



POLICY COMMITTEE

September 8, 2017

1:30 p.m. – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. August 11, 2017*
- III. Communications from the Chair and Vice-Chair
- IV. Reports from Officers and/or Committees
- V. Reports from Staff
 - a. I-69 Update
 - b. FY2017 UPWP Annual Completion Report
- VI. Old Business
- VII. New Business
 - a. FY 2018-2021 TIP Amendments*
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Policy Committee – October 13, 2017 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee – September 27, 2017 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee – September 27, 2017 at 6:30 p.m. (McCloskey Room)

Adjournment

**Public comments limited to five minutes per speaker.*

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POLICY COMMITTEE

August 11, 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: Lisa Ridge, Geoff McKim, Brad Wisler, Jim Ude. Kevin Tolloty, Jason Banack, Sarah Ryterband, Adam Wason, John Hamilton, Amanda Barge

Staff: Scott Robinson, Pat Martin, Liz Carter

Others: Andrew Cibor, Ron Brown, Jim Schrader

I. Call to Order - Introductions were made.

II. Approval of the Minutes

Pat Martin, Senior Transportation Planner, stated that the June 9, 2017 minutes did not reflect the attendance of Amanda Barge and stated that the minutes should be amended to include her attendance. ****McKim moved for approval of the May 12, 2017 minutes with the noted correction. Ryterband seconded the motion. The motion was approved by voice vote 9:0**

III. Communications from the Chair

a. None.

IV. Reports from Officers and/or Committees

a. The Citizen's Advisory Committee (CAC) did not meet the previous month. The Technical Advisory Committee (TAC) did not meet in July and the June meeting was cancelled.

V. Reports from the MPO Staff

a. *I-69 Update* – Martin said that staff met with the I-69 Development Team the previous Tuesday. The I-69 report was received by staff on Friday morning and distributed to the MPO Policy Committee by noon. The report is self-explanatory.

Ryterband said it was unfortunate that I-69 appeared to be ahead of schedule but could not get Second Street open for the county fair. She was not optimistic regarding the end date for the interstate.

Hamilton asked that INDOT send a person to come speak to the MPO Policy Committee. He said that INDOT appears to have a higher volume of work happening on I-69. He had met with the governor and Commissioner McGinnis the previous week and appreciated their continued attention to I-69. Over two dozen contracts are still being renegotiated by the state for I-69, but the intention is to use most of the same contractors as before, which the mayor found advisable. Over the next 30 days, the state intended to finish an assessment which would result in a construction schedule with identified milestones. The city

had asked for a schedule with detailed milestones for some time and was glad to see it happen. The mayor said that the MPO should look to receive the schedule, although it was unclear as to when the schedule would be ready. He thought that the MPO should inquire as to when it could expect to see the schedule. He noted that the report stated that four (4) lanes would be open north of Sample Road on Friday August 11th that will remain open until September 5th.

Wason stated that the reports he was receiving that day indicated that there were two (2) lanes open going in each direction between Bloomington and Martinsville.

Hamilton said that the lanes being open would help in the busy days ahead.

VI. Old Business – None.

VII. New Business

- a. *FY 2016-2019 TIP Fourth Quarter Quarterly Progress Report* - Martin said that the packet included all quarterly project tracking reports received for the fourth quarter. The only major milestone change was Fullerton Pike Phase I for clearing operations and the completion of utility relocations. Fullerton Pike Phase II was in the same situation whereas the right of way acquisition continues. Eleven (11) parcels are going through the completion of appraisals and buying. Buying for five (5) parcels has been secured and offers have been made for five (5) additional parcels while one (1) parcel is pending the completion of appraisal. The Tapp Road and Rockport Road project had the paving design approved in March and the right of way secured has been secured for ten (10) of the twelve (12) required parcels. Right of way clearing will take place in October, 2017. The next quarterly project tracking progress report will be in October. There will be new projects, but the contract agreements for those projects were still in development. The new projects will be presented at the next meeting.
- b. *Bloomington Bicycle Club (BBC) – Pedestrian/Bike Bridge over SR37/I69 Resolution* – Lisa Ridge read the resolution to the Policy Committee. ****McKim moved to adopt FY2018-01. Ryterband seconded the motion.**

McKim said that he supported the resolution; a signature bridge for bicycles and pedestrians across I-69 would be special for the community. He said such bridges are seen in other communities, and they give the opportunity to both serve bicycles and pedestrians as well as create something with local distinctiveness. He said it would be unlikely that there would be any significant action taken on the bridge before the planned connections over I-69 had been made and evaluated.

