



TECHNICAL ADVISORY COMMITTEE

April 28, 2010

10:00 – 11:30 a.m.

McCloskey Room (#135)

- I. Call to Order
- II. Approval of Minutes:
 - A. March 24, 2010
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - A. Updates on BMCMPPO & ARRA funded projects
 - B. Citizens Advisory Committee
- V. Reports from the MPO Staff
 - A. 10th Street Mobility Study
 - B. 2008 Crash Report
- VI. Old Business
 - A. Long Range Transportation Plan Readoption
Recommendation Requested
- VII. New Business
 - A. FY 2009-2010 Unified Planning Work Program Amendment
Recommendation Requested
 - B. 2011-2012 Unified Planning Work Program
- VIII. Communications from Committee Members (*non-agenda items*)
 - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
 - A. Policy Committee – May 14, 2010; 1:30 p.m. (McCloskey Room)
 - B. Technical Advisory Committee – May 26, 2010; 10:00 a.m. (McCloskey Room)
 - C. Citizens Advisory Committee – May 26, 2010; 6:30 p.m. (McCloskey Room)

Adjournment



**Technical Advisory Committee Meeting Minutes
Mar. 24, 2010 McCloskey Conference Room 135, City Hall**

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

Attendance

Technical Advisory Committee: John Carter (MCCSC), Jane Fleig (City of Bloomington Utilities), Amy Gerstman (County Auditor), Laura Haley (City GIS Coordinator), Perry Maull (IU Campus Bus), Lew May (BT), Andrea Roberts (Public Works), Toby Turner (County Highway), Dave Williams (City Parks), and Jim Ude (INDOT).

Others: Josh Desmond (MPO Staff), Raymond Hess (MPO Staff), Jane Weiser (MPO Staff), and Scott Robinson (MPO Staff).

I. Call to Order—Vice Chair Jane Fleig called the meeting to order.

II. Approval of Minutes:

A. February 24, 2010--Perry Maull moved approval of the minutes. Andrea Roberts seconded. The minutes were approved by unanimous voice vote.

III. Communications from the Chair—None.

IV. Reports from Officers and/or Committees

A. Updates on BMCMP/ARRA funded projects

John Carter reported that the Safe Routes to School project at Batchelor is entering final engineering. Sidewalks will be constructed inside the Batchelor complex. The neighborhood association whose neighborhood is next to Batchelor has decided to add a section of sidewalk to connect to this network.

Dave Williams said the B-Line Trail Phase II has a pre-construction meeting April 1st. Parks has not gotten confirmation back from INDOT Central Office about all the different sources of funding. It may affect the MPO's ARRA bottom line at some point. A pedestrian overpass at Grimes Lane is still planned. They are hoping for a 6/29/11 completion date. Tri-County Builders, the contractor who did Phase I of the B-Line, was awarded the contract for Phase II. The MPO ARRA funded Jackson Creek Trail is underway. They expect to complete it in 90 days.

Lew May said that BT has awarded a contract to Wendel Duchscherer who will undertake the facility expansion feasibility study of the Grimes Lane facility. The study should be complete by September 2010.

Andrea Roberts reported that sidewalk projects are happening all over town.

Toby Turner reported on Monroe County ARRA highway projects. Business 37 will kick off in about 3 weeks. All projects will be done by July 31. He also mentioned that Vernal Pike will be let on April 14th.

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B. Citizens Advisory Committee

Raymond Hess reported that a CAC subcommittee is working on a project ranking system. Another subcommittee is working to promote bicycle and pedestrian projects especially as they relate to TE grants. They are forming another subcommittee addressing ADA and accessibility. They are concerned with the bypass and lack of audible pedestrian signals at the 10th and 3rd Street intersections. Staff has followed up with INDOT on this issue. The state hasn't established an approved set of standards for audible signal crossings. Some CAC members want a complete overhaul of the LRTP. Staff wants to readopt the existing plan at this time.

