



# Evansville Metropolitan Planning Organization

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Bradley G. Mills, P.E., Executive Director

## EVANSVILLE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE MINUTES

Regular meeting held at 4:00 p.m. in Room 301  
Civic Center Complex – Administration Building  
Evansville, Indiana

June 5, 2008

### ROLL CALL

#### Members Present (voting):

Steve Melcher, Mayor Jonathan Weinzapfel, Jack Corn, William Hubiak, Lloyd Winnecke, John Stroud, Pam Drach, Ted Merryman, Ed Ziemer,

#### Members Absent (voting):

Jeff Korb, Nova Conner, Cynthia Burger, Greg Meyer

#### Members Present (non-voting):

Jay DuMontelle

#### Members Absent (non-voting:)

Karl B. Browning, Robert F. Tally, Scott Deloney, Marisol Simon, Andy Minyo, Jose Sepulveda, Bernadette Dupont, Bill Nighbert, Daryl Green, John Goins

#### Evansville MPO Staff Present:

Brad Mills, Laura Lamb, Kari Akin, Rob Schaefer, Dave Stensaas, Seyed Shokouhzadeh, Craig Luebke

#### Others Present:

Micah Austin, Ted Miller

### APPROVAL OF MINUTES

**Mr. Corn:** I would like to call to order the Evansville Metropolitan Planning Organization Policy meeting. The first item on the agenda is the approval of minutes from the previous meeting. Is there a motion for approval? (Motion was made by Mr. Melcher and seconded by Mr. Winnecke.) SO ORDERED.

### OLD BUSINESS

## **A. PROJECT UPDATE**

### **CITY OF EVANSVILLE**

#### **Green River Road – Lincoln Avenue (STP-U/local funded) UNDER CONSTRUCTION**

**Ms. Lamb:** The Board of Public Works has issued a Notice to Proceed for the consultant to begin additional right-of-way services which include preparation of title and encumbrance reports.

#### **Vann Avenue – Lincoln Avenue (CMAQ/local funded):**

**Ms. Lamb:** This project has been added to INDOT's website with a proposed letting date of August 6, 2008.

#### **Ohio Street ITS Project (CMAQ/local funded):**

**Ms. Lamb:** Bids received during the May 8, 2008 letting were all over the engineer's estimate. The agreement with CSX and the contract with INDOT were approved at the Board of Public Works meeting on May 29, 2008. Details concerning the cost increase have been resolved and the construction contract award is being finalized.

**Mr. Corn:** Are those going to be signs on both sides of Ohio Street at the Fulton Avenue side and the other side too?

**Mr. Ziemer:** Yes, and at NW Second.

**Mr. Corn:** Thank you.

#### **Pigeon Creek Greenway Passage Project-Phase 3 (TE/local funded):**

**Ms. Lamb:** In May, the Parks Dept. was awarded a \$900,000 grant from the Indiana Dept. of Natural Resources. This funding, which must be used for construction purposes this year, will be used to advance the Greenway starting at the Animal Control Shelter on Uhlhorn Avenue and proceed northwest to the Kratzville/Fulton Avenue bridge.

### **VANDERBURGH COUNTY**

#### **Oak Hill Road – Bergdolt Road (CMAQ /local funded):**

**Ms. Lamb:** This project is ready for construction and a proposed letting date of July 8, 2008 has been requested.

#### **Cross Pointe Blvd. Extension (locally funded):**

**Ms. Lamb:** The County Commissioners awarded the contract for construction of this project to Summit Civil Services, Inc. for a low bid of \$6,098,088.20 at their May 20, 2008 meeting. Some details with the

railroad have yet to be finalized, but the contractor is proposing to start construction during the week of June 16, 2008.

Upper Mt. Vernon Road – Red Bank Road (HES funded):

**Ms. Lamb:** This project was let for construction on May 8, 2008 to Mounts Electric, Inc. of Evansville for a low bid of \$31,832.41.

**WARRICK COUNTY**

Epworth Road (local funded):

**Ms. Lamb:** We have Phase 2, which is south of Oak Grove Road to SR 66. This project has been added to INDOT's website with a proposed letting date of September 4, 2008.

**INDOT PROJECTS**

SR 62, Warrick County (STP/INDOT funded):

**Ms. Lamb:** We will start off with the State Road 62 project in Warrick County. Phase I, which was the western city limits of Chandler to 6<sup>th</sup> Street in Chandler, the construction is now complete.

