



**POLICY COMMITTEE**

January 10, 2020

1:30 – 3:00 p.m.

Council Chambers (#115)\*

- I. Call to Order
- II. Nominations and Election of Officers for Calendar Year 2020
  - a. Chair
  - b. Vice-Chair
- III. Approval of the Minutes\*
  - a. November 8, 2019
- IV. Communications from the Chair
- V. Reports from Officers and/or Committees
  - a. Citizens Advisory Committee
  - b. Technical Advisory Committee
- VI. Reports from the MPO Staff
  - a. CY 2020 Policy Committee Meeting Schedule
  - b. Metropolitan Planning Organization 101
- VII. Old Business
- VIII. New Business
  - a. INDOT 2020 Safety Performance Targets\*
  - b. FY 2020 - 2024 Transportation Improvement Program Amendment\*
    - (1) DES#1902020 – Traffic Signal Visibility Improvements at various locations in Monroe County
  - c. BMCMPPO Metropolitan Transportation Plan Update
    - (1) Proposed Development Timetable
    - (2) Purpose and Need
    - (3) Anticipated Plan Content
- IX. Communications from Committee Members (*non-agenda items*)
  - a. Topic Suggestions for Future Agendas
- X. Upcoming Meetings
  - a. Technical Advisory Committee – January 22, 2019 at 10:00 a.m. (McCloskey Room)
  - b. Citizens Advisory Committee – January 22, 2019 at 6:30 p.m. (McCloskey Room)
  - c. Policy Committee – February 14, 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](mailto:human.rights@bloomington.in.gov).*



**POLICY COMMITTEE**

November 8, 2019

1:30 - 3:00 p.m.

Council Chambers (#115)

Policy Committee present: Jason Banach, Lew May (proxy), Geoff McKim (proxy), Becky Packer (proxy), Terri Porter (proxy), Lisa Ridge, Sarah Ryterband, Pamela Samples, Julie Thomas, Adam Wason,

Staff Present: Pat Martin, Ryan Clemens, Desiree King

I. Call to Order

McKim moved to approve the agenda as written, Ryterband seconded. Motion carried by voice vote. 9:0 – Approved

II. Approval of the Minutes\*

a. October 11, 2019

\*\*Ryterband moved to approve, McKim seconded. Motion carried by voice vote. 8:0:1 – Approved

III. Communications from the Chair

IV. Reports from Officers and/or Committees

a. Citizens Advisory Committee - Ryterband reported on the CAC meeting.

b. Technical Advisory Committee - May reported on the TAC meeting.

V. Reports from the MPO Staff

a. BMCMPPO Bylaws Update – Working Group Summary

(1) The group met October 31<sup>st</sup>. A second meeting will convene in late November/early December. Staff will report on input from the TAC and CAC and a 30-day comment period will follow. Feedback is welcome from the public and all MPO committees.

Thomas joined the meeting.

b. INDOT4U – SR45 Letter Responses

(1) Martin reported on the three letters received and Packer reported on the two projects scheduled to be submitted in January.

c. November 2019 CAC and TAC meeting schedules

(1) Clemens reported that the TAC and CAC meetings will advance one week to November 20<sup>th</sup> given the Thanksgiving holiday.

d. Public Participation Plan Update

(1) Martin reported that Staff are communicating with working groups on bylaw updates. Updates of the Public Participation Plan and the Title VI plan will begin shortly after bylaw updates. Changes will not be substantial, just minor word changes. Ryterband asked for clarification on Title VI. Martin says Title VI ensures no discrimination occurs against any person in any program or activity that receives Federal funds.

## VI. Old Business

## VII. New Business

### a. Complete Streets Policy – Review and Update

- (1) Martin reported. One segment requires annual review of the policy itself and Staff will have minor changes to recommend in 2020. Staff took the currently adopted plan before CAC and TAC for review and comment. The current policy shall remain unchanged since the staff did not receive any comments. Clements commented through a letter just prior to today's meeting. Martin will evaluate the letter before reporting on it to the Policy committee. Discussion ensued between Martin and McKim about any substantial changes made.