Ryterband said that the resolution seemed just like the motion from last meeting but with more elegant language. She said the only new item in the resolution was the statement that the MPO did not have the resources to financially stand behind the bridge that the BBC wanted.

McKim said that one of the concerns voiced in the earlier meeting was that the “ad hoc” motion could possibly bind the MPO to funding the bridge in the future. He said that the resolution dealt with the concern of funding in an explicit manner.

Wason said that, as a person involved with the negotiations with the I-69 team for years, to get bicycle and pedestrian facilities on the bridges over I-69 was an accomplishment he was proud of. He asked a question about the wording of the resolution. He said he was not sure about saying that the MPO fully supported the bicycle/pedestrian bridge without a feasibility study being completed. He said he was concerned with supporting a bridge without knowing whether or not the feasibility study would support the construction of said bridge.

Ryterband said that the creation of the bridge is, in theory, a great idea. She said she had been in South Bend recently and observed a fantastic bicycle/pedestrian bridge that went over the river. The bridge was a part of a bigger system. She said that the BBC's bridge was a good idea in theory, but the MPO was not committing to paying for the feasibility study or the bridge. She said that the community supported bicyclists and pedestrians as well as all kinds of alternative transportation, but the community had been transected by the highway that so many citizens did not want. She said that now the goal was for everyone to be able to cross the highway safely.

McKim thanked Wason and everyone else who negotiated to add the bicycle/pedestrian facilities to every crossing of I-69. He said that much of the community may not understand that there were originally no safe crossings of I-69 and now there were six (6) to seven (7) crossings that will be safe for bicyclists and pedestrians. He expressed his gratitude to those who made the crossings safer.

Hamilton said that the community cares a great deal for bicycle/pedestrian infrastructure, as does he. He said that the increased number of I-69 crossings was terrific. He said that they wanted to maximize the ability for bicyclists and pedestrians to move back and forth across the highway. A feasibility study that looked at the flow for bicyclists and pedestrians would be a good thing. He said he supported the resolution and that it was important to note that the MPO did not have money to pay for a feasibility study. He said that, as McKim had said, the feasibility study would want to look at available options. He thanked everyone involved for the hard work on the resolution.

Barge asked how the bicyclists would be separated from the pedestrians. Wason said that his understanding was that the bridge had not yet been designed in enough detail to answer Barge's question. He hoped that the issue would be addressed in the feasibility study.

Wisler said that the goal being expressed was worthwhile. He said the spirit of the resolution as well as the spirit of connectivity was also worthwhile. He asked if there had been discussion of a bridge versus an underpass being built. He said that a shortcoming of the new connections at Second and Third Streets was a lack of connectivity to the trail system. He said it seemed easier to connect to the trail systems with an underpass. He also stated that an underpass could be less costly. It was his belief that discussion of an underpass should be included in the feasibility study.

McKim thanked the BBC for the advocacy they had done for bicyclists in the community. He said that the BBC had thoroughly looked at many options for connectivity to the trail system. Connectivity to existing facilities is critically important.

Ridge said that she had agreed with everything that had been said. She said that from her experience being a part of so many meetings regarding local projects she could tell that pedestrian and bicycle accessibility is important to everyone involved. Making better connections over I-69 for bicycles and pedestrians is brought up to INDOT all the time and has made an impact. The city pushed very hard for pedestrian access crossing the highway and has been successful.

Robinson said he wanted to address a question raised by Wisler. He said the city had done an informal feasibility study in conjunction with Rose-Hulman Institute of Technology, Civil Engineering senior design students. He stressed that the study had only been on a student level, but the options of underpasses and overpasses had been explored. The city has already worked with INDOT to create an underpass at the 45/46 bypass after discussions of whether to build an overpass or underpass. There is a counter currently at the underpass. A recent data download showed 16,000 trips at the underpass. He said that these types of projects can make a large difference.

Hamilton asked what the time frame was for the 16,000 trips using the underpass. Robinson said he would not use the 16,000 trip number too strongly because the activity counters are not precise. He said the counts were over a period of May to August.

Hamilton said that the count was over three (3) months. He also stated that the count means over 1,000 trips were made using the underpass per week. He asked Robinson if the counters tend to over-count or under-count. Robinson said that the counter differentiates between bicycles and pedestrians. The pedestrian counter is infrared, so if two people walk side-by-side, they will only be counted as one. Some animals could potentially be counted as pedestrians. During the heat of the day, the counts could also be inaccurate. He said that the patterns shown by the counter for times that people are coming and going make sense for the area. He said that the project highlights the city working with INDOT in the community to increase accessibility.

