



POLICY COMMITTEE

June 14, 2019

1:30 - 3:00 p.m.

Council Chambers (#115)*

- I. Call to Order
- II. Approval of the Minutes*
 - a. May 10, 2019
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- V. Reports from the MPO Staff
 - a. FY 2020 Unified Planning Work Program
 - b. FY 2020 – 2024 Transportation Improvement Program
 - c. SR45 Corridor – SR45-46 Bypass to Russell Road – Status Update
- VI. Old Business
- VII. New Business
 - a. FY 2018 – 2021 & FY 2020 – 2024 Transportation Improvement Program Amendments*
 - (1) DES# 1901448 – District-Wide Bridge Terminal Joints Asphalt Patching
 - b. Monroe County - Southwest Corridor Study Findings & Final Recommendations
 - c. Area 10 Rural Transit - Transit Route Optimization Findings & Final Recommendations
 - d. Bloomington Transit - Route Optimization Study Findings & Final Recommendations
 - e. Bloomington Transit - Maintenance/Operations Facility Condition Assessment Study Findings & Final Recommendations
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
 - a. Technical Advisory Committee – June 26, 2019 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – June 26, 2019 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – August 9, 2019 at 1:30 p.m. (Council Chambers)

Adjournment

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

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.



POLICY COMMITTEE

May 10, 2019

1:30 - 3:00 p.m.

Council Chambers (#115)*

Policy Committee in Attendance: Jim Ude, Lisa Ridge, Mayor John Hamilton, Sarah Ryterband, Margaret Clements, Kent McDaniels, Jason Banach, Kate Wiltz, Julie Thomas

Staff: Pat Martin, Ryan Clemens

- I. Call to Order
- II. Approval of the Minutes*
 - a. April 12, 2019
Thomas moved to approve the April 12 minutes. Wiltz seconded
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - (1) Ryterband reported on the CAC meeting.
 - b. Technical Advisory Committee
 - (1) Lew May reported on the TAC meeting.
- V. Reports from the MPO Staff
 - a. FY 2020 Unified Planning Work Program – Approved
 - (1) Martin reported on the approval of the FY 2020 Unified Planning Work Program. The INDOT approved the FY 2020 UPWP and is currently waiting for an INDOT Contract.
 - b. FY 2020 – 2024 Transportation Improvement Program – Awaiting Final Approval
 - (1) Martin reported on the TIP submission to INDOT and an approval pending final review.
- VI. Old Business
- VII. New Business
 - a. FY 2018 – 2021 & FY 2020 – 2024 Transportation Improvement Program Amendments*
 - (1) DES# 1801948 – District-Wide Bridge Maintenance at Various Locations
 - (2) DES# 1900554 – Funding for 2020 – 2023 for Continuation of Statewide HELPERS Program Performed by LTAP
 - (3) DES# 1702957 – Industrial Park Extension/Vernal Pike Connector Road
 - (4) DES# 1900409 – Garrison Chapel Road INRD RR DOT 29244E near Bloomington

Martin presented on the FY 2018 – 2021 & FY 2020 – 2024 Transportation Program Amendments. Martin further discussed the HELPERS project and indicated that most benefit from this statewide project will not be seen in the BMCMPPO MPA. Discussion ensued.

Ryterband moved to approve the FY 2018 – 2021 & FY 2020 – 2024 Transportation Improvement Program Amendments. Wiltz seconded. Motion passes by voice vote.
- VIII. Communications from Committee Members (*non-agenda items*)

- a. Ridge introduced Monroe County resident Scott Faris who voiced concerns about the SR 45 corridor between the SR 45/SR 46 intersection and Russel Road. Discussion ensued.
- b. Topic Suggestions for Future Agendas

IX. Upcoming Meetings

- a. Technical Advisory Committee – May 22, 2019 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee – May 22, 2019 at 6:30 p.m. (McCloskey Room)
- c. Policy Committee – June 14, 2019 at 1:30 p.m. (Council Chambers)

Adjournment

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

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To: BMCMPPO Policy Committee

From: Pat Martin & Ryan Clemens

Date: June 7, 2019

Re: FY 2020 – 2024 Transportation Improvement Program Amendment

The Indiana Department of Transportation (INDOT) requests one (1) amendment to the FY 2020 – 2024 TIP currently pending approval by INDOT for the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) includes the following:

Seymour District-wide Bridge Terminal Joints Asphalt Patching – DES#1901448

This project will fund bridge construction maintenance at various locations throughout INDOT’s Seymour District in FY 2020.