### b. Bloomington Transit Route Optimization Study – Recommended Service Scenario (<https://bloomingtontransit.com/route-optimization-study-new/service-scenario-3/>)

- (1) May reported. At the June Policy Committee meeting a consultant presented the study. The public hearings process is underway from the study results. The public provided ample feedback. May shared future meeting dates and aim to begin implementing in August 2020. Ryterband asked if the dates are on the website and May confirmed this. McKim asked about cost savings for reduced existing evening hours. May says a cost-neutral study was conducted and the consultant re-allocated low demand times/locations to higher demand times/locations. Bloomington Transit is considering “microtransit,” similar to rideshare programs to replace evening service. A pending grant will fund a demonstration for one year. The Indiana University campus bus service has partnered with Bloomington Transit for microtransit use. Martin detailed the funds allocated and displayed the proposed map that was included in the meeting's packet. Discussion ensued among staff and the Policy committee about proposed route changes.

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

### a. Topic Suggestions for Future Agendas

- (1) McKim asked INDOT what are the opportunities for public engagement on the bypass project. Packer and Chris Walton, also from INDOT, explained that once a consultant is in place, a public comment period can occur. Discussion ensued over the process.

## IX. Upcoming BMCMPPO Meetings

- a. Technical Advisory Committee – November 20, 2019 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee – November 20, 2019 at 6:30 p.m. (Kelly Room)
- c. Policy Committee – January 10, 2019 at 1:30 p.m. (Council Chambers)

## X. Adjournment

\*\*Thomas moved to adjourn, Ryterband seconded.

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



## 2020 Meeting Schedule

	<b>POLICY COMMITTEE</b>	<b>TECHNICAL ADVISORY COMMITTEE</b>	<b>CITIZENS ADVISORY COMMITTEE</b>
<b>January</b>	1/10/2020; 1:30pm	1/22/2020; 10:00am	1/22/2020; 6:30pm
<b>February</b>	2/14/2020; 1:30pm	2/26/2020; 10:00am	2/26/2020; 6:30pm
<b>March</b>	3/13/2020; 1:30pm	3/25/2020; 10:00am	3/25/2020; 6:30pm
<b>April</b>	4/3/2020; 1:30pm	4/22/2020; 10:00am	4/22/2020; 6:30pm
<b>May</b>	5/8/2020; 1:30pm	5/27/2020; 10:00am	5/27/2020; 6:30pm
<b>June</b>	6/12/2020; 1:30pm	6/24/2020; 10:00am	6/24/2020; 6:30pm
<b>July</b>	Summer Recess - No Meetings		
<b>August</b>	8/14/2020; 1:30pm	8/26/2020; 10:00am	8/26/2020; 6:30pm
<b>September</b>	9/11/2020; 1:30pm	9/23/2020; 10:00am	9/23/2020; 6:30pm
<b>October</b>	10/9/2020; 1:30pm	10/28/2020; 10:00am	10/28/2020; 6:30pm
<b>November</b>	11/13/2020; 1:30pm	11/18/2020; 10:00am	11/18/2020; 6:30pm
<b>December</b>	Winter Recess - No Meetings		

*Meetings are held at:* City of Bloomington City Hall at the Showers Complex  
 Policy Committee - Council Chambers; Suite 115  
 Technical & Citizens Advisory Committees - McCloskey Room; Suite 135  
 401 N Morton Street  
 Bloomington, IN 47404

# **“MPO 101”**

## **The Purpose & Function of a Metropolitan Planning Organization (MPO)**



# MPO 101 Overview

## Key Concepts

- MPOs – What, Why, Who?
- Functions & Products
- Structure
- Best Practices
- Challenges
- Resources
- Discussion