Hamilton asked if the city had a projection for how many people would use the underpass. He said the number of users seemed pretty high. Robinson said that especially for the activity count to be in the summer when Indiana University is not in session, the number was significant. He said he believed the facility served students best because of the high amount of student housing on the east side of town as well as the easy access to Indiana University.

Ryterband said that the only issue with an underpass is safety. Overpasses create a sense of being seen for those who use them, and visibility is important to people. An underpass at I-69 would have to be very long to span under the highway. She said she was sure that the issue would come up in a feasibility study.

Ron Brown, of the BBC, said that to reduce traffic congestion and carbon emissions, the BBC sought to get as many people as possible walking and commuting by bicycle. If a bicycle/pedestrian route were to be provided away from traffic that was pleasant and safe, more people would choose to bicycle or walk. He said that interchanges pose safety issues for bicycles and pedestrians. He said that to find a safe route through an interchange is very difficult because interchanges are designed for non-stop turns. He said there is a large area west of I-69 that holds the Stonechase and Fieldstone housing development with people that use Third Street to cross I-69 with their automobiles to reach central Bloomington. He said that if there was a way to bicycle to central Bloomington from Stonechase and Fieldstone, many would. There are numerous housing complexes along Basswood Drive and Muller Parkway, but the area is very confined. The BBC's proposed bridge would enable residents of the housing complexes to walk across I-69 to Liberty Drive to access amenities. He asked the MPO to support the bridge in order to facilitate more people exercising by walking or biking.

Jim Schrader, of the BBC, said he was in full agreement with the current draft of the resolution. He was favorable to the non-specific language and saw the draft as a springboard towards a feasibility study. He commended INDOT for providing the bicycle/pedestrian facilities that they had. He said they would have to wait for the facilities to be in place in order to see if they improved bicycle/pedestrian connectivity. He said the bridge was proposed to be completely separate from motorized traffic. He reported that national statistics show that 80% of the general population do not wish to be anywhere near motorized traffic when on a bicycle or walking. The spirit of bicycling is a major part of Bloomington, and east to west connectivity should be as enjoyable as possible.

Andrew Cibor (MPO TAC Chair) wanted to recap several highlights from when the TAC reviewed the concept of the bicycle/pedestrian bridge. The TAC did not have an official resolution brought before it, but it did vote in favor of a concept along the lines of the one the MPO PC was reviewing. The TAC did support the concept in theory. He said that as he read the resolution, it did not seem to support the bridge in theory only. He said that the TAC was overall in support of the feasibility study, but the support was not unanimous. He added that, in the course of the TAC meeting, it was clear that the funding of the feasibility study and the project would be independent of the MPO and any local agencies. He did not see

that sentiment expressed in the resolution. He thanked INDOT for the additional bicycle/pedestrian facilities not only across I-69, but also the facilities beyond I-69 on west Third Street with the resurfacing project. He said the INDOT effort increase accessibility out to neighborhoods like Stonechase and Fieldstone. He stated that when it comes to a new bridge, even if the funding comes from a private source, INDOT has to maintain the bridge once it is built. He appreciated the comment that the project is assumed to be a bridge. If the wording said the BBC sought to have a “crossing” that could leave the feasibility study more open to different options. He restated that the TAC was generally supportive, in theory, of looking into something like the bridge.

Ridge said she believed, from McKim, that the resolution did not include any kind of funding commitment from the board. Ryterband said that the CAC expressed similar opinions to the ones Cibor reported from the TAC.

Martin said that the language included in the resolution was intended to be as neutral as possible. The language used was as directed by the PC at the previous meeting. He said there were differences between the TAC and the PC; however, the Policy Committee had final decision-making authority.

Hamilton offered slightly different language for the first section of “The BMCMPPO hereby fully supports maximum connectivity for bicycle and pedestrian users across the I-69 Section 5 corridor”. The second statement would be reworded to say “we recommend a feasibility study for a new bicycle and pedestrian bridge be conducted”. He said the proposed wording would be a little bit vague, but that could be good. He said that made the MPO PC’s view that they wanted a feasibility study for a new bridge to be done. The PC also supports maximum connectivity.

Wisler said that Hamilton’s changes were positive, and that he would support them if Hamilton wished to present the changes as an amendment.

****Wason offered a friendly amendment to change the wording in the resolution as Hamilton had proposed.**

Hamilton said that if the planned crossings at Second, Third, and Seventeenth Streets do not work well, the MPO would care very much. Maximum connectivity is important to the committee.

McKim said he had no problem with the Mayor’s altered language.

Ryterband seconded the friendly amendment. The motion carried 10:0 by voice vote. Resolution FY 2018-01 as amended passed 10:0 by voice vote.

