



**POLICY COMMITTEE**

March 10, 2017

1:30 – 3:00 p.m.

Council Chambers (#115)\*

- I. Call to Order
- II. Approval of the Minutes
  - a. February 10, 2017
- 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. I-69 Update
  - b. FY 2018 Planning Emphasis Areas
  - c. Annexation Issues
  - d. Complete Streets Policy Update
- VI. Old Business
- VII. New Business
  - a. 2040 MTP: Vision & Goals
- VIII. Communications from Committee Members (*non-agenda items*)
  - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
  - a. Technical Advisory Committee – March 22, 2017 at 10:00 a.m. (McCloskey Room)
  - b. Citizens Advisory Committee – March 22, 2017 at 6:30 p.m. (McCloskey Room)
  - c. Policy Committee – April 7, 2017 at 1:30 p.m. (Council Chambers)

Adjournment

***\*Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).***

***\*\*Recommendations requested. Public comments limited to five minutes per speaker.***



**POLICY COMMITTEE**

February 10, 2017

1:30 – 3:00 p.m.

Council Chambers (#115)

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

Attendance:

Policy Committee: Jason Banach, Kevin Tolloty, Jim Ude, Lisa Ridge, Kevin Robling, Andy Ruff, Kent McDaniel, John Hamilton, Adam Wason, Geoff McKim, Sarah Ryterband, Brad Wisler,

Staff: Josh Desmond, Pat Martin

Others: Nicholas Carder, Michael Reschke, Paul Satterly, Ron Brown

- I. Call to Order - Introductions were made.
- II. Approval of the Minutes
  - a. January 13, 2017- \*\*Geoff McKim moved for approval. Sarah Ryterband seconded. Motion passed through unanimous voice vote and one abstention by Kevin Robling who was not present for the January 2017 Policy Committee Meeting.
- III. Communications from the Chair
  - a. Kent McDaniel expressed personal gratitude and recognition to Richard Martin and Jack Baker for years of insightful, well-prepared service, and contributions throughout their service on to the MPO Policy Committee. Mayor Hamilton offered and led a round of acclimation applause.
- IV. Reports from Officers and/or Committees
  - a. *Citizens Advisory Committee*- Sarah Ryterband reported on a review of Quarterly Project Tracking, the MPO's call for TIP Projects, a review of the MPO's Complete Streets Policy, and a Highway Capacity Manual webinar highlighting newly adopted multi-modal levels of service.
  - b. *Technical Advisory Committee*- Josh Desmond noted that the TAC reviewed the same TIP Amendments as the CAC at their last meeting and recommended approval.
- V. Reports from the MPO Staff
  - a. *FY2018-2021 Transportation Improvement Program* - Josh Desmond reported on development underway for the new *FY2018-2021 TIP* scheduled for adoption by the Policy Committee in May 2017. The call for projects deadline was January 13, 2017. Applications were received from Monroe County, the City of Bloomington, Bloomington Transit, Rural Transit, and IU Transit. The staff held a January 31, 2017, meeting with all applicants outlining project funding requests versus available federal funds. Policy Committee members were shown a spreadsheet depicting fiscal years of revenue balance/revenue exceedance. The Federal Highway Administration (FHWA) requires a fiscally constrained TIP. Achieving this requirement shall require tradeoffs among the project applicants with the staff developing balancing scenarios. The MPO staff did not receive any new Transportation Alternative Project (TAP) applications. Existing TAP projects will continue toward design completion and construction. The Policy Committee's schedule for *FY 2018-2012 TIP* approval is May 2017. The approved document will be

immediately submitted to the Indiana Department of Transportation. Geoff McKim asked if the MPO could redesign the Project Request form. Josh Desmond agreed to accept any recommendations for improvement of the form.

