**$22,126**	**$38,053**
103	**Staff Training & Education**			
	Federal Share	$16,078	$17,092	$33,170
	Local Share	$4,020	$4,273	$8,293
	Total	**$20,098**	**$21,365**	**$41,463**
104	**Public Outreach**			
	Federal Share	$10,197	$10,558	$20,755
	Local Share	$2,549	$2,639	$5,189
	Total	**$12,747**	**$13,197**	**$25,944**
	TOTAL FEDERAL SHARE	$86,754	$86,947	$173,701
	TOTAL LOCAL SHARE	$21,688	$21,737	$43,425
	TOTAL	**$108,442**	**$108,684**	**$217,126**

Work Elements

200

DATA COLLECTION & ANALYSIS

201 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 Planning & Transportation 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. During FY 2016, the City of Bloomington will purchase a new traffic count data management software called MS2. This will be a pilot program that could later be extended to other MPO partners. Future development of this program could assist internal management of traffic count data as well as allow the public to better access this data via an online portal.

Responsible Agency and End Product(s):

A. City of Bloomington Planning & Transportation Staff to perform approximately 150 coverage counts *[Estimated Completion: Annually]*

B. Town of Ellettsville staff to perform approximately 80 coverage counts *[Estimated Completion: Annually]*

C. City of Bloomington Planning & Transportation Staff to perform one-third of the required HPMS traffic counts for INDOT *[Estimated Completion: Annually]*

D. City of Bloomington Planning & TransportationStaff to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs *[Estimated Completion: As needed]*

202 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).

Responsible Agency and End Product(s):

A. MPO Staff to produce the Calendar Years 2014-2016 Crash Report *[Estimated Completion: Q4/FY17]*

B. MPO Staff to produce the Calendar Years 2015-2017 Crash Report *[Estimated Completion: Q4/FY18]*

Work Element 200 Budget

	Task	FY 2017	FY 2018	Total
201	**Traffic Volume Counting**			
	Federal Share	$27,621	$29,221	$56,842
	Local Share	$6,905	$7,305	$14,210
	Total	**$34,526**	**$36,526**	**$71,052**
202	**Annual Crash Report**			
	Federal Share	$5,774	$5,774	$11,548
	Local Share	$1,444	$1,444	$2,887
	Total	**$7,218**	**$7,218**	**$14,436**
	TOTAL FEDERAL SHARE	$33,395	$34,995	$68,390
	TOTAL LOCAL SHARE	$8,349	$8,749	$17,098
	TOTAL	**$41,744**	**$43,744**	**$85,488**

Work Elements

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

300

301 Transportation Improvement Program (TIP)

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. This includes processing required amendments, managing a Quarterly Project Tracking program, assisting with LPAs with Red Flag Investigations, and other activities as outlined below. The MPO will work with INDOT and the LPAs to develop best practices for project scheduling and cost estimation.

Responsible Agency and End Product(s)

A. MPO Staff, in concert with Local Public Agencies, to develop the Fiscal Years 2018-2021 Transportation Improvement Program. *[Estimated Completion: Q4/FY15]*

B. MPO Staff to administer the TIP through coordination with LPAs, management of the Change Order Policy, and processing of TIP amendments as needed. *[Estimated Completion: On-going]*

C. MPO Staff to assist LPAs with development of Red Flag Investigations for new transportation projects to be added to the TIP. *[Estimated Completion: On-going]*

D. MPO Staff to administer the Quarterly Project Tracking Program for local projects in the TIP, including quarterly meetings with LPAs, design consultants, INDOT and FHWA. *[Estimated Completion: Quarterly]*

E. MPO Staff to produce the Fiscal Year 2016 Annual List of Obligated Projects *[Estimated Completion: Q1/FY17]*

F. MPO Staff to produce the Fiscal Year 2017 Annual List of Obligated Projects *[Estimated Completion: Q1/FY18]*

G. MPO Staff to attend City Projects Team meetings for interagency coordination and participation. *[Estimated Completion: Monthly]*

302 Highway Safety Improvement Program (HSIP)

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. The MPO will encourage LPAs to implement low cost systemic improvements to treat the factors contributing to severe crashes in the community. Opportunities will also be sought to program HSIP funds for planning purposes, such as Road Safety Audits.

Responsible Agency and End Product(s)

A. MPO Staff to administer the FY 2018 HSIP funding call for projects. *[Estimated Completion: Q2/FY17]*

B. MPO Staff to administer the FY 2019 HSIP funding call for projects. *[Estimated Completion: Q2/FY18]*

FY 2017 PEA

See Appendix E for detailed requirements.