VIII. Communications from Committee Members (non-agenda items) – None.

IX. Topic Suggestions for Future Agendas – McDaniel stated that he would be out of town for the August MPO meeting.

X. Upcoming Meetings

Technical Advisory Committee – August 23, 2017 at 10:00 a.m. (McCloskey Room)

Citizens Advisory Committee – August 23, 2017 at 6:30 p.m. (McCloskey Room)

Policy Committee – September 8, 2017 at 1:30 p.m. (Council Chambers)

Adjournment

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



Fiscal Year 2017
Unified Planning Work Program
Annual Completion Report



Executive Summary

The Fiscal Year 2017 Unified Planning Work Program Annual Completion Report summarizes the activities undertaken by the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) as identified in the Unified Planning Work Program between July 1, 2016 and June 30, 2017. This document is prepared to meet Federal financial reporting requirements.

The BMCMPPO had a budget totaling \$618,988.00 for Fiscal Years 2017. The BMCMPPO completed, satisfactorily completed, and/or continued all work elements with total expenditures of \$137,269.38 and a remaining balance of \$481,718.62.

The following report summarizes the accomplishments of the BMCMPPO and identifies the amount of money spent on each work element. The last section of the report, the final Expenditure Summary, is a synopsis of all expenditures made in FY 2017 illustrated by down by fiscal year quarters and by individual Work Element.

WORK ELEMENT EVALUATION

This section of the Annual Completion Report analyzes each work element of the Unified Planning Work Program and identifies the tasks to be accomplished, the work completed by the BMCMPPO and its contract service agencies, a budgetary breakdown of the element, and the status of the element at the end of all four reporting quarters of FY 2017.

Work Program Elements

100 Administration & Public Participation

101 Intergovernmental Coordination

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

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association, known as the Indiana MPO Council. The MPO Council meets monthly to discuss and act on matters of mutual interest. Their monthly meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA. MPO staff attended these meetings to represent the interests of BMCMPPO on the State and Federal levels.

The structure and function of the MPO is defined by a *Memorandum of Understanding* (MOU) between the MPO, Bloomington Transit, and the Indiana Department of Transportation. The MOU for BMCMPPO was updated in FY 2015. INDOT has asked all MPOs to undertake a review and update of their MOUs to ensure that they reflect the latest policies and procedures.

Every four years, each MPO must undergo a certification review by the Federal Highway Administration. The last BMCMPPO certification review was completed in calendar year 2016. Lastly, the BMCMPPO ensured that the public participation process was followed and improved upon.

Tasks performed:

- Staff attended or participated via teleconference calls the following meetings: Indiana MPO Council Meetings in July, August, September, October, November, December, January, February, March, April, May, and June of Fiscal Year 2017.
- Staff administered, conducted and coordinated the following meetings: Policy Committee meetings (minutes, packets, staff support at meetings) in August, September, October, November, January, February, March, April, May and June of Fiscal Year 2017.

- Staff administered, conducted and coordinated the following meetings: Technical Advisory Committee meetings (minutes, packets, staff support at meetings) on August, September, October, November, January, February, March, April, and May of Fiscal Year 2017.
- Staff administered, conducted and coordinated the following meetings: Citizens Advisory Committee meetings (minutes, packets, staff support at meetings) on August, September, October, November, January, February, March, April, and May of Fiscal Year 2017.
- Staff organized and conducted working topical agenda lunches with the Citizens Advisory Committee chair and vice-chair in August, September, October, November, January, February, March, April, May, and June of Fiscal Year 2017.
- Staff organized the annual MPO Open House in December 2016 for all members of the Policy Committee, Technical Advisory committee, Citizens Advisory Committee, and the general public.

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 (2) fiscal years and documents the work that will be performed with federal planning funds 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 administered the FHWA and FTA planning grants associated with the FY 2016-2017 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2017 UPWP were provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that occurred pursuant to the completion of the UPWP.

Tasks performed:

- Produced FY 2016 fourth quarter billings, and FY 2017 first, second and third quarter billings.
- Tracked receipts, expenditures, and activities for the first, second, third and fourth quarters of FY 2017.
- Produced two amendments to the adopted the FY 2017-2018 *Unified Planning Work Program* in November 2016 and June 2017.
- Staff developed an amendment to the FY2017-2018 UPWP.
- Staff began work on a FY2018 Cost Allocation Plan.
- Staff prepared and submitted a FY2016 Annual Completion report.

- Staff completed a FY2018 Self Certification Review Statement for INDOT/FHWA/FTA representatives.