# MPO 101 Overview

## Key Concepts

- Fiscal Constraint
- Public & Stakeholder Involvement
- Collaboration
- Multimodalism/Intermodalism
- Transportation – Land Use Connection
- Transportation – Economic Vitality Connection
- System Management & Operations (M&O)
- Safety & Security

# MPOs - **What**, Why, Who?

## What is an MPO?

- A Metropolitan Planning Organization (MPO) is a transportation policy-making and planning body with representatives of local, state & federal government and transportation authorities
- Required in urbanized areas of 50,000+ residents
- Ensures federal spending on transportation occurs through a comprehensive, cooperative and continuing (“3-C”) process
- Variety of organizational arrangements – “hosted” by another agency; stand-alone; existing agency designated as MPO by the Governor





# MPOs - What, **Why**, Who?

## Why an MPO?

- Transportation investment means allocating scarce transportation funding resources appropriately
- Planning must reflect the region's shared vision for its future
- Requires a comprehensive examination of the region's future and investment alternatives
- MPO **facilitates collaboration** of governments, interested parties and residents

# MPOs - What, Why, **Who?**

## Who is the MPO?

- Elected Officials
- State Agencies (e.g., DOTs and others)
- Municipalities, Counties, Regional Agencies
- Transit Operators
- Public
- Federal Agencies (e.g. FHWA, FTA)
- Private Sector Representatives
- ADA Accessibility
- Other Interest Groups

# MPO – Functions, Process, Products

## MPO Core Functions

- Establish a fair & impartial setting
- Evaluate multi-modal transportation alternatives
- Development of a Long Range Transportation Plan (LRTP)
- Development of a Transportation Improvement Program (TIP)
- Involve the public residents and key affected sub-groups (Public Participation Plan)

# MPO – Functions, Process, Products

## The MPO Process

- Regional Vision & Goals
- Alternate Improvement Strategies – Operations & Capital
- Strategies Evaluation & Prioritization of Strategies
- Maintenance of a Long-Range Transportation Plan
- Maintenance of a Transportation Improvement Program
- Project Development and supportive project advancement monitoring
- System Operation

# MPO – Functions, Process, Products

## MPO Products (All Performance Monitoring)

- *Unified Planning Work Program (UPWP)*
  - 2 Year Time Horizon
  - Includes Planning Studies, Tasks, Budget
  - Update Requirements = Annual
- *Transportation Improvement Program (TIP)*
  - 5-Year Time Horizon
  - Includes Transportation Investment Projects
  - Local Project Federal Funding Sources: STBG (80/20); TA (80/20); HSIP (90/10)
  - Update FAST Act Performance Measures = Every 2 years; project amendments as required
- *Long-Range Transportation Plan (LRTP)*
  - 20-Year Minimum Time Horizon
  - Includes Future Goals, Strategies & Projects
  - Update Requirements = Every 5 years

# MPO – Functions, Process, Products

## *Unified Planning Work Program*

- Reflects local planning priorities
- Lists studies & tasks to be performed by MPO and/or member agencies with MPO funds
- Covers at least one year
- Funding sources for each planning study/task
- Basis for planning (PL) funding & FTA 5303 (planning) transferability
- Delivery schedules
- Responsible agencies for each study/task
- Often includes a “preamble” element explaining a purpose and need



# MPO – Functions, Process, Products

## *Long Range Transportation Plan*

- Statement of region's transportation systems investment priorities and plans
- Minimum 20-year time horizon
- Focused on systems level planning & intermodal/multimodal in nature
- Clearly links with regional land use, development, housing & employment goals & plans
- Emphasizes safety, the efficient use of the existing transportation system, and preservation
- Consistent with Statewide Transportation Plan
- Conforms with State Implementation Plan (SIP in non-attainment areas only) for Air Quality
- Fiscally-constrained prioritized listing of projects