- b. *I-69 Update* – The MPO staff received an I-69 Section 5 Update this morning for inclusion in the Policy Committee meeting packet. New information that can be confirmed is a SR45/2<sup>nd</sup> Street partial closure (one lane in each direction). The project will consist of an 11-week travel-restricted Phase I, a 9-week travel-restricted Phase II, and a 50-day Phase III for minor construction along a bridge wall. Construction shall begin in early March 2017 with a target completion date of July 7, 2016. The 3<sup>rd</sup> Street bridge work and the Tapp Road bridge work will begin only after the SR45/2<sup>nd</sup> Street bridged work is completed. Fullerton Pike shall fully open with the completion of the SR45/2<sup>nd</sup> Street bridge project. A new overall I-69 project completion date is expected in March 2017. Mayor John Hamilton reported on a requested meeting with Governor Holcomb and INDOT’s Commissioner to convey frank, open, and honest “great concerns” about project construction. Mayor Hamilton urged (1) greater transparency with the schedule, (2) greater focus on clarity and accountability on a real schedule, (3) a state/local collaborative approach to planning, and (4) great appreciation for INDOT’s work. Clarity is expected in short order; something beyond single-page undated project and unsigned progress updates. Both the Governor and INDOT’s Commissioner were very responsive. Mayor Hamilton said he fully expects that we (as a community) will have this clarity before the next MPO Policy Committee meeting on March 10, 2017. We must have a full picture before us on accountability, transparency and clarity for all components of the project before we make decisions. Responding to question by Sarah Ryterband, Mayor Hamilton said it is very clear that the parties involved are undergoing intense, unfinished negotiations and are therefore extremely concerned about sharing any additional negotiation information until a negotiated resolution is achieved. Mayor Hamilton said the community needs transparency and the ability to ask any question regarding the project construction/completion schedule which was initially mid-October 2016, and now here we are in February 2017 without any forthcoming information. We, as a community, should have the ability to ask anything once negotiations are completed. Adam Wason noted that the past I-69 Partners progress meeting only allowed discussion about the SR45/2<sup>nd</sup> Street Bridge. The most frustrating element of the meeting was the lack of time allowed (five hours) for LPAs to comment on the announced construction decision. No discussions/questions were allowed about other project elements or the schedule. Lisa Ridge said that an important focus of that meeting centered on MCCSC routes affected by the SR45/2<sup>nd</sup> Street bridge reconstruction.
- c. *Project Quarterly Tracking Update* – Pat Martin reported on scheduled construction lettings for March-April 2017. Major project milestone changes included: Fullerton Pike Phase I receiving a Notice to Proceed. Tapp Road & Rockport moving into land acquisition, and 17<sup>th</sup> Street Reconstruction awaiting a final State funding contract. Sarah Ryterband asked if the 3<sup>rd</sup> & Woodcrest intersection project could be identified as a roadway straightening. Josh Desmond acknowledged a small roadway configuration element of the project and thanked Sarah for her observation.
- d. *Proposed Annexation* – Josh Desmond noted web page postings for the proposed annexation areas. He also presented a map depicting proposed annexation areas in relation to the urban area boundary and the Metropolitan Planning Area. Public information meetings will be held for multiple days in a row at City Hall beginning on March 20, 2017. MPO Policy Committee members were encouraged to attend. Mayor John Hamilton noted that the City of Bloomington had not conducted any significant annexation in fifteen years. This is the beginning of an extended transparent process involving public participation and council review. The ultimate effective date is January 1, 2020, thereby allowing significant time for discussion. The MPO Policy Committee will be an important facilitator for balanced cross-boundary coordination. The annexation process would begin upon the City Council’s passage of seven (7) resolutions. A Draft Fiscal Plan posted on the city’s website examines the impact of the proposal on governmental units. Geoff McKim noted that Monroe County will hire a consultant to examine the fiscal impact of the proposed annexation on Monroe County operations. Comments were made relating to possible impacts

on county employees and roadway funding. Mayor John Hamilton reiterated the effective date of January 1, 2020, thereby allowing time to discuss and explore impact analyses, concerns, reviews, and managed transitions.