103 Staff Training and Education

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

Tasks performed:

- Two BCMPO staff attended the Indiana MPO Conference in South Bend in September 2016.
- Staff attended the American Planning Association, Indiana Chapter, Fall Conference in South Bend October 2016.
- MPO Staff renewed professional membership dues to the American Planning Association and other relevant professional organizations.
- Staff attended the Annual Purdue Road School in March 2017.
- Staff attended the American Planning Association, Indiana Division, Spring Conference in Bloomington.
- Staff attended the American Planning Association National Conference in New York City in the Spring of 2017.
- Staff attended 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.

104 Public Outreach

The MPO continued 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 posted meeting notices, agendas, minutes and MPO documents on-line and in hard copy for access by interested citizens. Staff assisted the CAC with recruitment materials, such as a brochure and letter to local organizations, to provide diverse representation among CAC participants.

Staff 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 accessed and download reports, data, updates, and other information related to the functions of the MPO, in addition to the traditional forms of correspondence that were made available. Staff continued to explore new methods of communication, such as social media, in order to enhance public engagement with the MPO.

- Posted public notices in the Bloomington *Herald Times* relating to amendments of the FY2016-2019 TIP and the FY2018-2021 TIP.
- Staff managed web pages by Posted meeting materials (agendas, minutes, and MPO documents) related to BMCMPPO Policy, Technical Advisory, and Citizens Advisory Committee webpages.
- Staff maintained the BMCMPPO website to include updates to Public Participation Notices, Transportation Improvement Program, and bicycle and pedestrian planning webpages throughout all of FY 2017.
- Staff maintained on-going efforts to ensure all meetings, materials, and processes are accessible and allow for public participation. No specific tasks outside of standard procedures were accomplished in all four quarters of FY 2017 with the Public Participation Process.

200 Data Collection & Analysis

201 Traffic Volume Counting

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

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

Tasks performed:

- Staff performed traffic, pedestrian and bicycle counts and counts for HPMS throughout FY 2017.
- The Town of Ellettsville completed traffic counts in the fourth Quarter of FY 2017.

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).

Tasks performed:

- Staff continued work on both the Calendar Year 2015 and the Calendar Year 2016 Annual Crash Reports as data became available during FY2017. Staff work centered on identifying and correcting locational coding errors, and other errata contained in the raw data as well as identifying corresponding accident frequencies at all intersection locations. Staff will publish Crash Reports in FY 2018.

300 Short Range Planning & Management Systems

301 Transportation Improvement Program

The development of a Transportation Improvement Program (TIP) is a Federal requirement for MPOs intending 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 coordinated with its LPAs in all four quarters of FY 2017 to develop and administer a valid TIP on an on-going basis.

Tasks performed:

- Staff TIP administration through LPAs, management and updating of the BMCMPPO Change Order Policy, processed amendments and modifications to the FY 2016 – 2019 Transportation Improvement Program.
- Staff initiated and completed a call for projects and developed a fiscally-constrained list of projects for the FY2018-2021 TIP.
- Conducted red flag investigations on all relevant projects programmed in the FY 2016 – 2019 TIP and the FY2018-2021 TIP.
- Staff conducted Quarterly Tracking project meetings in July, October, February, and April of FY 2017.

- Staff produced a FY2016 Annual List of Obligated Projects, posted the list on the BMCMPPO Website, and forwarded the list to relevant INDOT/FHWA/FTA officials.
- Staff began production of a FY2017 Annual List of Obligated Projects

302 Highway Safety Improvement Program Administration

The Bloomington/Monroe County MPO established a local Highway Safety Improvement Program (HSIP) in compliance with MAP-21, FAST Act, and the directives of INDOT. Going forward, staff administered procedures throughout FY 2017 whereby appropriate projects were solicited from LPAs and HSIP funding and were awarded depending on project compliance with HSIP selection criteria

Tasks performed:

- Provided technical assistance to LPAs applying for un-programmed HSIP funding throughout the second, third and fourth quarters of FY 2017.

303 Transportation Alternatives Program Administration

The Bloomington/Monroe County MPO has an established local Transportation Alternatives Program (TAP) in compliance with MAP-21, FAST Act, and the directives of INDOT. Going forward during the first, second, and third quarters of FY 2017, staff administered procedures whereby appropriate projects were solicited from LPAs and TAP funding was awarded depending on project compliance with TAP selection criteria.

Tasks performed:

- Provided technical assistance to LPAs applying for un-programmed TAP funding throughout the second, third and fourth quarters of FY 2017.