V. Reports from the MPO Staff

A. 10th Street Mobility Study (aka North Campus Area Study)

Mr. Hess said that staff held a public presentation on the preferred alternative for the 10th St. Mobility Study on March 11. The information is posted on the MPO webpage. CATS filmed the presentation and will be airing the presentation. The consultant recommended the two-way alternative. The final report will be posted online. At the presentation, a bus-only corridor was brought up. That wasn't part of this study but could be looked at in the future. Some area homeowners were worried that their property would be taken.

Josh Desmond addressed the fact that staff has been giving friendly reminders and information regarding ADA Transition Plans. Joe Fish is putting together a web page to make all those resources accessible in one place. Mr. Desmond announced that the Planning Department earned an Excellence in Planning Award for Outstanding Project from the APA—Indiana Chapter for the Complete Streets Policy.

Mr. Hess announced a public meeting regarding the 17th and Arlington roundabout project on March 31 from 5:00-7:00 pm in Council Chambers. He also mentioned that the 2010 through 2013 TIP was amended and adopted by INDOT on March 12.

VI. Old Business

A. Long Range Transportation Plan and Travel Demand Model Update

Mr. Hess said that staff's preference to readopt the existing LRTP this year has been presented to the TAC, CAC and the PC. Staff is proceeding with readoption by opening it up for public comment from 3/27 to 4/26. Staff hopes to have a recommendation from the TAC and CAC at their April meetings. Staff will then seek adoption from the Policy Committee at their 5/14 meeting.

VII. New Business

A. 2008 Crash Report

Mr. Hess said that the report is not yet completed. It should be on the April agenda.

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

A. Topic Suggestions for future agendas

Mr. May asked if there are any updates on the Jobs Bill. Mr. Desmond said not yet. Mr. Hess noted that a Jobs Bill that was signed into law at the end of February. The Bill extended funding for SAFETEA-LU through 2010 but that no new funds were included in the legislation.



IX. Upcoming Meetings

- A. Technical Advisory Committee – April 28, 2010; 10:00 a.m. (McCloskey Room)**
- B. Citizens Advisory Committee – April 28, 2010; 6:30 p.m. (McCloskey Room)**
- C. Policy Committee – May 14, 2010; 1:30 p.m. (McCloskey Room)**

The meeting was adjourned at 10:30 am.

These minutes were approved by the Technical Advisory Committee at their regular meeting held on _____ (jfw)

DRAFT

MEMORANDUM



To: MPO Technical Advisory Committee & Citizens Advisory Committee Members

From: Raymond Hess, Sr. Transportation Planner

Date: April 21, 2010

Re: 2030 Long Range Transportation Plan Readoption

The Bloomington/Monroe County Metropolitan Planning Organization's (MPO's) Long Range Transportation Plan (Plan) will expire in March 2011, five years after its adoption in March 2006. The Plan must show a 20-year time horizon at the time of adoption, and must be updated at least every five years. In order to stay compliant with federal regulations and avoid any risk of jeopardizing federal transportation funding, MPO staff is proposing to readopt the existing Plan with **no changes**. FHWA has indicated that "it would be acceptable to just update the current 2030 [Plan], reaffirm goals, objectives and adequacy of latest planning assumptions." This would establish a new five year life of the Plan. Assuming this readoption occurs, the MPO would undertake a more comprehensive plan update prior to the new deadline of 2015.

Reaffirmation of Goals and Objectives

The 2030 Long Range Transportation Plan was developed in 2005 and adopted in 2006. The process included a combination of thorough technical analysis and extensive public participation (refer to Appendix B: Methodology; pp. 112-121). A primary focus in the development of the Plan was to formulate a vision statement that captured the priorities of the community. The Vision Statement "serves as the policy guide for the development of a system-wide, multi-modal, Long Range Transportation Plan" (refer to Chapter 2: Vision Statement; pp. 21-30).