VI. Old Business – None.

VII. New Business

- a. *FY 2016-2020 TIP Amendments* - Pat Martin presented for consideration and approval of three Transportation Improvement Program (TIP) Amendments. They included Statewide On-Call Pavement Design (DES#1600463), Statewide On-Call Geotechnical Investigations (DES#1600479), and SR45 & Tamarron Drive Hawk Pedestrian Signal (DES#1601926). Geoff McKim expressed gratitude for the shared INDOT-City of Bloomington project partnership. \*\*Sarah Ryterband moved for approval of the Amendments. Geoff McKim seconded. Motion passed through unanimous voice vote.

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

IX. Topic Suggestions for Future Agendas – Mayor Hamilton suggested an upcoming Policy Committee session on the proposed annexation. Kent McDaniel agreed to place the topic on the April 2017, Policy Committee meeting agenda

X. Upcoming Meetings

- Technical Advisory Committee – March 22, 2016 at 10:00 a.m. (McCloskey Room)
- Citizens Advisory Committee – March 22, 2017 at 6:30 p.m. (McCloskey Room)
- Policy Committee – March 10, 2017 at 1:30 p.m. (Council Chambers)

Adjournment

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



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 30, 2017

In Reply Refer To:  
HDA-IN

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) are issuing its annual planning emphasis areas (PEAs) for FY 2018. The PEAs will need 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 final rulemakings for Moving Ahead for Progress in 21<sup>st</sup> Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act).

The FY 2018 PEAs are:

- Implementing the National Transportation Performance Management final rulemakings and final planning regulation
- Continuing compliance efforts for Title VI Program Management

As you know, FHWA and FTA published the final rule for *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Regulation* on May 27, 2016 which updates the regulations to reflect the passage of MAP-21 and the FAST Act. Accordingly, the final rule establishes that the statewide and metropolitan transportation planning processes must provide for the use of a performance based approach to decision-making in support of the national goals described in 23 USC 150(b) and the general purposes described in 49 USC 5301. INDOT, the MPOs, and the operators of public transportation must together establish targets in key national performance areas, coordinate the targets that they set for key areas, including data collection, and describe the anticipated effect of their respective transportation improvement plans and programs toward achieving their targets.

The final planning rule has a phase-in requirement of two years from the date of the published rule (see 23 CFR 450.226 and 23 CFR 450.340). Prior to May 27, 2018, INDOT and the MPOs may respectively adopt a long-range statewide transportation plan, Metropolitan Transportation Plans (MTPs), Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIPs) using the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements. On or after May 27, 2018, FHWA and FTA may only approve a STIP update or amendment that has been developed

according to the provisions and requirements of this regulation, regardless of when the INDOT developed the STIP.


The new planning rule add new section, 23 CFR 450.314(h), that requires the MPOs, INDOT, and the operators of public transportation to jointly agree and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking the progress toward attainment of critical outcomes for the regions of the MPOs, (see 23 CFR 450.306(d)) and the collection of data for the state asset management plan for the National Highway System. INDOT and the MPOs can decide to either update their planning Memorandums of Agreements (MOAs) or some other means outside of the MOAs to adhere to this new rule.

**National Performance Management Measures** – All of the National Performance Measures for key areas such as safety, infrastructure conditions, congestion, system reliability, emissions, freight movement, as well as public transit safety and state-of-good repair have been issued. As referenced above, the INDOT and the MPOs must work cooperatively together to set performance measures and targets. We commend INDOT and the MPOs for establishing a committee to set safety targets and recommend this format be continued for the other performance areas.


**Title VI Program Management** – We continue our emphasis on the 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.

If you have any questions, please contact either me, your FHWA Planning and Environmental Specialist, or Susan Weber, FTA Community Planner, at (312) 353-3888.