304 Infrastructure Management Systems

The BMCMPPO has historically supported the efforts of its LPAs to establish and maintain robust asset management systems. The City of Bloomington, Monroe County, and the Town of Ellettsville regularly collect asset condition data for infrastructure components such as pavement, signs, and street markings, and manage it using an appropriate software package. This methodology allows the respective jurisdictions to develop long term management plans for their infrastructure assets. These asset management systems were continuously updated during FY 2017 to maintain the quality of their data and to ensure that the most recent conditions are reflected.

Tasks performed:

- Staff with the Monroe County Highway Department performed data review and infrastructure management duties during the first, second, third, and fourth quarters of FY 2017.

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.

Tasks performed:

- No work was completed under this task during FY 2017.

400 Long Range Planning

401 2040 Metropolitan Transportation Plan (MTP)

Federal requirements mandate that the Metropolitan Transportation Plan (MTP) maintain a twenty (20) year long-range planning time horizon. The MPO is currently developing a new *2040 Metropolitan Transportation Plan*. MPO staff began the update process during FY2011 and shall complete the 2040 MTP in FY2018. All computer modeling work was completed with the delivery of a TransCad software modeled network (and alternatives) in at the very end of FY2017. The new 2040 MTP will include a complete update of the BMCMPO Travel Demand Model through the assistance of a consultant. Public input was a significant component of the plan's development. The plan looks 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.

Tasks performed:

- Staff continued work on the 2040 Metropolitan Transportation Plan with a focus on ensuring consultant delivery of an operational TransCAD model and document development.
- Staff continued work on Red Flag Investigations for projects anticipated for the 2040 MTP.

- The BMCMPPO staff worked with the MTP consultant throughout all of FY2017 for progress on the Travel Demand Model (TDM) to achieve the final delivery of a fully-calibrated and operational TransCAD travel demand forecast model. Since initiating a contract agreement with the Corradino Group in CY2012, the staff believes initial model Origin-Destination construction, mode choice, and network assignment and model calibration were completed. A Draft 2040 MTP is scheduled for public presentation and approval in September of calendar year 2017. Adoption is anticipated by the end of calendar year 2017.
- The BMCMPPO updated the annual TransCAD software license and successfully downloaded/installed software updates from the software published, the Caliper Corporation.

500 Transit & Active Transportation

501 Bicycle & Pedestrian Coordination

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

Tasks performed:

- BMCMPPO staff attended and provided staff support to the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC) at the monthly meetings in July, September, October, November, January, February, March, April, May, and June of Fiscal Year 2017.
- BMCMPPO Staff conducted bicycle and pedestrian outreach, education, workshops, and other events, training programs, informational booths at special events, and presentations to targeted groups.

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.

Tasks performed:

- MPO Staff conducted 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.
- MPO Staff reported on the results of the seasonal coverage counts.

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 and FAST ACT will necessitate the completion of two specific studies by Bloomington Transit. The first is an Asset Management Plan that sets a foundation for managing the service's fleet and operations infrastructure in the future. The second is a Safety Plan that provides policy and operational guidance for protecting the safety of Bloomington Transit customers and employees. Both of these plans will be produced with the assistance of planning consultants

Tasks performed:

- No work was completed under this task during FY 2017.

503 Transit Ridership Counts

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

Tasks performed:

- Bloomington Transit collected operating data required for estimates of annual passenger miles.
- Bloomington Transit reported annual passenger mile data estimates for Bloomington Transit fixed route and demand response service.

600 Other Planning Initiatives & special Projects

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 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 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 that are not meeting their requirements as federal-aid recipients.

Tasks performed:

- The BMCMPPO staff reviewed materials from the FHWA's Environmental Justice and Title VI "The Power of Good Data an Analysis", and conducted preliminary research from various sources identified in the seminar materials in preparation for a BMCMPPO Title VI Plan.

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.

Tasks performed:

- No work was performed for this task. As noted above, the MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan during Fiscal Year 2018.