303 Transportation Alternatives Program (TAP)

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.

Responsible Agency and End Product(s)

A. MPO Staff to administer the FY 2018 TAP funding call for projects. *[Estimated Completion: Q2/FY17]*

B. MPO Staff to administer the FY 2019 TAP funding call for projects. *[Estimated Completion: Q2/FY18]*

304 Infrastructure Management Systems

The BMCMPO 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 jurisdicitions 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.

Responsible Agency and End Product(s):

A. City of Bloomington to maintain Ten-Year Pavement Management Plan and provide quarterly status reports. *[Estimated Completion: On-going, Annually]*

B. Monroe County to maintain Ten-Year Pavement Management Plan and provide quarterly status reports. *[Estimated Completion: On-going, Annually]*

C. Town of Ellettsville to maintain Ten-Year Pavement Management Plan and provide quarterly status reports. *[Estimated Completion: On-going, Annually]*

305 ITS 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.

Responsible Agency and End Product(s):

A. MPO Staff to maintain the established Intelligent Transportation Systems (ITS) architecture. *[Estimated Completion: As needed]*

Work Element 300 Budget

	Task	FY 2017	FY 2018	Total
301	**Transportation Imrovement Program**			
	Federal Share	$38,725	$25,244	$63,969
	Local Share	$9,681	$6,311	$15,992
	Total	**$48,407**	**$31,555**	**$79,962**
302	**Highway Safety Improvement Program**			
	Federal Share	$6,672	$6,672	$13,344
	Local Share	$1,668	$1,668	$3,336
	Total	**$8,340**	**$8,340**	**$16,680**
303	**Transportation Alternatives Program**			
	Federal Share	$6,231	$6,231	$12,462
	Local Share	$1,558	$1,558	$3,116
	Total	**$7,789**	**$7,789**	**$15,578**
304	**Infrastructure Management Systems**			
	Federal Share	$20,015	$20,015	$40,029
	Local Share	$5,004	$5,004	$10,007
	Total	**$25,018**	**$25,018**	**$50,037**
305	**ITS Architecture Maintenance**			
	Federal Share	$1,076	$1,076	$2,153
	Local Share	$269	$269	$538
	Total	**$1,346**	**$1,346**	**$2,691**
	TOTAL FEDERAL SHARE	$72,720	$59,238	$131,958
	TOTAL LOCAL SHARE	$18,180	$14,810	$32,990
	TOTAL	**$90,900**	**$74,048**	**$164,948**

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Work Elements

400

LONG RANGE PLANNING

LONG RANGE PLANNING

FY 2017 PEA

See Appendix E for detailed requirements.

401 2040 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 2016. The new MTP will include a complete update of the BMCMPO 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 BMCMPO 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.

Responsible Agency and End Product(s)

A. MPO Staff, with consultant assistance, to develop the 2040 Metropolitan Transportation Plan. *[Estimated Completion: Q4/FY17]*

B. MPO to pay annual TransCAD license fees. *[Estimated Completion: Annually]*

Work Element 400 Budget

	Task	FY 2017	FY 2018	Total
401	**2040 Metropolitan Transportation Plan**			
	Federal Share	$37,112	$800	$37,912
	Local Share	$9,278	$200	$9,478
	Total	**$46,390**	**$1,000**	**$47,390**
	TOTAL FEDERAL SHARE	$37,112	$800	$37,912
	TOTAL LOCAL SHARE	$9,278	$200	$9,478
	TOTAL	**$46,390**	**$1,000**	**$47,390**

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Work Elements

500

TRANSIT & ACTIVE TRANSPORTATION

501 Bicycle & 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.

Responsible Agency and End Product(s):

A. MPO Staff to attend regular monthly meetings of the Bloomington Bicycle and Pedestrian Safety Commission, including the formal business meetings and the interim work sessions. *[Estimated Completion: Monthly]*

B. MPO Staff to conduct bicycle and pedestrian outreach, education, workshops, and other events such as, but not limited to, League of American Bicyclists training programs, informational booths at special events, and presentations to targeted groups. *[Estimated Completion: On-going, As needed]*

502 Bicycle/Pedestrian Counts

Bicycle and pedestrian data collection is an important component of the overall data collection and analysis program for the MPO. Collecting this data aids LPAs in developing and prioritizing projects and programs that enhance the quality of these transportation modes. The MPO will conduct counts to determine usage of bicycle and pedestrian facilities within the MPO area in order to assist LPAs in this effort.

The MPO Staff works with the Bloomington Public Works Department to maintain a GIS sidewalk inventory. This inventory identifies missing sidewalk segments and helps to prioritize sidewalk improvement projects. The sidewalk inventory incorporates sidewalk data on condition, width, and ADA compliance for integration into asset management software.