The Goals and Objectives of the Plan are contained within the Vision Statement. Twelve goals and forty-seven objectives are organized under the following seven core principles:

- community sustainability,
- environmental stewardship,
- fiscal responsibility,
- connectivity for all forms of transportation,
- economic vitality and economic development,
- multi-modal accessibility,
- cross-jurisdictional coordination.

The Goals and Objectives of the Plan are still valid because of their comprehensive and holistic approach to transportation issues in the metropolitan planning area. There has not been a demand to update the Goals or Objectives of the Plan by the public or the Committees of the MPO.

Reaffirmation of Planning Assumptions

Staff asserts that the planning assumptions of the Plan are still valid for the following reasons:

- *Travel Demand Model Inputs remain valid* – The Travel Demand Model is a technical input into the Plan which evaluates the impact of projects on the transportation network through computer simulations. The inputs into the model, such as Census 2000 population figures, continue to be acceptable sources of data at this time.
- *Identified Projects remain valid* – The Plan's list of projects is still valid for State and local projects. In fact, many of the projects that were identified as "Existing" or "Committed" in 2006 are just now underway (e.g. SR45/46 Bypass, Vernal Pike, and W. 3rd Street; pp 124-125) and won't be finished for another 1-2 years.

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- *Financial Forecasts* – The financial forecasts included in the Plan remain feasible (refer to Chapter 4: Financial Forecast; pp 85-94). This may change when new national transportation legislation replaces SAFETEA-LU, but until such time, these financial projections remain valid.

Rationale for readoption vs. development of new Plan

Staff supports readoption of the existing Long Range Transportation Plan without change instead of developing a new Plan for the following reasons:

- *Limited Funding / Time* – The readoption can be done by MPO staff and will not require hiring a consultant (the cost of which could exceed \$100,000). It will simply require reaffirmation of goals, objectives, and adequacy of planning assumptions (as detailed above).
- *Better Data forthcoming* – There is interest in completely overhauling the Plan's Travel Demand Model from both staff and members of the public. One of the key pieces of data that goes into the model is population information provided by the Census Bureau. Waiting a couple of years to update the Travel Demand Model is strongly recommended because it would allow the MPO to use new 2010 Census information rather than relying on projections from the original 2000 Census data.
- *New Federal Legislation forthcoming* – New federal transportation legislation is expected in the next year. The forthcoming legislation may set new requirements of the Plan and the Travel Demand Model. Additionally, new federal legislation will certainly impact the fiscal assumptions made when selecting future transportation projects. Without projections for federal funding based on new legislation, it would be difficult to know what the MPO could afford to implement during our 20 year time frame.
- *20 Year Horizon* – Federal law requires that the LRTP cover a span of 20 years at the time of adoption. If the LRTP is readopted in 2010, this criterion will be met since the Plan horizon extends to 2030. This opportunity is lost if the MPO waits until 2011 to update the Plan.

Public Comment

The MPO's Public Participation Plan dictates that adoption of a Long Range Transportation Plan warrants a minimum 30 day public comment period. Staff issued a notice of public participation on March 27th which concludes on April 26th. Staff will compile all written comments and distribute them to each MPO Committee (No written comments have been received as of the date this memo was written).

Timelines

Readoption of existing 2030 Long Range Transportation Plan – the following timeline identifies the completed and future steps needed to readopt the 2030 Long Range Transportation Plan.

- 2/24/10 – Broach the issue with the Citizens Advisory Committee (CAC) & Technical Advisory Committee (TAC) and seek direction (*complete*)
- 3/12/10 – Broach the issue with the Policy Committee and seek direction (*complete*)
- 3/24/10 – Discuss the issue further with the CAC & TAC (*complete*)
- 3/27-4/26/10 – 30 Day Public Comment period (*in process*)
- 4/28/10 – Seek CAC & TAC recommendations (*anticipated*)
- 5/14/10 – Seek Policy Committee adoption (*anticipated*)

Creation of new 2035 Long Range Transportation Plan – the following draft timeline is a non-exhaustive strategic development process to develop a new LRTP. Please note that the dates are very preliminary and should not be interpreted as firm deadlines, especially later in the process. It should also be noted that some the steps of the process may change as research is conducted, new goals are identified, or new direction is desired. Any number of variables could drastically alter how the LRTP is developed.