Financial Status Report: Fiscal Year 2017 - FINAL

Quarterly Spending Summary												
Quarter	Q1 / FY 2017			Q2 / FY 2017			Q3 / FY 2017			Q4 / FY 2017		
Period	07/01/2016 - 09/30/2016			10/01/2016 - 12/31/2016			01/01/2017 - 03/31/2017			04/01/2017 - 06/30/2017		
Element	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total
100	\$ 15,098.40	\$ 3,774.60	\$ 18,873.00	\$ 18,556.43	\$ 4,639.11	\$ 23,195.54	\$ 22,010.76	\$ 5,502.69	\$ 27,513.45	\$ 19,686.52	\$ 4,921.63	\$ 24,608.15
200	\$ 5,748.10	\$ 1,437.02	\$ 7,185.12	\$ 8,077.48	\$ 2,019.37	\$ 10,096.85	\$ 7,091.37	\$ 1,772.84	\$ 8,864.21	\$ 9,907.86	\$ 2,476.96	\$ 12,384.82
300	\$ 2,240.30	\$ 560.07	\$ 2,800.37	\$ 8,664.09	\$ 2,166.02	\$ 10,830.11	\$ 8,765.11	\$ 2,191.28	\$ 10,956.39	\$ 15,437.98	\$ 3,859.50	\$ 19,297.48
400	\$ 1,017.38	\$ 254.34	\$ 1,271.72	\$ 1,613.19	\$ 403.30	\$ 2,016.49	\$ 1,607.06	\$ 401.77	\$ 2,008.83	\$ 3,343.78	\$ 835.94	\$ 4,179.72
500	\$ 0.00	\$ 0.00	\$ 0.00	\$ 736.34	\$ 184.08	\$ 920.42	\$ 2,501.08	\$ 625.27	\$ 3,126.35	\$ 5,420.60	\$ 1,355.15	\$ 6,775.75
600	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 353.18	\$ 88.29	\$ 441.47
Total	\$ 24,104.18	\$ 6,026.03	\$ 30,130.21	\$ 37,647.53	\$ 9,411.88	\$ 47,059.41	\$ 41,975.38	\$ 10,493.85	\$ 52,469.23	\$ 54,149.92	\$ 13,537.47	\$ 67,687.39

Fiscal Year Budget Summary											
Element	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Expended	Unspent
100	\$ 171,139	\$ 42,785	\$ 213,924	\$ 75,352.11	\$ 18,838.03	\$ 94,190.14	\$ 95,786.89	\$ 23,946.97	\$ 119,733.86	44.0%	56.0%
200	\$ 69,427	\$ 17,357	\$ 86,784	\$ 9,907.86	\$ 2,476.96	\$ 12,384.82	\$ 59,519.14	\$ 14,880.04	\$ 74,399.18	14.3%	85.7%
300	\$ 130,656	\$ 32,664	\$ 163,320	\$ 15,437.98	\$ 3,859.50	\$ 19,297.48	\$ 115,218.02	\$ 28,804.50	\$ 144,022.52	11.8%	88.2%
400	\$ 60,102	\$ 15,026	\$ 75,128	\$ 3,343.78	\$ 835.94	\$ 4,179.72	\$ 56,758.22	\$ 14,190.06	\$ 70,948.28	5.6%	94.4%
500	\$ 43,247	\$ 10,812	\$ 54,059	\$ 5,420.60	\$ 1,355.15	\$ 6,775.75	\$ 37,826.40	\$ 9,456.85	\$ 47,283.25	12.5%	87.5%
600	\$ 20,618	\$ 5,155	\$ 25,773	\$ 353.18	\$ 88.29	\$ 441.47	\$ 20,264.82	\$ 5,066.71	\$ 25,331.53	1.7%	98.3%
Total	\$ 495,189.00	\$ 123,799.00	\$ 618,988.00	\$ 109,815.51	\$ 27,453.87	\$ 137,269.38	\$ 385,373.49	\$ 96,345.13	\$ 481,718.62	22.2%	77.8%



To: BMCMPPO Policy Committee

From: Pat Martin
Senior Transportation Planner

Date: September 1, 2017

Re: FY 2018-2021 Transportation Improvement Program (TIP) Amendments

The Indiana Department of Transportation requests two amendments to the FY 2018-2021 TIP. The proposed amendments include:

PE Phase Funding for Statewide Pavement Designs (#1600463)

This project will fund statewide preliminary engineering funding for on-call pavement designs at various locations throughout Indiana.

Statewide On-Call Pavement Designs (#1600463)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	STPB	\$1,121,115.26	\$280,278.82	\$1,401,394.08
Totals					\$1,401,394.08

PE Phase Funding for Geotechnical Investigations (#1600479)

This project will fund statewide preliminary engineering funding for on-call geotechnical services at various locations throughout Indiana.

Statewide On-Call Geotechnical Investigations (#1600479)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	STPB	\$1,862,327.20	\$465,581.80	\$2,327,909.00
Totals					\$2,327,909.00

PE Phase Funding for Statewide Pavement Designs (#1701469)

This project will fund statewide preliminary engineering funding for on-call pavement designs at various locations throughout Indiana.

Statewide On-Call Pavement Designs (#1701469)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2018	STPB	\$1,280,000.00	\$320,000.00	\$1,600,000.00
Totals					\$1,600,000.00

Truck Parking Information Management System -TIMS (#1600436)

This project involves implementation of a regional truck parking information management system (TIMS) using existing ITS technology on 1-65, I-69, 1-70, and 1-94 to help truckers more quickly and reliably identify accurate and up-to-date information about the availability of safe truck parking for needed rest and overnight stays. Federal Transportation Investment Generating Economic Recovery (TIGER) Grant funds shall support the entire cost of the project.