**Ms. Lamb:** Moving to Phase III, this is just west of Boonville to Locust Street in Boonville. The construction on that is primarily complete with no additional traffic restrictions expected.

**Ms. Lamb:** Now back up to Phase II, this is the remaining section, 6th Street in Chandler to just west of Boonville. According to INDOT, a portion of this phase has been separated out in order to begin construction on the first three miles from Chandler to Eskew Road, in 2009. The remaining portion, now Phase IV, which includes the intersection at SR 261 and the Norfolk Southern railroad overpass, will begin construction in 2010. I have included in the next page an INDOT flyer we received. It gives some highlights on Phase II, the new Phase II. It says: "During construction of additional travel lanes, traffic will be allowed to travel in both directions and access to homes and businesses will be maintained. Two 12-foot wide lanes will be built in each direction on SR 62 with the 16-foot wide continuous two-way left turn lane in the center and 11-foot shoulders. The general alignment of existing SR 62 will be maintained. Two residential and two commercial relocations will be necessary. Phase II is located less than one-half mile north of the Boonville Airport, so INDOT will coordinate with the FAA to ensure air space and flight paths will not be adversely affected by construction." Then further down on the page, it gives some information on the new Phase IV, which is County Road 300 W, or Eskew Road, to the intersection of SR 61, will involve straightening SR 62 and eliminating the at-grade intersection with the Norfolk Southern railroad by building a bridge over the railroad. The intersection of SR 62 with SR 261 will also be redesigned during Phase IV.

SR 66, Warrick County (NHS/INDOT funded):

**Ms. Lamb:** This is Phase III, which is French Island Trail to Yankeetown Road. This project has been added to INDOT's website with a proposed letting date of December 10, 2008.

SR 66 Corridor Planning Study (MPO PL/local funded):

**Ms. Lamb:** I have added a new project to the project update. It is the SR 66 Corridor Planning Study. This will be funded with MPO PL funds and local funds. This corridor improvement study is to include access management and controlled access upgrades for SR 66 from the US 41 southern junction (Lloyd Expressway) in Evansville to Yankeetown Road in Warrick County. INDOT has posted an RFP on their website with a target date for submittal of June 10, 2008.

**KYTC PROJECTS**

US 41A/Green Street Widening (STP funded):

**Ms. Lamb:** A project kickoff meeting was held on May 30, 2008, and completion of the study is expected early in 2009. Are there any questions about any of these projects or any additional discussion?

**Mr. Corn:** Thanks Laura.

**B. FY 2009 & 2010 Unified Planning Work Program (approval requested)**

**AND**

**C. FY 2009 Evansville MPO Budget (approval requested)**

**Ms. Akin:** The next two items were tabled from our May meeting. Since then, we have met with several of the Policy Committee members and answered their questions about the budget and UPWP budget. In the future, we will present the proposed budget and include the previous two years approved budgets for references at the April meeting. Then we will bring it to the May meeting for approval. This will allow Committee members at least 30 days to review the budget and address any questions that they may have. Do you have any questions about the UPWP?

**Mr. Corn:** Can we approve both of them at the same time or do we need to approve them separately? Are there any questions? If not, I will entertain a motion for approval for both items. (Motion was made by Mr. Winnecke and seconded by Mayor Weinzapfel.) SO ORDERED.

**NEW BUSINESS**

**A. Authorizing Resolution New Vendor ID for FTA TEAM System**

**Ms. Akin:** The Evansville Metropolitan Planning Organization requests approval to obtain a new vendor ID in the name of "Evansville Metropolitan Planning Organization" for the FTA internet-based grant management TEAM system. This would allow us to draw down our funds for Section 5316 and 5317 for our administrative purposes and for our application processes that we do for Section 5316 and 5317. This would also allow any vendor or subrecipient that will receive 5316 funds or 5317 funds, to not have to set up a new vendor code. They could just go through us and we would handle the distribution of the funds. Currently, HART and METS each have a vendor ID and they use it for their 5307 funds. If they were awarded 5316 and 5317 funds, they would go through their own vendor. But this vendor is for us. Does anyone have any questions?