# “Typical” MPO Structure

## MPO Policy Committee (“The MPO”)

- Locally Elected & Appointed Officials
- Modal representatives
- State Agency Officials
- Interest Group Representatives
- Tribal Governments



# “Typical” MPO Structure

## Technical Advisory Committee

- An advisory body to the MPO Policy Committee for transportation issues, primarily technical in nature
- Oversees MPO staff technical work and develops recommendations on projects and programs for Policy Committee consideration
- Meets on a regular schedule
- Usually comprised of staff-level technical officials of local, state & federal agencies, Citizens Advisory Committee, MPO professional staff

# “Typical” MPO Structure

## Citizens’ Advisory Committee

- Often acts in an advisory capacity to MPO on public participation strategies and offers “real world” feedback on issues of jurisdictional concern
- May meet regularly to review and develop plans, and also assists in organizing and managing public meetings and comments
- Comprised of members of the public
  - Often appointed by localities & MPO Policy Board
  - May include representatives of community, environmental & other interested organizations

# MPO Operating Procedures

## MPO Operations

- Decision-making processes
- Effective & ongoing public involvement

## Decision-Making

- MPO process is designed to be “bottom-up” from stakeholders
- Leadership is critical to progress
- Policy Committee must clearly delineate roles & responsibilities of committees & staff (through adoption/maintenance of Bylaws)



# MPO Operating Procedures

## Effective Public Involvement

- *Public Participation Plan (PPP)*
  - Required document
  - Must clearly define process, strategy and responsibilities for ensuring continuous public input and education opportunities
  - Public involvement methods stressed in current federal funding bill
- Innovation in public involvement can enhance the process and make it more cost-effective

# MPO Operating Procedures

## Effective Public Involvement Examples

- Interactive & social media websites
- Videos/Animation
- Public Access TV
- Electronic communications
- Telephone “hotlines”
- Speakers & Speakers’ kits
- Local liaisons
- Community meetings
- Interactive workshops/open houses
- Resident surveys
- Newsletters/media releases
- Other efforts to reach the “under-involved”

# MPO Operating Procedures

## MPO Best Practices

- Considerable innovation across MPOs in many different topics
- Small MPOs are sometimes among the leaders being more agile and closer to stakeholders
- Worth considering best practices for lessons learned and local applicability

# MPO Operating Procedures

## Themes of MPO Best Practices

- Creativity & innovation in public & stakeholder involvement
- Focus on consensus-building on priorities & actions
- Innovation - use planning tools & process to effectively address hot topics in the region (e.g., visualization)
- Aggressively monitor & report on regional transportation system performance measures
- Develop plans, projects and work programs within a strategic framework
- Strong leadership is the most important determinant of MPO success

# MPO Operating Procedures

## MPO Challenges

- “Meeting fatigue” – MPO participants, citizens, professional staff
- Coordination among different players in MPO process (and knowing who they are!)
- Staying on top of emerging issues and requirements – federal, state, local
- Balancing management of in-house work and consultant tasks
- Achieving organizational goals with limited financial and staff resources



# MPO 101 - Resources

## Additional MPO Informational Resources

- *The Metropolitan Transportation Planning Process: Key Issues - A Briefing Notebook for MPO Board Members* (Nov. 2001)
- Transportation Planning Capacity Building Program - [www.planning.dot.gov/metro.asp](http://www.planning.dot.gov/metro.asp)
- Association of Metropolitan Planning Organizations (AMPO) - [www.ampo.org](http://www.ampo.org)
- National Transportation Research Board (NTRB) on Metropolitan Policy, Planning and Processes - [www.trb.org](http://www.trb.org)

# MPO 101 - Questions

- Questions?
  - Questions?
  - Suggestions?
  - Suggestions?
- 
- Contact Bloomington-Monroe County Metropolitan Planning Organization
    - BMCMPPO: [mpo@Bloomington.in.gov](mailto:mpo@Bloomington.in.gov)
    - Pat Martin: [martipa@Bloomington.in.gov](mailto:martipa@Bloomington.in.gov)
    - Ryan Clemens: [clemensr@Bloomington.in.gov](mailto:clemensr@Bloomington.in.gov)