Responsible Agency and End Product(s):

A. MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. *[Estimated Completion: Q4/FY17, Q4/FY18]*

B. MPO Staff to report on the results of the seasonal coverage counts conducted under Element 502(A). *[Estimated Completion: Q4/FY17, Q4/FY18]*

C. MPO Staff to produce annual Sidewalk Project Prioritization Report *[Estimated Completion: Q4/FY17, Q4/FY18]*

503 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.

Responsible Agency and End Product(s):

A. Bloomington Transit to produce an Asset Managment Plan with the assistance of a consultant. *[Estimated Completion: Q4/FY18]*

B. Bloomington Transit to produce a Safety Plan with the assistance of a consultant. *[Estimated Completion: Q4/FY18]*

504 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.

Responsible Agency and End Product(s):

A. Bloomington Transit to collect operating data required for estimates of annual passenger miles. *[Estimated Completion: Annually]*

B. Bloomington Transit to report annual passenger mile data estimates for Bloomington Transit fixed route and demand response service. *[Estimated Completion: Annually]*

Work Element 500 Budget

	Task	FY 2017	FY 2018	Total
501	**Bicycle & Pedestrian Coordination**			
	Federal Share	$13,882	$13,882	$27,764
	Local Share	$3,470	$3,470	$6,941
	Total	**$17,352**	**$17,352**	**$34,705**
502	**Bicycle/Pedestrian Counts**			
	Federal Share	$10,067	$10,067	$20,133
	Local Share	$2,517	$2,517	$5,033
	Total	**$12,583**	**$12,583**	**$25,166**
503	**Bloomington Transit Studies**			
	Federal Share	$0	$48,000	$48,000
	Local Share	$0	$12,000	$12,000
	Total	**$0**	**$60,000**	**$60,000**
504	**Transit Ridership Counts**			
	Federal Share	$2,640	$2,640	$5,280
	Local Share	$660	$660	$1,320
	Total	**$3,300**	**$3,300**	**$6,600**
	TOTAL FEDERAL SHARE	$26,589	$74,589	$101,177
	TOTAL LOCAL SHARE	$6,647	$18,647	$25,294
	TOTAL	**$33,236**	**$93,236**	**$126,471**

Work Elements

600

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

FY 2017 PEA

See Appendix E for detailed requirements.

601 Title VI Plans

MPOs are asked to ensure that their local public agencies (LPAs) with projects in the Transportation Improvement Program (TIP) have complied with Title VI nondiscrimination requirements. MPOs should survey local governments to tdetermine 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 date on the impacts of the LPA's programs and projects. The MPO should provide technical assistance to LPAs that do not have such plans in place. MPOs are expected to monitor Title VI status going forward and to move toward limiting funding to those entities taht are not meeting their requirements as federal-aid recipients.

Responsible Agency and End Product(s):

A. MPO Staff to assist LPAs in complying with Title VI as part of TIP development process and in the development of Title VI Plans as needed. *[Estimated Completion: Q4/FY18]*

602 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 2017 and 2018, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

Responsible Agency and End Product(s):

A. MPO Staff to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan. *[Estimated Completion: As needed]*

FY 2017 PEA

See Appendix E for detailed requirements.

Work Element 600 Budget

	Task	FY 2017	FY 2018	Total
601	**Title VI Plans**			
	Federal Share	$3,008	$3,008	$6,017
	Local Share	$752	$752	$1,504
	Total	**$3,760**	**$3,760**	**$7,521**
602	**Coordinated Human Services Public Transit Plan**			
	Federal Share	$2,675	$2,675	$5,349
	Local Share	$669	$669	$1,337
	Total	**$3,343**	**$3,343**	**$6,686**
	TOTAL FEDERAL SHARE	$5,683	$5,683	$11,366
	TOTAL LOCAL SHARE	$1,421	$1,421	$2,841
	TOTAL	**$7,104**	**$7,104**	**$14,207**

Appendix A

MPO COMMITTEE MEMBERSHIP

MPO Committee Membership

Policy Committee

Member	Title	Representing
Kent McDaniel, *Chair*	Board of Directors Member	Bloomington Public Transportation Corporation
Jack Baker, *Vice Chair*	President, Plan Commission	City of Bloomington
John Hamilton	Mayor	City of Bloomington
Andy Ruff	Common Council Member	City of Bloomington
Adam Wason	Director of Public Works (*Acting*)	City of Bloomington
Jason Banach	Director of Real Estate	Indiana University
Patrick Stoffers	County Commissioner	Monroe County
Geoff McKim	County Council Member	Monroe County
Richard Martin	President, Plan Commission	Monroe County
Lisa Ridge	Director of Highways	Monroe County
Kevin Tolloty	Town Council Member (*Designee*)	Town of Ellettsville
Sarah Ryterband	Chair, Citizens Advisory Com.	Citizens Advisory Committee
Tony McClellan	Deputy Commissioner	INDOT Seymour District
Richard Marquis	Administrator, Indiana Division	Federal Highway Administration *(non-voting)*
Marisol Simon	Administrator, Region V	Federal Transit Administration *(non-voting)*

MPO Committee Membership (cont.)

