



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

March 4, 2010

ROLL CALL

Members Present (voting):

Don Walker, Mayor Jonathan Weinzapfel, Ed Ziemer, Steve Melcher, Greg Meyer, Russell Lloyd, Jr., William Hubiak, Russell Sights, Don Williams, Cynthia Burger, Pam Drach, Nick Hall

Members Absent (voting):

Jack Corn

Members Absent (non-voting:)

Michael Reed, Robert F. Tally, Scott Deloney, Marisol Simon, Andy Minyo, Jose Sepulveda, Bernadette Dupont, Joe Prather, Keith Damron, John Gowins, Janice Osadczuk

Evansville MPO Staff Present:

Brad Mills, Craig Luebke, Laura Lamb, Kari Akin, Rob Schaefer

Others Present:

Robert Howard, Mark Rigney, Jim Wilsbacher, Myedo Hussain

APPROVAL OF MINUTES

Mr. Melcher: 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 Ms. Burger and seconded by Mr. Lloyd.) SO ORDERED.

OLD BUSINESS

PROJECT UPDATE

CITY OF EVANSVILLE

Pigeon Creek Greenway Passage Project:

Ms. Lamb: We are going to add some information about the Pigeon Greenway that was discussed this morning at the Tech meeting. On Section 3C-2 that goes from Franklin Street to Lamasco Park at Maryland, that project did make the February 24, INDOT letting. We are still waiting on results of that letting. They also awarded the construction engineering contract to Beam, Longest, & Neff at yesterday's Parks Board meeting.

VANDERBURGH COUNTY

University Parkway: Phase 2 (Upper Mt. Vernon Road to Marx Road)

Ms. Lamb: Construction has begun and the contract completion date is currently set for April, 2011

Burdette Park/University of Southern Indiana Trail Phase 2 (USI campus to south of Broadway Avenue)

Ms. Lamb: Construction will begin as soon as a Notice to Proceed is issued by INDOT. The contract completion date is currently set for November, 2010.

TOWN OF NEWBURGH

Main Street, Jennings Street and Plum Street

Ms. Lamb: Utility relocation is underway and construction is expected to begin around April 1st. The project should be complete by September, 2010.

INDOT PROJECTS

US Highway 41 – Lloyd Expressway Interchange

Ms. Lamb: According to INDOT's website, the letting date for this project has been pushed back to March, 2011. Discussions with the project manager indicate right-of-way acquisition will take approximately two years which may push the letting date back to 2012. In addition, drainage facilities included in the North Phase of the Highway 41 pavement replacement project, which is listed below, must be in place before construction on the interchange can begin.

Mr. Lloyd: There are not that many pieces of property there so why does it take two years?

Ms. Drach: Not knowing how many parcels are affected off the top of my head, but I do know the school is impacted and the residents along the way. There are time periods that require them to have opportunities for the property owners to look over the bid and a variety of things like that.

Mr. Lloyd: Could it be shorter?

Ms. Drach: We certainly will do our best.

US Highway 41, Eagle Creek Slough to SR 66/Diamond Avenue:

Ms. Lamb: This is a pavement replacement project. The North Phase that we just discussed for the Lloyd Expressway to Diamond Avenue, INDOT is projecting this phase to be let in 2011.

Ms. Lamb: The South Phase from the Lloyd Expressway down to Eagle Creek Slough is projected to be let in 2013.

SR 62 (Warrick County): Phase IV (.25 miles west of SR 261 to SR 61)

Ms. Lamb: According to INDOT's website, this project was included on the letting list for the March 3rd letting. Results of that letting are not currently available.

KYTC PROJECTS

US Highway 41A/Green Street – KY 136/Sand Lane

Ms. Lamb: Construction is expected to begin the second week of March, and the contract completion date is currently set for July 31, 2010. That would be all of my updates. Does anybody have any questions about those or any additions?

Mr. Melcher: Any questions? Thank you.

NEW BUSINESS

A. FY 2008-2011 TIP Amendment

DES #0901886

Mr. Luebke: We have one amendment to the 2008-2011 TIP. I will point out that this is an old TIP not the new TIP adopted last month. We are waiting on some final approvals. We did get INDOT's. We are just waiting on Federal Highway to sign off on the new TIP which will then be active and the old TIP will be deactivated. In the interim, INDOT needed us to add DES# 0901886 this on SR 68 to the old TIP. It is a pavement replacement project from 1.58 miles east to 2.18 miles east of SR 57. They are adding the project for preliminary engineering and construction in FY 2010. PE costs are \$10,000 and construction costs are \$1.4M. It is funded at an 80/20 split. This is a project that is included in the new TIP but is not activated yet. It will be quickly amended into the old one so they can move forward in the interim.

Mr. Melcher: Is there any discussion? Is there a motion for approval? (Motion was made by Mr. Sights and seconded by Mr. Williams.) SO ORDERED.

B. FY 2011 & FY 2012 Unified Planning Work Program Expense Summaries

Ms. Akin: In an effort to meet our Kentucky Planning Partners Unified Planning Work Program deadline, we are presenting this to you a month earlier than what we normally do. There is a series of spreadsheets in your packets. The first one is the projected FY 2011 expense summary.