**To:** BMCMPO Policy Committee  
**From:** Pat Martin  
Senior Transportation Planner  
**Date:** January 3, 2020  
**Re:** INDOT Safety Target Performance Measures Letter

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The Indiana Department of Transportation (INDOT) and all Indiana Metropolitan Planning Organizations (MPOs) must adopt Safety Performance Measures by February 28, 2020 to achieve compliance with the USDOT Fixing America's Surface Transportation Act ("Fast Act") requirements. Indiana MPOs have the option of agreeing to support INDOT targets or develop urbanized-area specific targets based upon defined measurable, statistical crash data and vehicle miles of travel.

The BMCMPO staff recommends the support of INDOT safety performance measures as the most prudent and feasible alternative.

A proposed support letter to INDOT is as follows:

*"The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) has elected to plan and program projects so that they contribute towards the accomplishments of the Indiana Department of Transportation's 2020 maximum safety target for the performance measures listed below:*

- *Number of Fatalities*
- *Number of Serious Injuries*
- *Fatality Rate*
- *Serious Injury Rate*
- *Total Number of Non-Motorized Fatalities and Serious Injuries*

*The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) agrees to support the 2020 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2020 safety maximum targets based on five-year rolling averages are:*

- *Number of Fatalities = **965***
- *Number of Serious Injuries = **3,628***
- *Fatality Rate (fatalities per 100 million miles traveled) = **1.154***
- *Serious Injury Rate (serious injuries per 100 million miles traveled) = **4.342***
- *Total Number of non-motorist fatalities and serious injuries = **420***

*The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) will support the safety maximum targets by incorporating planning activities, programs, and projects in the 2040 Metropolitan Transportation Plan and the FY2020 - 2024 Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on January 10, 2020."*

**Requested Action**

Recommend approval of the proposed INDOT maximum Safety Target Performance Measures letter and an accompanying Adoption Resolution to achieve FAST Act compliance by February 28, 2020.

PPM/pm

**Appendix A**  
**Technical Background**  
**Indiana Department of Transportation Calculation Methodology**

**Number of Fatalities Maximum Target Calculation Methodology**

For the purpose of comparison to the State Highway Safety Office (SHSO) Annual Report, the 5-year average performance target is based on a projected calendar **2020 maximum value of 965** as described in the following methodology.

“Baseline projections are calculated using fatality counts and applying an equation to generate predictive values for 2019-2020. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of two years. The equation is of the form  $[y = A*\ln(x) + B]$ . The resulting equation is then adjusted to more closely fit recent peak years by shifting the value of B to produce a matching value for the recorded peak. INDOT estimates seven (7) fatalities annually may be influenced by every 0.1% change in annual unemployment. Recent economic forecasts indicate an additional decrease in annual unemployment of 0.2% during the 2018-2020 period can be reasonably anticipated in Indiana. Consequently, the fatality count projections include an additional seven (7) fatalities each year in anticipation of an improving economic climate influencing greater risk-taking and unfortunately increased severe crash outcomes.”

**Data Source:** Fatality Analysis Reporting System, 2009-2015 FARS Final File Count, 2016 FARS Annual Report File, 2017 Indiana State Police FARS Report.

**Number of Serious Injuries Maximum Target Calculation Methodology**

For the purpose of comparison to the SHSO annual report, the 5-year average performance target listed above is based on a projected calendar **2020 maximum value of 3,628** as described in the following methodology.

“Baseline projections are calculated using incapacitating injury counts (or estimations) and applying an equation to generate predictive values for 2014-2018. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of four years. The equation is of the form  $[y = A*\ln(x) + B]$ . The resulting equation is then adjusted to more closely fit recent peak years by shifting the value of B to produce a matching value for the recorded peak.”

