



POLICY COMMITTEE

December 8, 2017

1:30 p.m. – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. November 3, 2017*
- III. Communications from the Chair and Vice-Chair
- IV. Reports from Officers and/or Committees
- V. Reports from Staff
 - a. I-69 Update
- VI. Old Business
- VII. New Business
 - a. FY 2018-2021 Transportation Improvement Program Amendments*
 - b. Draft 2040 Metropolitan Transportation Plan
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Policy Committee – December 15, 2017 at 1:30 p.m. (Council Chambers)

Adjournment

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

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POLICY COMMITTEE

November 3, 2017

1:30 p.m. – 3:00 p.m.

Council Chambers (#115)

Attendance:

Policy Committee: Lisa Ridge, Amanda Barge, Jason Banack, Kevin Tolloty, Brad Wisler, Sarah Ryterband, Geoff McKim, Bernie Guerrettaz, Antonio Johnson, Hillary Lowther, and Kent McDaniel

Staff: Scott Robinson, Pat Martin, Liz Carter

Others: Andrew Cibor,

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. October 13, 2017 -
- III. Communications from the Chair and Vice-Chair

McDaniel mentioned a bike share program. McKim said that he used bike share services in other cities when he travels. McDaniel said that the proposal was very ambitious.

- IV. Reports from Officers and/or Committees

Cibor said that the TAC had been reviewing the draft 2040 MTP. Ryterband said that the CAC had been doing the same.

- V. Reports from Staff

- a. I-69 Update – The report had been previously dated. There had been another meeting 3 days prior. INDOT had been moving extremely fast. They were trying to pave as much as possible by December 1st. The Tapp Rd. embankment had been completed. A temporary light had been put in on Vernal a week prior. In Zone 2, south-bound traffic had been placed. There are still lane restrictions that had to be dealt with. He said that INDOT had been hoping for a warm winter. The substantial completion date for I-69 was still August 2018. Cibor and Ridge had been

McDaniel asked about a recent HT article listed 24 accidents in October. Martin said that many accidents had been documented on I-69; most were due to speed. McDaniel said that many people speed on the highway. He said that he had a friend that had been killed doing road work. Martin said that he also knew those who had been killed doing highway work.

- b. FY 2018 Q1-Quarterly Project Tracking Reports – Martin said that the tracking meeting had been on October 11th. He said the takeaways had been that Fullerton Pike had been moving along with a rapid pace. Tapp and Rockport intersection improvement had been moving forward with pavement design and road clearing secured.

- VI. Old Business

- VII. New Business

- a. 2040 Metropolitan Transportation Plan* - Martin said that a schedule for the 2040 MTP had gone out. The schedule would be tight. The Federal Highway had suggested that another public forum be held before adoption of the MTP. December 8th would be when the PC would begin their review. Formal adoption of the MTP would be December 15th. The document was as complete as staff could get it, but staff admitted that there were many holes in the document still. Staff was still working on adding all of the transportation projects. The plan was moving towards a non-project focus. He said that staff had included virtually all of the recommendations given to them by the public. Many scenarios had been run; the urban infill scenario would be the most successful, according to staff. He said there were a number of long-term horizon items, which include the autonomous vehicle issue. Autonomous vehicles were believed to be prevalent over the next ten years. IU campus bus and Bloomington Transit had both seen decreased ridership in the past year. There had also been a focus on the requirements for the FHWA.

Robinson said that he did not have anything to add. He wanted to explain why the plan had been taking so long. A consultant had been hired previously; the consultant had an internal legal issue with their staff who was the project manager which slowed down the process. Staff had been in catch-up mode. He wanted the PC members to know that much of the work had been done several years ago. The plan would be adopted, but would have a very short shelf life. He said the MTP should set a benchmark for the next plan. He said the document given to the PC was a very rough draft. He said the more time-consuming piece of the document was maps and charts, which were still being worked upon. He said any feedback would be helpful. There had also been staff turnover that had complicated the MTP document process.

Ryterband said she had been part of the original process. She said that when she read the document she felt that she was in a time warp. She could not tell if the document was written from the perspective of 4 years ago or from the current perspective. Robinson said that the MTP is often looked at the current context. He said he thought the difference in voices would be alright. He said that the criteria that the FHWA looked at was whether or not the assumptions hold true. He said that the MTP is supposed to take a higher picture.