**Mr. Corn:** Is there a motion to approve? (Motion was made by Mr. Merryman and seconded by Mr. Stroud.) SO ORDERED.

**B. Section 5316 JARC HART Application (approval requested)**

**AND**

**C. Section 5317 New Freedoms Application for HART (approval requested)**

**Mr. Schaefer:** The MPO requests approval of HART Section 5316 Job Access Reverse Commute application and HART Section 5317 New Freedoms application. HART applied for JARC funds to acquire one 30 foot fixed route bus that will serve the shopper shuttle route. The shopper shuttle serves retail centers such as Eastgate Shopping Center, Gardenside Shopping Center, Hoffman Plaza and Audubon Village. HART applied for the New Freedoms Funds to acquire one demand response van. This van has a design load lift of 800 pounds which exceeds the ADA requirement of a 600 pound lift. These capital grants require 20 percent local match. JARC and New Freedoms are annual, formula-based FTA grant programs. The MPO is the designated recipient for these programs. Earlier this year, the MPO sent out packets to 55 organizations regarding the application process for the JARC and New Freedoms programs. We also published legal ads and posted information on the MPO website. The MPO received one JARC application and two New Freedoms applications. Through scoring criteria, the two HART projects are recommended for funding. The funds being obligated today are 2006 and partially 2007 funds. There are 2007 and 2008 funds available for future projects, and we are planning to have another funding round later this year in the fall. After this year, funding rounds will occur at least annually.

**Mr. Corn:** Are there any questions? We are going to take these motions together. Is there a motion to approve? (Motion was made by Mr. Stroud and seconded by Mr. Hubiak.) SO ORDERED.

**D. Program Management Plan (approval requested)**

**Mr. Schaefer:** The Program Management Plan is the FTA required document describing the MPO's administration of the Section 5316 Job Access Reverse Commute (JARC) Program and the Section 5317 New Freedoms Program. It outlines the duties and responsibilities of the MPO and of the subrecipients. Administrative and policy duties of the MPO include but are not limited to coordination, creation of the application and supporting material in a fair, easily understood funding process that is open to all who are interested in applying, notification of available funding to potential subrecipients, project application assistance, eligibility determination, and insuring compliance with the federal requirements of procurement, financial management, project reporting and civil rights. The subrecipient also has the duties to perform that include but are not limited to using federal funds for the approved eligible project in a timely manner, milestone reporting, and quarterly and annual financial reporting. The MPO requests approval of the Program Management Plan.

**Mr. Corn:** Are there any questions? Is there a motion to approve? (Motion was made by Mr. Ziemer and seconded by Mr. Hubiak.) SO ORDERED.

**E. FY 2008-2011 TIP Administrative Modifications**

i Henderson Riverfront Development Project

ii Henderson Area Rapid Transit Revision

**Mr. Luebke:** We have two administrative modifications to the 2008-2011 TIP. The first request was from KYTC, the Henderson Riverfront Development Project. Cost estimate for FY 2008 to be revised to reflect an increase in preliminary engineering cost and an equal reduction in construction cost. The total 2008 costs for the project remain the same.

**Mr. Luebke:** The second administrative modification is for Henderson Area Rapid Transit. They request vehicle acquisitions currently listed in the TIP be revised to reflect update fiscal years and funding sources. A replacement bus scheduled for FY 2009 is going to be replaced with the acquisition of an ADA demand response vehicle in FY 2008. That will use Section 5317 New Freedoms funds. A replacement bus scheduled for FY 2011 using 5307 Capital Assistance funds will also be acquired in FY 2008 using Job Access Reverse Commute funding. The cost of those vehicles is \$65,000 for the demand response vehicle. That is \$52,000 in federal funding and a 10% state and local match of \$6,500 each. The bus vehicle is \$165,000. That is \$132,000 in federal funding, \$16,500 in state and local funding each. These do not need approval. They are just administrative modifications.

**Mr. Corn:** Are there any questions? Thank you, Craig.

**OTHER BUSINESS**

**Rezoning:**

Docket No: R-2008-8    1413 Fountain Avenue    B & S Home Improvement, LLC

**Mr. Mills:** This is a change in zoning from an M-3 to R-2 for a residential unit. The change to R-2 from M-3 will have no significant impact on the existing transportation network.

Docket No: R-2008-9    320 Harriet Street    B & S Property Management, LLC

**Mr. Mills:** This is a request to rezone from R-4 to C-1 for retail office, apartments and off-street parking. It should access the lot and have maneuvering on the site and not any backing into or out of the roadway.

Docket No: R-2008-10    356 S. Red Bank Road    Wagner Investment Properties

**Mr. Mills:** This is a request to rezone from R-1 to R-3. Currently, there are three apartment units in there which would require the R-3 zoning. The change in zoning should not have any significant impact on the roadway network.