Seymour District-wide Bridge Terminal Joints Asphalt Patching (DES#1901448)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2020	NHPP	\$3,694,292	\$923,573	\$4,617,865
Total			\$3,694,292	\$923,573	\$4,617,865

Requested Action

Recommend approval of the FY 2020 – 2024 TIP Amendment consistent with recommendations of the Citizens Advisory Committee and the Technical Advisory Committee on May 22, 2019.

PPM/pm

STIP AMENDMENT and/or MODIFICATION REQUEST

Date: 29-Apr 2019

Amendm
modificat

Requestor: Robin Bolte

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2019	2020	2021	2022	Remarks	Letting Date	MPO
INDOT	1901448	Various	Asphalt Patching	Various locations in the Seymour District	Various	Seymour		NHPP	Bridge	CN	3,694,292	923,573		4,617,865			To repair Bridge Terminal Joints throughout the Seymour District	02/05/20	BMCMPO

LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 WB	(265)I265-07-07400 JWBL	049654	006+910	Y	2	12	4	2	2	172	86	S	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 EB	(265)I265-08-07403 EBL	049655	007+990	Y				2	2	172	86	S	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 WB	(265)I265-08-07403 JWBL	049656	008+.012	Y	2	12	4	2	2	172	86	S	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 EB	(265)I265-08-02620 EBL	049657	008+.740	Y				2	2	220	110	S	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 WB	(265)I265-08-02620 JWBL	049658	008+.764	Y	2	12	4	2	2	172	88	S	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 EB	(265)I265-07-02621 EBL	070530	007+.150	Y	2	12	4	2	1	110	55	S	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 WB	(265)I265-07-02621 JWBL	070540	007+.178	Y	3	12	4	2	1	110	55	S	0	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 EB	(265)I265-07-07402 EBL	070550	007+.255	Y				2	2	224	112	S	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 WB	(265)I265-07-07402 JWBL	070560	007+.278	Y	2	12	4	2	2	172	86	S	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 EB	(265)I265-07-07340 EBL	070570	007+.402	Y	2	12	4	2	2	172	86	S	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 265 WB	(265)I265-07-07340 WBL	070580	007+.417	Y	2	12	4	2	2	172	86	S	1	1
NORTH VERNON	SR 750	750-40-02771	080488	114+-0.724	Y				2	2	112	56	S	0	1
NORTH VERNON	SR 750	750-40-09774	080634	116+-1.139	Y				2	2	112	56	S	0	1
SCOTTSBURG	US-31	031-72-03389 B	009070	33+.704	Y				2	2	96	48	U	0	1
SCOTTSBURG	I-65 NB	165-035-04237 ENBL	034990	32+.376	Y				2	2	168	84	I	1	1
SCOTTSBURG	I-65 SB	165-035-04237 ESBL	035000	32+.376	Y				2	2	168	84	I	1	1
SCOTTSBURG	I-65 NB	165-035-04240 CNB	035010	34+.621	Y				2	2	168	84	I	1	1
SCOTTSBURG	I-65 SB	165-035-04240 JBSB	035020	34+.621	Y				2	2	168	84	I	1	1
SCOTTSBURG	I-65 NB	165-035-04241 BNBL	035030	35+.196	Y				2	2	168	84	I	1	1
SCOTTSBURG	I-65 SB	165-035-04241 BNSL	035040	35+.196	Y				2	2	168	84	I	1	1
SCOTTSBURG	I-65 NB	165-035-02225 CNBL	035050	36+.422	Y				2	2	168	84	I	1	1
SCOTTSBURG	I-65 SB	165-035-02225 JCSB	035060	36+.422	Y				2	2	208	104	I	1	1
SCOTTSBURG	I-65 NB	165-035-04242 BNBL	035070	37+.208	Y				2	2	216	108	I	1	1
SCOTTSBURG	I-65 SB	165-035-04242 BSBL	035080	37+.232	Y				2	2	216	108	I	1	1
SEYMOUR	US-31	(11)31A-36-01677F	010250	41+.121	Y	2			2	2	124	62	U	0	1
SEYMOUR	US-31	(11)31A-36-06729 A	010260	41+.588	Y	2			4	2	192	48	U	0	1
SEYMOUR	US-31	(11)31A-36-06730 A	010270	42+.052	Y	2			4	2	192	48	U	0	1
SEYMOUR	I-65 NB	165-045-03889 DNBL	035120	45+.676	Y				2	2	120	60	I	1	1
SEYMOUR	I-65 SB	165-045-03889 DSBL	035130	45+.676	Y				2	2	120	60	I	1	1
SEYMOUR	I-65 NB	165-045-03890 ENBL	035140	45+.853	Y				2	2	120	60	I	1	1
SEYMOUR	I-65 SB	165-045-03890 ESBL	035150	45+.853	Y				2	2	120	60	I	1	1
SEYMOUR	I-65 NB	165-045-03891 CNBL	035160	46+.322	Y				2	2	120	60	I	1	1
SEYMOUR	I-65 SB	165-045-03891 CSBL	035170	46+.322	Y				2	2	120	60	I	1	1
SEYMOUR	I-65 NB	165-045-04251 BNBL	035190	47+.716	Y				2	2	120	60	I	1	1
SEYMOUR	I-65 SB	165-045-04251 BSBL	035200	47+.716	Y				2	2	120	60	I	1	1
SEYMOUR	I-65 NB	165-045-04253 DNBL	035210	049+.471	Y				2	2	176	88	I	1	1
SEYMOUR	I-65 SB	165-045-04253 DSBL	035220	049+.495	Y				2	2	176	88	I	1	1
									186		18298	9061		65	97