Sincerely,

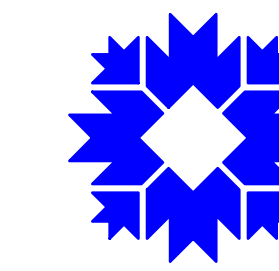
  
Joyce E. Newland  
Planning Program Manager  
FHWA Indiana Division

Sincerely,

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

**ecc:**

**Indiana MPO Council  
Roy Nunnally, INDOT  
Larry Buckel, INDOT  
Susan Weber, FTA**



# City of Bloomington Controller's Office

## 2017 Proposed Annexation Areas

### MPO Planning & Urban Areas

Corporation Boundary (23.4 Square Miles)

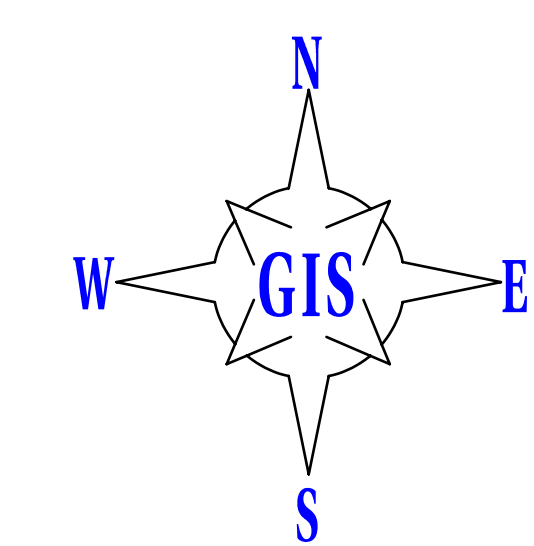
Bloomington Township Boundary

Former AIFA Boundary

Proposed Annexation Areas (15.4 Square Miles)