- Form an LRTP Task Force (Summer 2010)
 - Form Task Force comprised of up to 2 members from each MPO Committee
 - Task Force will work with staff throughout LRTP development and provide direction
 - Report to CAC, TAC, and PC throughout LRTP development

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- Identify direction and process (Fall 2010)
 - Conduct research on existing and possible federal requirements
 - Identify what other progressive communities are doing and how they are doing it
 - Refine the timeline and LRTP update scope throughout LRTP development
- Perform gap analysis and begin corrective measures (Winter 2011)
 - Inventory existing data
 - Identify shortfalls in data needed for robust Travel Demand Model
 - Begin collecting data in Fall 2010 and continue throughout course of LRTP development
- Visioning Process (Spring 2011)
 - Embark on comprehensive visioning process for the new LRTP. The visioning process should steer the rest of the development of the Document (public workshops)
 - Explore possibility of statistically significant survey gauging preference of residents
- Financial Forecast (Fall 2011)
 - Coordinate with federal, state, and local agencies on anticipated revenue streams
 - Identify how funds can be spent (restrictions/allowances for different funding sources)
- Consultant Selection process (Spring/Summer 2012)
 - Identify possible consulting firms
 - Identify selection criteria
 - Issue RFP, RFQ, or other process
- Travel Demand Model Development (Summer/Fall 2012)
 - New census data should be available
 - Collect data required by consultant to perform work
 - Calibrate model to existing conditions
- Call for Projects (Fall 2012)
 - Identify possible projects in coordination with LPAs
 - Identify possible projects as identified by the community (public workshops)
- Individual Project Evaluation (Winter 2013)
 - Evaluate projects individually against the Vision Statement
- Alternatives Analysis (Spring 2013)
 - Model different project scenarios to see which combination of projects achieves goals of vision statement
 - Seek public input on the preferred projects list to be implemented over the next 20 years (public workshops)
 - Refine Preferred Project list based on public input
- Write LRTP (Summer 2013)
 - Synthesize all previous work into new Long Range Transportation Plan
- Finalize LRTP (Fall 2013)
 - Public Workshops on final Document and written public comment period
 - Seek action from MPO Committees

Recommendation Requested

The Technical Advisory Committee and Citizens Advisory Committee are requested to make a recommendation to the Policy Committee on the reoption of the existing 2030 Long Range Transportation Plan. Additionally, staff seeks input on the proposed timeline for the development of a new 2035 Long Range Transportation Plan.

MEMORANDUM



To: Technical Advisory Committee and Citizens Advisory Committee Members
From: Raymond Hess, Sr. Transportation Planner
Date: April 21, 2010
Re: FY2009-2010 Unified Planning Work Program Amendment

Background

Monroe County has hired a firm to do county-wide aerial photography. The scope of work includes orthophotography (aerial photos), Light Detection and Ranging (aka LiDAR - for elevation determination), and contour mapping (change in elevation). This information is then linked to specific latitude and longitude coordinates in Geographic Information Systems (GIS). The resulting product is data layers that can be used in GIS programs to develop maps, perform analysis, and understand the geo-spatial aspects of an area related to a project.

Relevance to the MPO

The GIS layers collected as part of this project are shared between Monroe County, the City of Bloomington, and subsequently, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO). This information is also available to the public on the County's Web GIS (<http://gis.co.monroe.in.us/>) and the City's Interactive Map (http://bloomington.in.gov/interactive_map). Other MPOs in the State support GIS initiatives because of the role GIS plays in transportation and land use planning. Additionally, the Area Plan Commission of Tippecanoe County (the MPO which serves the Lafayette urbanized area) has highlighted the importance of collecting these GIS data layers in a Census year because different sources of data can be linked. In other words, the GIS layers provide an accurate account of the area's built environment while the Census data provides an accurate account of the area's demographic profile.