**Data Source:** Automated Reporting Information Exchange System (ARIES), 2009- 2013 the “As reported” count of “Incapacitating Injuries”, 2014-2017 an estimated count amounting to 7.2% of all non-fatal injuries.

**Fatality Rate Methodology**

For the purpose of comparison to the SHSO annual report, the 5-year average performance target listed above is based on a projected calendar **2020 maximum value of 1.154** as described in the following methodology.

“Estimated/Predicted values for 2018-2020: The FHWA approved VMT for 2017 was significantly lower than the INDOT reported value there for an adjustment was made

to the projection of annual Vehicle Miles Traveled (VMT) growth rate estimates. For 2018 a growth of 1.2% was used as in past years however for each of the next two years growth is estimated to be 1.05% to account for the effect on projections due to the last FHWA approved (2017) VMT of 817.52 hundred million VMT. INDOT's Technical Planning Support & Programming Division estimates VMT by averaging the last 5 years of Annual Growth Rates for each of five factor groups and then averaging them. The Office of Traffic Safety uses those predicted annual estimates along with estimated fatalities then evaluated with the projected VMTs for their respective future years to produce predicted fatality rates per 100-million VMT."

**Data Source:** Fatality Analysis reporting System, The NHTSA calculated and reported values through 2016.

### **Serious Injury Rate Methodology**

The INDOT calculated and reported values through 2013. Using estimated incapacitating injuries and the FHWA VMT values for 2014-2018. The 5-year average performance target listed above is based on a projected calendar **2020 maximum value of 4.342** as described in the following methodology.

"Estimated/Predicted values for 2017-2020: The FHWA approved VMT for 2017 was significantly lower than the INDOT reported value there for an adjustment was made to the projection of annual Vehicle Miles Traveled (VMT) growth rate estimates. For 2018 a growth of 1.2% was used as in past years however for each of the next two years growth is estimated to be 1.05% to account for the effect on projections due to the last FHWA approved (2017) VMT of 817.52 hundred million VMT.

INDOT's Technical Planning Support & Programming Division estimates VMT by averaging the last 5 years of Annual Growth Rates for each of five factor groups and then averaging them. The Office of Traffic Safety uses those predicted annual estimates for incapacitating injuries along with the projected VMTs for their respective future years to produce predicted fatality rates per 100-million VMT."

**Data Source:** Automated Reporting Information Exchange System (ARIES).

### **Total Number of Non-Motorist Fatalities and Serious Injuries Methodology**

The 5-year average performance target listed above is based on a projected calendar **2019 maximum value of 420** as described in the following methodology.

"Baseline projections of Non-Motorist Fatalities are calculated using FARS Fatality counts and applying an equation to generate predictive values for 2018-2020. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of two years. The equation is of the form  $[y = A \cdot \ln(x) + B]$ . The resulting equation is then adjusted to more closely fit recent peak years by shifting the value of B to produce a matching value for the recorded peak.

Non-Motorist incapacitating injuries are projected logarithmically as above for 2019-2020 with non-motorist incapacitating injuries projected as 13% of projected all non-motorist non-fatal injuries."

**Data Source:** A Fatality Analysis Reporting System (Non-motorist persons), 2009-2014 FARS Final File Count, 2016-2017 FARS Annual Report File, 2018 Indiana State Police FARS Report, Automated Reporting Information Exchange System (ARIES) (Non-motorist persons),\* 2009-2013 the “As reported” count of “Incapacitating Injuries”, 2014-2018 an estimated count amounting to 13% of all non-fatal injuries.

\*In addition to persons classified as pedestrians or pedal-cyclists, persons classified as animal drawn vehicle operators are included in the calculation. This is due to the significant number of crashes involving these vehicles across Indiana (Based on (Target Year 4) to (Target Year) 5-year average. For example, for the 2019 reporting period the target year is 2020 (displayed above table for this question). The footnote would read “Based on 2016 – 2020 5-year average”.)