Ryterband said that many of the realities when the document had begun were no longer true. Robinson said that one of the scenarios when the document had begun was whether or not gas prices would double. Martin said that public transportation had shown a flat-line. Bloomington Transit was the second largest public transit systems in Indiana. Ryterband said that there were many possible explanations for a decreased use in transit. McDaniel said that one of the issues with IU Transit had been lack of funding.

Johnson said that everything being said was valid, but that the deadline for the MTP would not move. He said that it may be that the MTP was not going to be the vehicle to voice some of the complaints being brought up. He said the process had to move forward to get the document approved.

McDaniel said the MTP had been listed as an action item. Martin said that was a mistake. The MTP was being shown for the PC's information.

Ridge asked if the MTP was a 5 year plan. She asked if the document could be modified after adoption. She said she did not know what county projects had been discussed 5 years prior.

Robinson said that the MTP can be amended. He said that performance measures were more important to include than projects. He said that when the project would go into TIP, it would show how it met the performance measures.

Federal Highway would strongly encourage that the MTP would be updated in the years following its adoption.

McKim said that it sounded like comments had been incorporated. He had wanted to put a placeholder in the plan for ride-hailing apps. McDaniel said that ride-hailing apps have not just affected public transit but also that they had run a local taxi company out of business.

Ryterband said that as soon as the MTP was approved, work would start on the next MTP. She wanted to make sure that when a citizen would read the document, that there would not be confusion regarding when it was written.

Guerrettaz said the plan appeared to be a build-it then fix-it plan. He said that due to the timeline, there would not be enough time to properly put the document together.

Robinson said that the model is accounting for items like transit, instead of just vehicles, much better. He said that staff had engaged the county from the beginning. He said that there were county projects included in the model. He said there had been a steering committee to provide guidance. He said that early on through 2014 there was excellent coordination between the city, the county, and Ellettsville. He said that there is a perceived rush to adopt the MTP, but it had been being worked on for years.

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

- a. Topic suggestions for future agendas

IX. Upcoming Meetings

- a. Technical Advisory Committee – November 15, 2017 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee – November 15, 2017 at 6:30 p.m. (McCloskey Room)
- c. Technical Advisory Committee – November 29, 2017 at 10:00 a.m. (McCloskey Room)
- d. Citizens Advisory Committee – November 29, 2017 at 6:30 p.m. (McCloskey Room)
- e. 2040 MTP Final Public Open House – November 30, 2017 at 6:00 p.m. (Council Chambers)
- f. Policy Committee – December 8, 2017 at 1:30 p.m. (Council Chambers)
- g. Policy Committee – December 15, 2017 at 1:30 p.m. (Council Chambers)

Adjournment

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To: BMCMPO Policy Committee

From: Pat Martin
Senior Transportation Planner

Date: November 31, 2017

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

The Bloomington Public Transportation Corporation (BPTC) requests two amendments to the FY 2018-2021 TIP. The proposed amendments include:

Replacement of key elements of the HCAV system at the BPTC Grimes Lane Facility (DES# TBD)
This project will fund multi-year capital replacement through an FTA Section 5307 Grant.

BTPC Grimes Lane Facility – HVAC Key Element Replacements (DES# TBD)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2018	5307	\$120,000.00	\$30,000	\$150,000
CN	2019	5307	24,960	6,240	31,200
CN	2020	5307	25,958	6,490	32,448
CN	2021	5307	26,997	6,749	33,746
Totals			\$197,915	\$49,479	\$247,394

Add one (1) additional BT Access vehicle to the two (2) previously programmed vehicles in the FY 2018-2021 TIP (DES#1500495, 1500496, 1700768, 1700769)

This project will fund the acquisition of three (3) BT Access vehicles through FTA Section 5307/5310 Grants.

Add One (1) Additional BT Access Vehicle to the two (2) Previously Programmed Vehicles					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2018	5307/5310	\$128,800	\$36,200	\$165,000
CN	2019	5307/5310	104,832	26,208	131,040
CN	2020	5307/5310	109,025	27,256	136,282
CN	2021	5307/5310	113,386	28,347	141,733
Totals			\$465,043	\$118,011	\$583,054

Requested Action

Recommend approval of the proposed FY2018-2021 Transportation Improvement Program amendments by the BMCMPO Policy Committee.

The Citizens Advisory Committee and the Technical Advisory Committee recommended approval of the amendments in November 2017 meetings.