Technical Advisory Committee

Member	Title	Representing
Andrew Cibor, *Chair*	Transportation & Traffic Engineer	City of Bloomington
Jane Fleig, *Vice Chair*	Assistant Engineer, Utilities Department	City of Bloomington
Lew May	General Manager	Bloomington Transit
David Walter	Vice Chair, CAC	Citizens Advisory Committee
Dave Williams	Director of Operations, Parks Department	City of Bloomington
Christy Langley	Director, Planning & Transportation Dept.	City of Bloomington
Jeff Underwood	Controller	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Joe VanDeventer	Assistant Street Superintendent	City of Bloomington
Steve Saulter	Auditor	Monroe County
Chuck Stephenson	Administrator, Parks Department	Monroe County
Larry Wilson	Director, Planning Department	Monroe County
Kurt Babcock	GIS Coordinator	Monroe County
S. Bruce Payton	Executive Director, Monroe County Airport	Monroe County Airport
Chris Ciolli	Director of Building Operations	Monroe County Community Schools Corp.
Mike Wilcox	Superintendent	Richland-Bean Blossom Comm. Schools Corp.
Amy Leyenbeck	Manager	Rural Transit
Mike Cornman	Street Department	Town of Ellettsville
Kevin Tolloty	Director, Planning Department	Town of Ellettsville
Perry Maull	Operations Director, IU Transportation	Indiana University
John Collison	Assistant Highways Director	Monroe County
Jim Ude	District Planning & Programming Director	Indiana Department of Transportation
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
Reggie Arkell	Region 5	Federal Transit Administration *(non-voting)*
Michelle Allen	Indiana Division	Federal Highway Administration *(non-voting)*

MPO Committee Membership (cont.)

Citizens Advisory Committee

Member	Representing
Sarah Ryterband, *Chair*	Prospect Hill Neighborhood
Laurel Cornell, *Vice Chair*	Prospect Hill Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Jack Baker	McDoel Gardens Neighborhood
Ken Campanella	Citizen
Trent Carney	Citizen
Glenn Carter	Citizen
Sarah Clevenger	Citizen
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Anita Douglas	Citizen
Mary Jane Hall	Bloomington Board of Realtors
Elizabeth Irwin	Greater Bloomington Chamber of Commerce
Larry Jacobs	Greater Bloomington Chamber of Commerce
Nicole Johnson	Citizen
John Kehrberg	County Citizen
Ted Miller	Citizen
Bill Milroy	Old Northeast/Downtown Neighborhood
Cheryl Munson	Citizen
Patrick Murray	Citizen
James Reed	Citizen
David Sabbagh	Citizen
David Walter	Sixth & Ritter Neighborhood
Tamby Wikle-Cassady	Citizen

MPO Committee Membership (cont.)

MPO Staff

Name	Position
Joshua Desmond, AICP	MPO Director
Scott Robinson, AICP	Long Range/Transportation Manager
Anna Dragovich	Senior Transportation Planner
TBD	Bicycle & Pedestrian Coordinator
Emily Avers	Planning Assistant

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Appendix B

TRANSIT OPERATOR LOCAL MATCH ASSURANCE

Transit Operator Local Match Assurance

BLOOMINGTON • MONROE COUNTY
mpo

FY 2017-2018 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation (hereinafter referred to as the "Transit Provider") HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2017-2018 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling $524,504, requiring $131,126 local match. As specified in the FY 2017-2018 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for **$53,280** of the total grant, requiring **$13,320** in local match for the following UPWP elements:

1) 503(A) – Asset Management Plan
2) 503(B) – Safety Plan
3) 504(A) – Annual Passenger Count Data Collection
4) 504(B) – Annual Passenger Count Report

_____
Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

_____
By:
Lew May
General Manager
Bloomington Transit

401 N. Morton Street • Suite 160 • PO Box 100 • Bloomington, IN 47402 • Ph: (812) 349-3423 • Fx: (812) 349-3535
www.bloomington.in.gov/mpo • mpo@bloomington.in.gov