Truck Parking Information Management System -TIMS (#1600436)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN/CE	FY 2018	TIGER	\$4,758,331	---	\$4,758,331
Total					\$4,758,331

Requested Action: Approve the proposed amendments. The Technical and Citizens Advisory Committees recommended approval at their meetings on August 23, 2017.

PPM/pm

RECEIVED

SEP - 5 2017



Bi-Weekly Local Agency Coordination Meeting

9/5/17

- The Project apologized to Monroe County for lack of coordination of Tapp/Fullerton closures
 - There's an accelerated timeline to open Fullerton on Sept. 9
 - Coordination with the city based on our understanding that Leonard Springs Rd. was a city street and missed the county involvement
 - We will look for places to for drivers to divert to get drivers more spread out (find other routes to make current detour on Leonard Springs Rd. less congested)
- Plan for Tapp Rd. /SR 37 traffic signal
 - Rest green on NB & SB lanes on SR 37 ✓
 - Est timeframe on leaving signal is undetermined
 - Use the light for safety of construction traffic movement
- Monroe Co. concerns on signs at WB 2nd Street @ SR 37 pointing to Rural King instead of ramp
- Introduced Travis Underhill with INDOT executive staff
 - Travis
 - Deputy Commissioner of Capital Program Management
 - Responsible for the I-69 S5 since INDOT has taken over project
 - Been working behind the scenes with contractors with INDOT
 - Retain Walsh as construction manager, working hand and hand with INDOT
 - Jason B. and Travis (himself) new to project
 - Last 30-45 days, has witnessed more activity along corridor
 - August 2018 open to traffic
 - Will continue to let INDOT construction management team to handle the project and be the point of contact
 - Understands the local concerns based on his experience being a city engineer
 - Extends apology to city/county based on Fullerton/Tapp incident
 - We need everyone on tract to reach Aug 2018 deadline
 - Still ironing out contracts – for next 30 days will be careful of level of details Need more patients on details to make sure we can honor commitments
- Jason B. – scheduling



Section 5

- 3rd street – should be done median widening, traffic switch has taken place (2 shifts per day, 10 hr shifts, still looking at Thanksgiving deadline)
 - City says there's still pedestrians using 3rd street
 - Project asked city to reach out to bicycle community to avoid using SR 37
- Vernal Pike/17th
 - Paving
 - Vernal through street with Crescent to be stop condition
 - Project will send out release on 8/22 to notify public
 - Naming of streets confusion
 - Vernal Pike transitions to 17th street, change at Industrial Park, west of the overpass
- Fullerton Pike:
 - Medical Park is paved and in use
 - Project has been in contact with hospital at least twice a week w/ Mr. Whitehead
 - Anticipated on opening 9/9
 - Fix damage (full depth patch) –would like to fix it when INDOT opens Fullerton
 - INDOT: Request from Monroe Hospital to put in crosswalk from Whip Rd. across Medical Park Blvd. to hospital
 - Monroe Hospital asked for 3-4 crosswalks
 - Monroe Co.: would like to see hospitals wish list on crosswalk and would review it
 - Project will reach out to get hospitals wish list and forward it to the county
- Tapp Road
 - Closed today (8/22)
 - Materials on site to put in waterline system
 - 5-7 days of water line relocations and a several days of bacteria testing before closing line; also a sewer relocation in the area before Tapp roadway work begins
 - Rough pavement where utility work has been done on east Tapp Road
 - Interchange open May 15, 2018, potential early finish April 27, 2018
- 2nd Street
 - Retaining wall will likely wait until 3rd Street in finished
- Sample Road
 - Will be going back to one lane restrictions after Labor Day to continue construction



Section 5

- Sample Road East detour route
 - Set up a meeting with Monroe Co. to discuss
 - 14 days of a closure starting August 28
- County concerned with single lane closures on SR 37
 - Would like to have two lanes in the evening
 - In order to meet schedule single lane conditions need to take place on SR 37 north of Sample Rd.
 - Project will look for options to open two lanes whenever and as soon as possible, but won't make promises as will be weather dependent for speed of construction
- Need to get prepared for winter
 - Winter push starts after Labor Day
 - Need to get Little Indian and Jordan bridges done, and Indian Creek approach
- Need to get signs for Weimer Road for local traffic only, not in yet, but will look into it
- County would like to have contact list to for specific questions about the project. We will provide the project numbers for the county to refer callers to,