West Approach Only
West Approach Only

Monroe County – Rural Transit Service Optimization Study

**Overview of Findings and Recommendations
June 2019**

Rural Transit Service Analysis

Performance Indicators

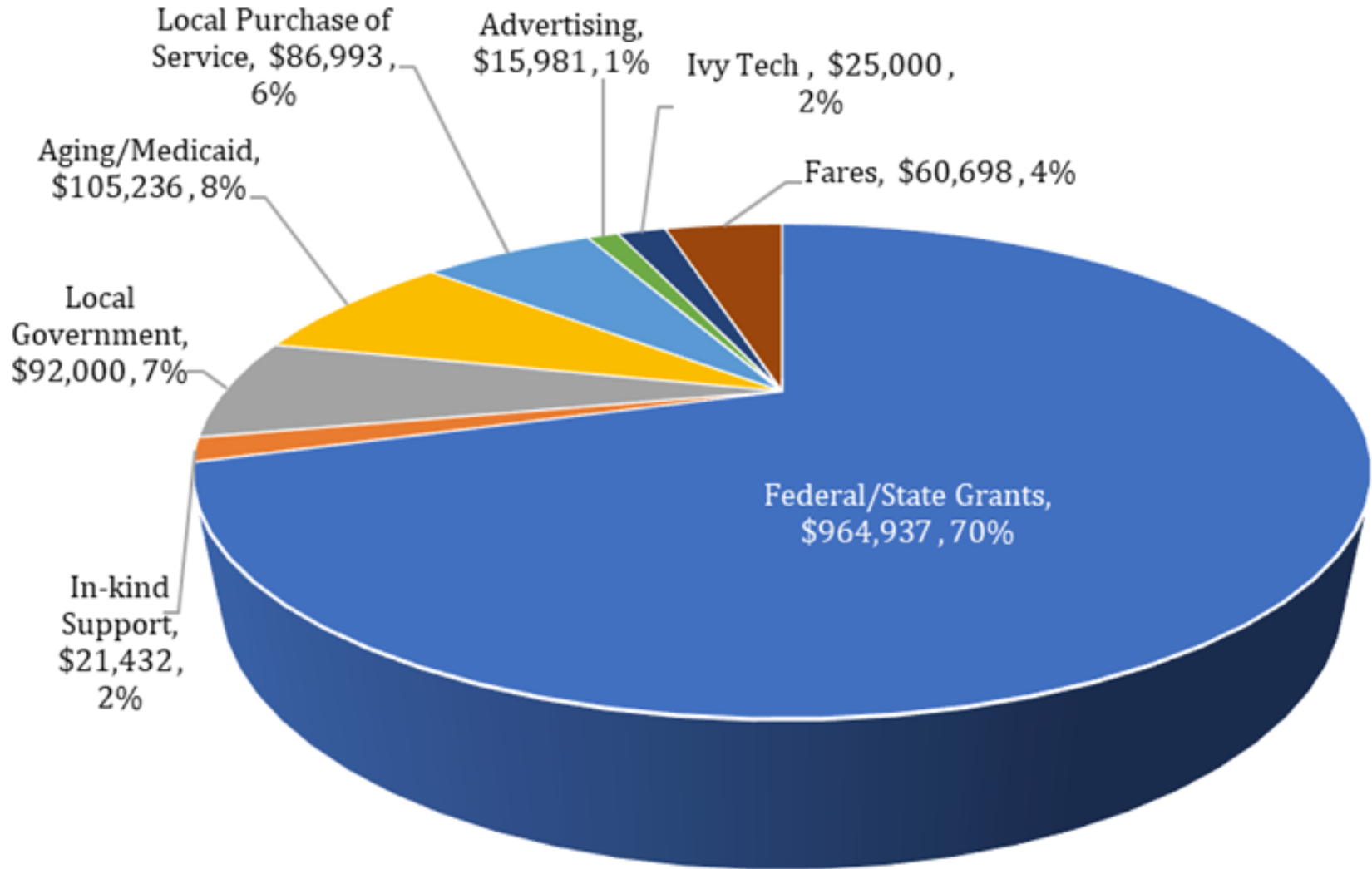
- ◆ Door to Door Provides 1.95 Passenger Boardings Per Revenue Hour
- ◆ Express Route Provides 3.52 Passenger Boardings Per Revenue Hour
- ◆ Both Values Are Within a Normal Productivity Range for These Service Types