Appendix C

ABBREVIATIONS

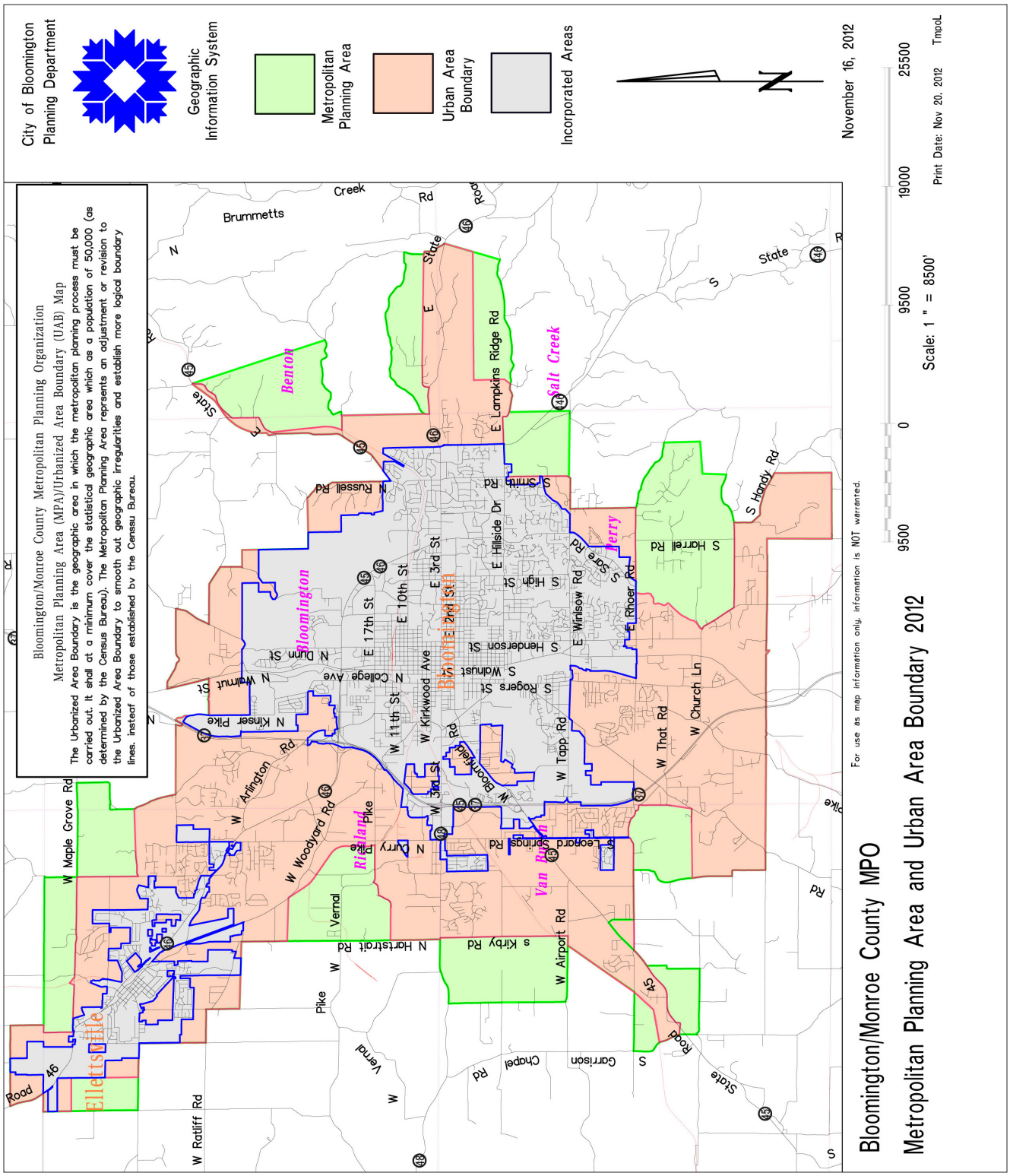
Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (July 1 through June 30)
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21st Century
MCCSC	Monroe County Community School Corporation
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PDP	Program development Process
PL	Planning
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TAC	Technical Advisory Committee
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

Appendix D

BMCMPO METROPOLITAN PLANNING AREA MAP

BMCMPO Metropolitan Planning Area Map



Appendix E

PLANNING EMPHASIS AREAS

Planning Emphasis Areas

U.S. Department of Transportation
Federal Highway Administration

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

January 27, 2016

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.

Planning Emphasis Areas (cont.)

2

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

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Appendix F

ADOPTION RESOLUTIONS

Adoption Resolutions