**Mr. Corn:** Were these grandfathered in?

**Mr. Mills:** No, they were not. That is why they have to get it rezoned.

Docket No: R-2008-11     2318 W. Franklin Street     David and Betty Blaser

**Mr. Mills:** This is a request to downzone from C-4 to C-2 to install some apartments in the upper unit. We have seen a lot of this going on along Franklin Street, and we encourage it. It should have no significant impact on the roadway network.

Henderson Land Development Committee Item

**Mr. Mills:** We had one item from Henderson. That was for us to review a site plan for the Thornton's Fueling Center and Convenience Store at 940 N. Green Street at Tenth Street. Our recommendation was to move the access on Green Street further north to better accommodate trucks. They are expanding some pumps out to the north. With that, we could not see, based on their plan, how the tanker trucks would be able to maneuver on site without backing into or out of the roadway network. So that was our recommendation and we are waiting to see a revised plan.

**CITIZEN REQUESTS**

Complaint #108050101

**Mr. Mills:** We have one citizen request from the City of Evansville. This was on New York between Virginia and Columbia. This was a request to install "children at play" signs to control the speed. It is not recommended that we use those types of signs. Our recommendation is to not install those. We recommend that it be monitored by the police to help control speeding in the area. Typically, those types of signs would be for an emergency situation. If you have a curve or something of that nature, you would put up a sign to go slow, but to basically follow the speed limit, that is what the speed limit sign is posted for.

Complaint #107062701

**Mr. Mills:** This request is for Vanderburgh County for Green River Road and Spring Valley Road intersection. It was a request that we study the intersection to see if dedicated left turn signal phases could be installed. We did study that. We worked with Dave Savage who does the signal timings in Evansville and Vanderburgh County. Based on the study, there are not enough volumes there to warrant it. We will continue to monitor it and work with Mr. Savage. At the time that it would warrant those left turn signal phases, we would get those installed.

**Mr. Corn:** Is that the one there by, where is Spring Valley?

**Mr. Mills:** At the top right is the new Schnucks at Lynch Road and Green River Road.

**Mr. Corn:** Okay. Any questions? Thank you.

## **APPROVAL OF BILLS**

**Mr. Corn:** Is there a motion to approve the bills. (Motion was made by Mr. Melcher and seconded by Mr. Stroud.) SO ORDERED.

## **PUBLIC COMMENTS**

**Mr. Corn:** I understand we have someone from Partners in Caring. Do they wish to speak? No.

**Mr. Stensaas:** This is an informational item. The threshold for unhealthy air quality levels has been reduced as a result of federal revision of the ground level ozone pollution standard, which was reduced from 80 ppm to 75 ppm. Therefore, the Indiana Dept. of Environmental Management will likely be calling more air quality action days this ozone season. Ozone levels are expected to peak from June 16<sup>th</sup> to 30<sup>th</sup>. Ozone forms at ground level in the warmest months when emissions and gas vapors bake together in the atmosphere. Since one of the objectives of our regional long range transportation plan is to encourage initiatives that seek to reduce air pollution and improve our local air quality, I would like to pass along some news on an event called the "Ozone Knockout" that the IDEM is undertaking this summer to educate Indiana residents about ozone pollution. The staff from IDEM's office of Air Quality will be at the Freedom Festival on June 27<sup>th</sup>. They will be handing out promotion items and doing face painting at their booth. To keep air quality clean this summer, IDEM wants Hoosiers to modify their daily routine during the last two weeks of June. IDEM encourages us to take action on days that ozone levels are expected to be elevated. Build-up of ozone at the ground level can make breathing difficult for anyone. Children, the elderly and people with heart and lung problems are especially sensitive. We can make a difference in our air quality by making small changes during the two-week Ozone Knockout. Reducing energy use and driving habits can mean fewer emissions and less ozone. Some transportation actions that can help reduce ground level ozone formation are limiting engine idling time to 30 seconds, parking cars instead of using drive-throughs, carpooling, using public transportation, walking or riding bicycles, and reducing how much you drive especially during rush hour or on hot days. For more ozone reduction tips, a list of Ozone Knockout events, or to sign up to receive air quality action day notifications, visit [www.idem.in.gov](http://www.idem.in.gov).

**Mr. Corn:** Thanks, Dave.

**Mr. Mills:** Our project update, just for information for you and also the people watching on television, is on our website. So if you didn't quite catch what Laura read, you have an opportunity to go to our website. Also, on your desks, you received a copy of the Transportation Planning Process Key Issues. That was distributed by Federal Highway that I received at the state-wide transportation planning meeting with Kentucky yesterday. So please take a look at that and if you have any questions, give me a call.

Meeting adjourned.