**To:** BMCMPO Policy Committee

**From:** Pat Martin, Ryan Clemens

**Date:** January 3, 2020

**Re:** FY 2020 - 2024 Transportation Improvement Program (TIP) Amendment

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INDOT requests one (1) amendments to the BMCMPO FY 2020-2024 TIP. The proposed amendment includes:

***Traffic Signal Visibility Improvements at various locations in Monroe County – Safety (DES#1902020).***

This project will improve traffic signal visibility at the following locations located within Monroe County: SR 45 and Leonard Springs, SR 45 and Walmart, SR 48 and Curry Rd., SR45 and Airport Rd., SR48 and Park Square, SR48 and Daniels Way, SR48 and SR 48 and Hartstraight Rd., SR 46 (Main St) and Sale, SR 46 (Temperance) and Sale, SR 46 and Smith Pike, SR 46 and Union Valley, SR 46 and Matthews, SR 46 and Arlington Rd., SR 46 and SR 446, SR 37 and Victor Pike, SR 37 and Walnut, SR 46 and Clarizz, SR 46 and Kingston, SR 46 and Pete Ellis, and SR 45/SR 46 at 17th St.

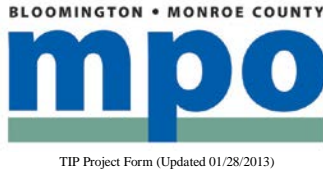
<b>Traffic Signal Visibility Improvements I Monroe County (DES#1902020)</b>					
<b>Project Phase</b>	<b>Fiscal Year</b>	<b>Federal Source</b>	<b>Federal Funding</b>	<b>State Match</b>	<b>Total</b>
CN	2023	HSIP	\$540,000	\$60,000	\$600,000
<b>Totals</b>			<b>\$540,000</b>	<b>\$60,000</b>	<b>\$600,000</b>

**Requested Action**

Recommend the addition of the presented projects to the BMCMPO FY2020-2024 Transportation Improvement Program amendments for the January 10, 2020 BMCMPO Policy Committee meeting.

PPM/pm





## Transportation Improvement Program Project Request Form

**NOTE:** This form must be completed in its entirety in order for a new project to be considered for inclusion into the Transportation Improvement Program (TIP) *OR* to make changes to an existing project already programmed in the TIP.

Please complete all parts, including signature verification, and attach all support materials before returning to BMCMPPO staff at the address listed below.

Mail: Bloomington/Monroe County MPO  
401 N. Morton Street Suite 160  
PO Box 100  
Bloomington, IN 47402

-OR-

email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)  
fax: (812) 349-3535

### 1. Public Agency Information (Fill in all applicable fields):

- Monroe County     City of Bloomington     Town of Ellettsville     INDOT  
 Rural Transit     Indiana University     Bloomington Transit     \_\_\_\_\_

Contact Name ([ERC](#)): Brad Williamson Phone: 812-524-3971 \_\_\_\_\_

Fax: Address: 185 Agrico Lane, Seymour IN

Email: [bwilliamson@indot.in.gov](mailto:bwilliamson@indot.in.gov)

### 2. Project Information (Fill in all applicable fields):

- Project Name: Signal Visibility Improvement    DES Number: 1902020
- Is this project already in the TIP?     No     Yes
- Project Location (detailed description of project termini or attach an illustration): Various intersections in Monroe County in the Seymour District.
- Brief Project Description: Traffic Signal Visibility Improvement
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): \_\_\_\_\_
- Allied Projects (other projects related to this one): \_\_\_\_\_
- ITS Components: Does the project have an Intelligent Transportation Systems component? \_\_\_\_\_  
If so, is the project included in the [MPO's ITS architecture](#)? \_\_\_\_\_

### 3. Financial Plan

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

*Note: Fiscal Years run from July 1 to June 30 (For example, FY 2014 starts 7/1/13 and ends 6/30/14).*