Rural Transit Service Analysis

Performance Indicators

- ◆ Overall Cost Per Passenger Boarding Has Increased
 - 2016: \$14.12
 - 2017: \$15.40
 - 2018: \$17.81
- ◆ Study Recommendations Are Intended to Increase Productivity and Cost-Efficiency

2018 Rural Transit Revenue



2018 Rural Transit Expense

- ◆ Labor: \$710,000
- ◆ Benefits: \$149,247
- ◆ Services: \$30,000
- ◆ Materials/Supplies (Includes Fuel):
\$229,000
- ◆ Utilities: \$45,569
- ◆ Casualty & Liability: \$90,000
- ◆ Indirect Expenses: \$213,806
- ◆ Other: \$6,800

Community Input

- ◆ Public and Stakeholder Input was Gathered Through 3 Public Meetings, Stakeholder Interviews and a Survey
- ◆ The Community Supports Public Transit Options for County Residents in Rural and Urban Areas
- ◆ There Is Particular Interest in Transit for People Unable to Drive Due to Age, Disability or Lack of a Vehicle

Recommendations

- ◆ Population Density is Low in Areas Outside the Bloomington Urbanized Area (UZA)
- ◆ Fixed Route Transit Is Not Likely to Generate Strong Ridership in Areas Outside the UZA
- ◆ There Is Some Level of Transit Need Throughout the County, so Rural Transit Should Continue to Offer Countywide Door to Door Service

Service Concept #1

Adopt a Cost Allocation Model

- ◆ Analyze Operating Data and Expenses to Calculate Rural Transit Cost per Unit
- ◆ Use Calculations to Estimate Costs of Services that Rural Transit Adds, Changes or Eliminates
- ◆ Use the Cost Model to Generate Pricing for Contracted Service for Stone Belt and Other Organizations Eligible to Purchase Service

Service Concept #2

Expand Door to Door Capacity

- ◆ Add More Vehicle-Hours of Door to Door Service
- ◆ Increase Capacity at High-Demand Times (6:00 AM to 8:00 AM and 2:00 PM to 6:00 PM)

Service Concept #3

Replace Express Route with “Park 48 Connector”

- ◆ Instead of Connecting with BT Downtown, Use a Transfer Point on the West Side of Bloomington
- ◆ Run a Shorter, Higher-Frequency Point Deviation Service