Metropolitan Planning Area

Urban Area Boundary

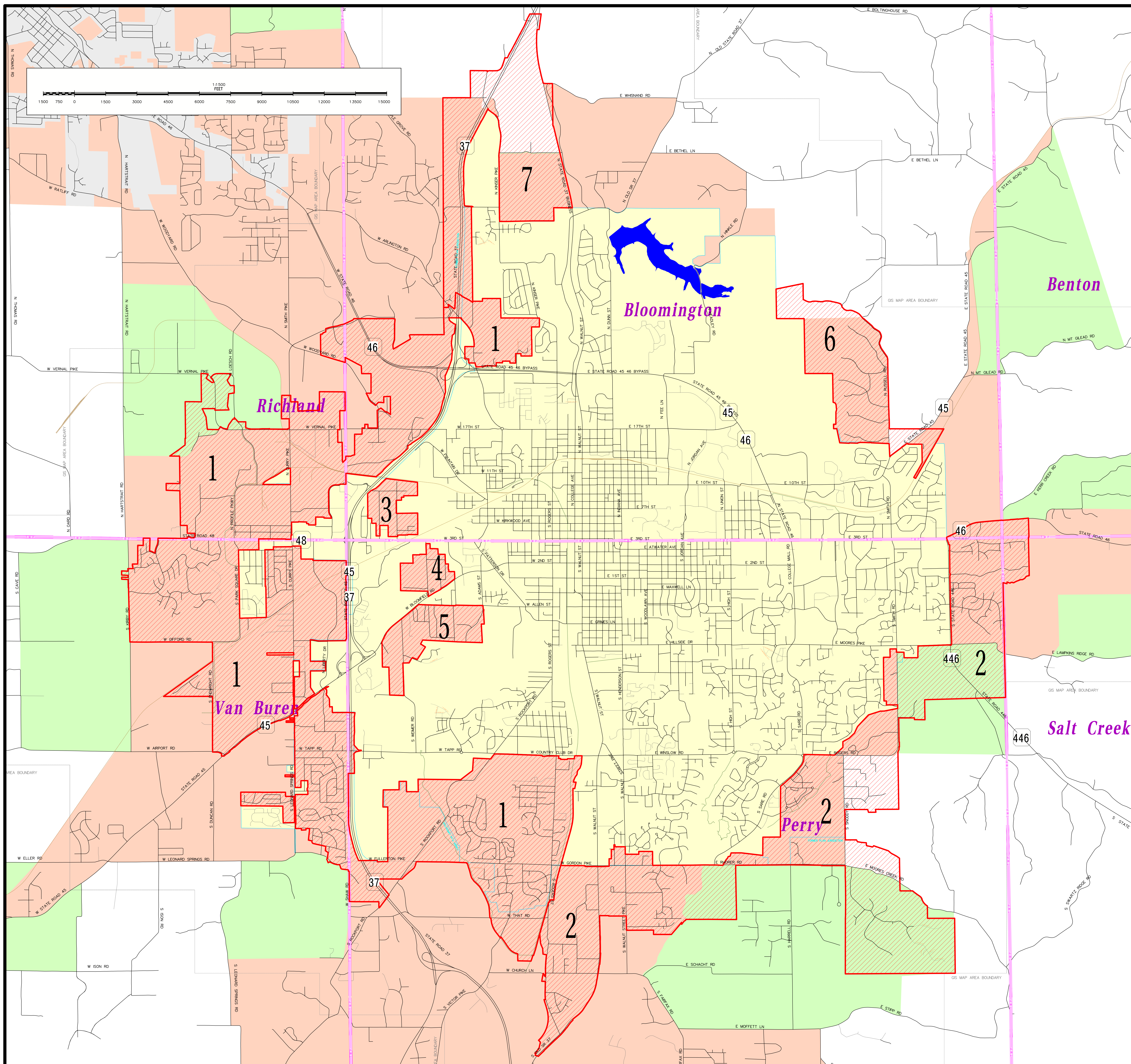


February 3, 2017

City of Bloomington, Indiana  
Geographic Information System  
This map was produced by the City of Bloomington GIS, for use by the City and general public as map information. The topographic and planimetric information is based on aerial photography from March 1991 and March 1992. Updates from aerial photography took place in April 1994, April 2005, March 2006, and April 2010. Information is updated by GIS technicians from development drawings, plans, and other sources. The accuracy of information contained in this document is based on National Mapping Standards, however it is NOT warranted.  
The Corporation boundary reflects annexations effective January 1, 2017.  
Information and Technology Services Department  
2 January 2017

### Bloomington Geographic Information System

No part of this work may be reproduced for any purpose without written permission from the City of Bloomington







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## MEMORANDUM

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**To:** MPO Policy Committee  
**From:** Joshua Desmond, AICP  
MPO Director  
**Date:** March 3, 2017  
**Re:** 2040 MTP Vision & Goals

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Please find attached to this memo the proposed Vision & Goals for the draft 2040 Metropolitan Transportation Plan. This material was developed by staff in conjunction with the MTP Task Force and with input from the MPO committees. It has been some time since the Policy Committee reviewed this material and there has been some turnover in committee membership since that time. Staff wants to make sure that the Policy Committee is still comfortable with the direction that the proposed Vision & Goals set for the MTP. Staff welcomes any comments or concerns from the Policy Committee on this material.

### **Requested Action**

No action is required on this item.

## **VISION**

We will build a transportation system that ensures the safe, efficient movement of motor vehicles, transit, freight, bicyclists and pedestrians, that is directed by all relevant adopted land use and transportation plans, that is compatible with citizen desires and that ultimately links our communities to each other, our region, our state, and our nation.