Funding and Budgets

The cost to perform all of the identified services is \$252,732. Monroe County currently has \$147,734 budgeted for this project. A funding partnership with BMCMPPO could cover the remaining \$104,498.

The BMCMPPO is expected to have a significant amount of unspent federal planning funds at the end of this fiscal year. Staff anticipates that well over \$200,000 of federal planning funds will remain unspent by June 30, 2010. One of the reasons for this surplus is that the money allocated to update the Long Range Transportation Plan (\$111,600 in federal planning funds) has remained relatively untapped. It should be noted that only a small percentage of the BMCMPPO's unspent federal planning funds can be carried over to future years; the rest is redistributed back to the State.

FY2009-2010 Unified Planning Work Program

In an effort to assist Monroe County with a project that will ultimately benefit the BMCMPPO and the area's local public agencies while at the same time drawing down surplus funds that would otherwise be lost, staff is proposing that the FY2009-2010 Unified Planning Work Program (UPWP) be amended to include this project.

The following language would be added to Element "301 - Long Range Planning" (p. 21)

(C) Update County-wide Aerial and Elevation GIS Layers

Geographic Information Systems capture, store, analyze, manage, and present data linked to location. GIS is a powerful tool used for many applications including resource management, urban and rural planning, environmental planning, land use impacts, and transportation planning. GIS data layers can

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take many different shapes and forms. Orthophotography is a GIS layer which links aerial photography to specific locations. Light Detection and Ranging and contour mapping provide the elevations of an area. These GIS layers provide an important spatially accurate historical account of the existing environment in a point in time. The BMCMPO uses GIS regularly in the development of its Transportation Improvement Program, the Long Range Transportation Plan, and for demonstration purposes at public meetings. These updated GIS layers will provide the BMCMPO and local public agencies the opportunity to use data that is more current and more accurate than layers currently used.

Responsible Agency End Product(s):

- (1) MPO Staff, Monroe County, and a private consultant will coordinate on the update of county-wide GIS layers.
 - (a) Updated orthophotographic, elevation, and contour GIS layers

As illustrated below, the corresponding table for Element 301 (p. 21) would be updated to show that \$130,625 (\$104,500 federal; \$26,125 local) is being pulled out of Task (A) 2035 Long Range Transportation Plan and put into a new Tack (C) County-wide Aerial and Elevation GIS Layers project.

301					
Task	Responsible Agency	FY 2009	FY 2010	Total Cost	
(A) 2035 Long Range Transportation Plan					
2035 Long Range Transportation Plan	MPO	\$0.00	\$3,875.00	\$3,875.00	
(B) Intelligent Transportation Systems (ITS)					
ITS Architecture Maintenance	MPO	\$5,000.00	\$0.00	\$5,000.00	
(C) County-wide Aerial and Elevation GIS Layers					
	MC/Consultant	\$0.00	\$130,625.00	\$130,625.00	
TOTAL		\$5,000.00	\$134,500.00	\$139,500.00	

Recommendation Requested

The Technical Advisory Committee and Citizens Advisory Committee are requested to make a recommendation to the Policy Committee on the proposed amendment to the FY2009-2010 Unified Planning Work Program. The amendment would add “county-wide aerial and elevation GIS layers” as a project eligible for reimbursement. This project would be funded from funds diverted from the 2035 Long Range Transportation Plan project.