Service Concept #3

- ◆ This Change Would Result in Estimated Savings of \$109,542
- ◆ This Savings Should Be Reinvested Primarily in the Door to Door Expansion
- ◆ Following Slide Shows a Sample Map
 - Blue Line is Park 48 Connector
 - Red Line is Area Where Bloomington Transit Transfer Point Could Be

Service Concept #3



Service Concept #4

Shopper Shuttle Expansion

- ◆ Rural Transit Currently Offers a Weekly Shopper Shuttle on the West Side of Monroe County
- ◆ This Concept is A Weekly Shopper Shuttle That Takes Residents of the East Side of Monroe County to College Mall

Service Concept #5

Transportation Scheduling Software

- ◆ Rural Transit Currently Schedules Door to Door Rides through Google Calendar
- ◆ Google Is Free, but Limited in Functionality
- ◆ Rural Transit Can Increase Productivity (Boardings per Vehicle Hour) by Using Transportation Scheduling Software

Service Concept #5

Transportation Scheduling Software

- ◆ Software Capital Cost is Up to \$100,000
- ◆ Software Annual Maintenance/Support Cost is \$10,000 to \$30,000
- ◆ Peer Systems Have Significantly Increased Ridership and Cost-Efficiency Through Acquiring Scheduling Software

Service Concept #5 - Alternative

Transportation Scheduling Software

- ◆ Bloomington Transit Has Paratransit Scheduling Software for BT Access
- ◆ Rural Transit and Bloomington Transit Could Explore Whether It is Feasible for RT to Utilize BT's Software Remotely

Service Concept #6

Revised Staffing Model

- ◆ After the Adoption of Software, Rural Transit Should Evaluate its Level of Staffing for Data Entry and Reservations/Scheduling
- ◆ Adequate Reservations/Scheduling Staffing is Important for Customer Service – Potentially, No Changes Would be Made

Service Concept #7

New Marketing Efforts

- ◆ Rural Transit Should Invest a Small Amount of the Savings from Eliminating the Express Route into Community Awareness and Outreach
- ◆ Expenses Would Include Updated Brochures, Branding and Community Outreach

Regional Commuter Service Concepts

- ◆ Two Additional Service Concepts Are Provided for Consideration
- ◆ Meant as community alternatives, not specifically Rural Transit provision
- ◆ These Services are Beyond the Current Scope of Rural Transit and Would Involve Partnership with Other Agencies

Regional Commuter Service Concept #1

Vanpool Program

- ◆ A Commuter Vanpool Program Would Help Rural Residents Get to Work in Bloomington
- ◆ Vanpools are Groups of 5-15 Commuters Who Ride to Work in Vans
- ◆ One of the Commuters is the Driver (There is No Paid Driver)

Regional Commuter Service Concept #1

Vanpool Program

- ◆ Vanpool Costs are Typically Subsidized by Government Funding and/or Employers
- ◆ Central Indiana Regional Transportation Authority (CIRTA) Operates the Commuter Connect Carpool/Vanpool Program
- ◆ 4 Vanpools in CIRTA's Program Currently Travel from Bloomington to Indianapolis Each Weekday

Regional Commuter Service Concept #1

Vanpool Program

- ◆ Commuter Connect Has Recently Expanded Vanpooling to the City of Columbus
- ◆ The City of Columbus Covers the Cost of the Columbus Expansion
- ◆ Commuter Connect's Vans are Leased from Enterprise Rideshare

Regional Commuter Service Concept #2

Demand-Response Employment Rides Program

- ◆ New Program to Provide Rides to Work for People with Low Incomes in Rural Areas
- ◆ Collaboration of Rural Transit, 1 or More Local Employers, and a Non-Profit Organization that Focuses on Supporting People in Achieving Economic Self-Sufficiency

Regional Commuter Service Concept #2

Demand-Response Employment Rides Program

- ◆ This Program Would Be a Dedicated Employment-Focused Service Operated Under Contract to the Partner Non-Profit
- ◆ A One-Vehicle Program Is Estimated to Cost \$46,869 Per Year
- ◆ Interested Stakeholders Would Need to Identify a Funding Source

Contact Information

- ◆ The Full Report is Available from Chris Myers, President/CEO, Area 10 Agency on Aging
 - (812) 876-3383 ext. 503
 - cmyers@area10agency.org

Thank you!