## **GOALS**

### **Mobility & Accessibility**

*Improve the movement of people through the transportation system as a means to create modal and social equity within the transportation system community*

- Select transportation projects that do not induce sprawl development and that are sensitive to community character
- Encourage development patterns that are walkable, bikeable, and readily served by public transit
- Encourage infill development to most effectively utilize existing utilities and infrastructure
- Enhance the efficient movement of freight through maintenance, operational and capital investment decisions
- Annually allocate 30% of STP, or its equivalent in future transportation bills, to fund independent non-motorized projects that are not part of a larger roadway project
- Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure promote proper integration of ADA components into the transportation system

### **Transit**

*Provide the community with efficient, affordable, frequent and reliable transit services*

- Pursue all possible funding opportunities to increase public transit capital and operating investment to and expand, enhance, and increase the use of transit services
- Prioritize projects that will create or improve direct access to transit services
- Use the BMCMPPO Coordinated Human Services Transportation Plan to identify and remove gaps in transit services to elderly, disabled and low-income citizens in the region
- Encourage transit projects that increase “choice-riders” who choose to take transit even though they may have other travel options.
- Continue to fund transit projects that maintain or upgrade current facilities
- Encourage the expansion of both geographic coverage and hourly services offered by transit
- Encourage the use of advanced technologies such as hybrid buses in regular transit services and operations

## **Community**

***Ensure that transportation projects maximize the community's quality of life and are compatible with local land use plans and policies***

- Involve the public in transportation project selection and scoping
- Incorporate context sensitive solutions and best practices into all project designs as set forth in alternative transportation plans, comprehensive plans, subdivision control ordinances and site design review processes
- Pursue all possible funding opportunities to increase trail use and investment
- Plan, design, develop, construct and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures and neighborhoods
- Incorporate aesthetic elements such as streetscape features into transportation projects such that they are compatible with the abutting area
- Implement public outreach programs that create awareness of the impact that travel mode choices have on the transportation system, the environment, and the community

## **Safety**

***Improve the safety of the transportation system for all modes and all users***

- Fund non-traditional, non-capacity adding projects that encourage and educate the public about safe driving, biking, walking, and using transit
- Encourage safety and civility among roadway users of all modes
- Analyze the causes of traffic safety hazards and reduce those hazards in a comprehensive, systematic and sustainable way
- Annually evaluate the top 10 crash locations by crash rate and crash severity and implement quick, low-cost improvements while also seeking funding for more comprehensive changes if necessary

## **Rebuild and Renew**

***Directly focus on maintaining existing transportation facilities before building new ones***

- Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities
- Support “soft projects” that maximize the use of existing infrastructure through systematic, systemic and operational best practices
- Evaluate proposed project alternatives that maximize existing transportation facilities for all modes including freight
- Maintain and improve existing infrastructure through projects such as surface treatment, bridge repairs, improved striping paint, sign replacements and drainage improvements
- Create a Transportation Improvement Program that effectively directs spending in compliance with this Metropolitan Transportation Plan



The Indiana Finance Authority, the Indiana Department of Transportation and I-69 Development Partners provide the following update for the March 10, 2017 meeting of the Bloomington/Monroe County MPO. This report defines I-69 Section 5 work in progress.

- Rockport/Fullerton Intersection
  - Driveway improvements; fill work
- 2<sup>nd</sup> Street/SR 45
  - Concrete median removal
  - Lane restrictions begin this weekend; motorists should plan for traffic delays or alternate routes
- Vernal Pike and SR 37
  - Median and water line construction
  - CSX Mainline - 50% complete, work is ongoing
- Griffy Creek, Beanblossom Creek, Beanblossom Creek Overflow
  - Bridge construction
  - Lane shifts ongoing
- Walnut St./College
  - Storm sewer upgrades
- Sample Rd.
  - Center Pier equipment mobilization
- Bryant's Creek
  - Southbound bridge construction
- Liberty Church Road
  - Pavement patching on SR 37 mainline

Upcoming construction: interchange work at 3<sup>rd</sup> Street/SR48 and Tapp Road, continued utility relocation/accommodation.

As the spring construction season approaches, the project team anticipates completion of the 17<sup>th</sup> Street bridge access within the next 60 days. In April 2017, the project team will host a public open house; details will be forthcoming.