MEMORANDUM



To: MPO TAC & CAC
From: Josh Desmond, AICP
MPO Director
Date: April 21, 2010
Re: Fiscal Year 2011-2012 Unified Planning Work Program

Background

Staff is currently developing the Fiscal Year 2011-2012 Unified Planning Work Program. The UPWP must be submitted, in draft form, to INDOT and FHWA by May 1, 2010. Staff intends to seek final adoption of the new UPWP at the Policy Committee meeting on June 11, 2010. The TAC & CAC will have the opportunity to review a full draft of the UPWP at the May 26 meetings, prior to final Policy Committee action.

FY2011-2012 Estimated Budget

The MPO previously adopted a two-year UPWP covering Fiscal Years 2009-2010. The budget for that work program initially included the standard allocation for those two fiscal years, plus carryover funds from FY 2007. Carryover funding from FY 2008 was later amended into the UPWP. As a result, the total two-year budget for the FY 2009-2010 UPWP was \$961,037.50, representing \$768,830 in Federal funds and \$192,207.50 in local matching funds.

The funding for FY 2011-2012 will be noticeably reduced from the previous budget. One significant change is the lack of carryover funding from FY 2009. Since the previous work program covered two fiscal years, any unspent funds from FY 2009 were simply expended in FY 2010 prior to tapping in to FY 2010 funds. Final carryover funds from FY 2010 will be available to amend into the budget at a later time, as was the case with FY 2008 carryover. The budget for FY 2011-2012 is \$656,770, representing \$525,416 in Federal funds and \$131,354 in local matching funds. This breaks down to \$328,385 per fiscal year.

Planning Emphasis Areas

The Federal Highway Administration (FHWA) provides the MPO with Planning Emphasis Areas (PEAs) that must be addressed for each new work program. These are key areas that FHWA wants the MPO to focus its energy on during that time period. The PEAs for FY 2011-2012 remain that same as those for the last UPWP, so no new additions to the UPWP are required to address these issues. Please review the UPWP Executive Summary for more information on the existing PEAs.

UPWP Outline Highlights

As part of the development of the new UPWP, staff has taken the opportunity to do some reorganization of work program elements and tasks to better reflect the current operations and responsibilities of the MPO. The following is an overview of the revised UPWP structure.

Comprehensive Planning Coordination & Outreach

101 Transportation Planning Coordination

- A. Intergovernmental Coordination
- B. Unified Planning Work Program
- C. Planning Grant Administration
- D. Indiana MPO Council
- E. Staff Training & Education
- F. Web Site Administration
- G. Public Participation Process

102 Transportation Improvement Program

- A. Transportation Improvement Program

- B. HSIP Administration
- C. TE Program Administration
- D. Safe Routes to School Program Administration

Transportation Planning

- 201 Long Range Planning**
 - A. 2035 Long Range Transportation Plan
- 202 Short Range Transportation Studies & Activities**
 - A. Transit Feasibility Study (placeholder)
 - B. CAC/Student-assisted Study
 - C. ADA Transition Plans
- 203 Data Collection & Analysis**
 - A. Traffic Volume Counting
 - B. Infrastructure Management Plan
 - C. ITS Architecture Maintenance
 - D. Annual Crash Report

Alternative Transportation Planning

- 301 Long Range Planning**
 - A. BT Grimes Lane Facility Study (carryover)
- 302 Short Range Alternative Transportation Studies & Activities**
 - A. Alternative Transportation Study (placeholder)
 - B. Coordinated Human Services Public Transit Plan
 - C. Bicycle & Pedestrian Safety and Project Coordination
- 303 Transit, Bicycle & Pedestrian Data Collection & Analysis**
 - A. Transit Ridership & Bicycle/Pedestrian Counts

Input Requested

MPO staff is requesting input from TAC and CAC members as to the final contents of the FY 2011-2012 UPWP. It is important for staff to hear from interested members as soon as possible about possible funding needs for activities and projects, particularly if they are significantly different from those noted in the FY 2009-2010 UPWP. Due to the significantly reduced budget, we will have to be judicious about how we fund various activities, so please be as accurate and realistic as possible with any funding requests. No formal action is being requested at this time. All questions and suggestions are welcome.