Phase	Funding Source	FY 2019	FY 2020	FY 2021	FY 2022	Outlying Years
PE		\$	\$	\$	\$	\$
	STP	\$	\$	\$		\$
	State	\$	\$	\$		\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$ 600,000
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
<b>Totals:</b>		\$	\$	\$	\$	\$

- Construction Engineering/Inspection:**

Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections?  Yes  No  N/A

- Year of Implementation Cost:**

Has a four percent (4%) inflation factor been applied to all future costs?  Yes  No

### 4. Complete Streets

- New Projects:** If this is a new project to be included in the TIP and the Complete Streets policy is applicable, then Section 4 **MUST** be completed.
- Existing Projects:** If this project is already included in the currently adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of Section 4 must be updated and resubmitted for consideration.
- Not Applicable:** If this project is not subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

**Complete Streets Applicability and Compliance** – Check one of the following:

**Not Applicable – If Complete Streets Policy is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

**Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation. *Additional Information items 1-8 (below) must be submitted for compliant projects.*

**Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items 1, 4-8 (below) must be submitted for exempt projects.* Reason for exemption: \_\_\_\_\_

**Additional Information** – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” For any sections marked as unknown, information should be submitted as soon as it is available.

- 1) **Detailed Scope of Work** – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to: transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design components in relation to current conditions, during implementation/construction, and upon project completion.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.)
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) **Key Milestones** – Identify key milestones (approvals, permits, agreements, design status, etc.)
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list.

## 5. Signature Verification

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

\_\_\_\_\_  
Signature

04/07/2016  
Date

**STIP AMENDMENT and/or MODIFICATION REQUEST**

Date: 21-Oct 2019

Amendmen  
modificatio

Requestor: Robin Bolte

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2020	2021	2022	2023	2024	Remarks	Letting Date	MPO
INDOT	1902020	Various	Traffic Signal Visibility Improvements	Various locations in Monroe County	Monroe	Seymour		HSIP	Safety	CN	540,000	60,000				600,000		Amend CN phase in FY 2023 to current TIP/STIP	03/04/20	BMCMPPO



**To:** BMCMPPO Technical Advisory Committee and Citizens Advisory Committee

**From:** Pat Martin and Ryan Clemens  
BMCMPPO Staff

**Date:** January 3, 2020

**Re:** 2045 Metropolitan Transportation Plan – Background & Adoption Schedule

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**Background**

The BMCMPPO staff shall initiate public development of the *2045 Metropolitan Transportation Plan* (2045 MTP) with the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC) beginning in January 2020.

The *2045 Metropolitan Transportation Plan* will replace the current *2040 Metropolitan Transportation Plan* that currently guides BMCMPPO transportation policy and investment decisions.

The 2045 MTP shall require formal adoption by the Policy Committee by no later than November 2020 in order to meet federal and state mandated deadlines and so there are no disruptions in the MPOs ability to manage federal funds for local transportation projects.

**Adoption Schedule**

The production and adoption schedule that will result in completion of the process by the end of 2020 is as follows:

- January Policy Committee background and adoption schedule
- January TAC/CAC background & schedule; review Vision, Goals, Objectives
- March Public Workshops #1 and #2 in Ellettsville and Bloomington
- August Public Workshops #3 and #4 in Ellettsville and Bloomington
- September Draft 2045 MTP legal advertisement & website posting
- September Final Public Workshops #5 and #6 in Ellettsville and Bloomington
- September Review of Draft 2045 MTP by TAC/CAC and recommendations
- **October 13 Adoption of 2045 MTP by PC**
- October 16 Submission of Adopted 2045 MTP to INDOT/FHWA/FTA
- November INDOT approval of BMCMPPO 2045 MTP

**Requested Action**

The BMCMPPO staff requests comments from the Policy Committee regarding the outlined *Draft 2045 Metropolitan Transportation Plan* adoption schedule.