The second page is the projected FY 2012 expense summary. If these tables are approved next month, they will be included in our UPWP. The FY 2012 sheet only includes the Indiana PL funding. We normally do a one year UPWP. The 2009-2010 was the first time we have done a two year. INDOT has liked how well the two year UPWP has gone so they would like us to do another two year UPWP for 2011 and 2012. The Kentucky PL funding, Indiana CMAQ, FTA and any other federal FY 2012 funds that we may receive will be amended into the UPWP next spring. The last sheet is a budget comparison. It shows the approved expense summary from FYs 2008 through 2010. There is also a column that shows the change of percentage between FY 2010 and the proposed FY 2011 summary. The footnotes explain the percentage changes for anything that is greater than 10%. I wanted to give you guys an entire month to look at if you have any questions, because we will need approval next month so that our UPWP can be approved. Our actual budget may vary slightly from this. I am still waiting on different price quotes from our health insurance companies and a couple of other line items. So that may change. But the UPWP is what we need to have approved so that our federal funds can be in contract by July 1st.

Mr. Melcher: Are there any questions?

Ms. Burger: Looking on page 45, for PERF, do we pay or is 10.25% paid in, or did the employees pay their 3%?

Ms. Akin: The full 10.25%.

Ms. Burger: I'm not quite sure I understand direct costs and indirect costs. I see what it is, but why do you do it that way?

Ms. Akin: The reason why we do that, we actually have a cost allocation plan that we have developed. Direct costs are to charge directly to a specific contract. For example, if we do a rural project, those are direct costs. Indirect costs are like postage or copies that we print. Those are split between all the different cost pools, all the different fundings. They are split between FTA, PL, CMAQ just because some of those items, like these meetings, I can't say this goes for our PL.

Ms. Burger: So having it under the salary line is what I am looking at. I am not sure why vacation, why those are,....

Ms. Akin: Because those are our fringe benefits so we also, when we get our reimbursements from PL or SPR or CMAQ, what we do is we have the direct salaries costs, so however many hours we charge to those specific funds, we also add on a rate for fringe to cover....

Mr. Burger: The indirect costs you have, your vacation and holidays and personal leave days are considered an indirect cost in addition to the net salary. I don't understand a net salary.

Ms. Akin: The vacations, holidays and personal leave, that is our direct costs minus, I took out vacations, holidays and personal leave because they are considered fringe costs. So those are actually letter C on the top.

Ms. Burger: On the last page, where it has the percentage of increase and percentage of change for salaries and for fringe benefits, is the 6% because of salary raises or because of increased number of personnel?

Ms. Akin: It is because we have certain people that, we work on a step basis. So it is a 3% overall increase on salaries for next year's cost of living that would take place January 1st. The other 3% is for certain people, I believe we have three or four employees that are going to be increasing their step. Those steps are usually every five years.

Ms. Burger: Like longevity pay?

Ms. Akin: Right.

Ms. Burger: So do we know that it is COLA is 3% next year or is that just what you put in the budget?

Ms. Akin: That is just what we put in the budget.

Ms. Burger: Thanks.

Mr. Ziemer: On the last page, I'm not sure I know what this is "contractual access control" that didn't have any expenditure in 2009?

Ms. Akin: These are special contracts that we do, they are sort of passed through funding that we have. Right now we are working with Bernardin, Lochmueller and Associates for our model that we do. It is not something that gets updated every year. Maybe the last time we did it was 2002. So for 2010 and 2011, it is a two year phase process. I think back in 2008, we were doing a special access study that INDOT was actually going to be paid for that. So these are just special contracts that we have that are every year, usually for special studies that we do.

Mayor Weinzapfel: Why is the 2012 funding about \$300,000 less than the 2011 funding?

Ms. Akin: Right. 2012 only included Indiana PL funding. So I took 2011's budget and kept the Indiana PL funding at the same amount as we had last year. That represents about 75% of our budget. So 2012 is only 75% of what 2011 is because we only know what 75% of our funds are right now which is Indiana PL.

Mayor Weinzapfel: What is the cost per person for health insurance?

Ms. Akin: I believe it is right at \$14,000 per person. But right now I am still waiting on our quotes. We may be adjusting some of the deductibles. Right now we are on a 90/10%. If we need to go down, we are looking at 80/20. Our actual budget will be presented probably in May when all these numbers are more hardcore. These budgets are basically more of an estimate for our Unified Planning Work Program.

Ms. Burger: One more question. To kind of follow up with that, what percentage do employees pay for healthcare?

Ms. Akin: It is \$1.00 per pay period.

Ms. Burger: And \$14,000 is for an individual?

Ms. Akin: That is what it averages out to.

OTHER BUSINESS

A. REZONING:

Docket No: R-2010-2 701-721 W. Columbia St/813-819 First Avenue/812-820 Oakley Street
Otha Warren, petitioner

Mr. Mills: This is in the City of Evansville. This is a request to rezone from R-2, R-4, CO-2 and C-1 to C-4. This is a site that is supposed to be a drug store. Our recommendation is that this site should be designed to provide adequate on-site maneuvering areas to prevent larger commercial vehicles from backing out into or in from the public roadways for access.

Mr. Sights: Is that recommendation based on review of the site plan? Is there adequate acreage to do that per square foot?

Mr. Mills: Yes there is. We did see a detailed preliminary site plan that was submitted to us. It appears that they can do it. But it is one of our standard comments to make sure that when they do their final design, that all the truck maneuvering can happen onsite.

Mr. Sights: I agree, Thanks.

B. SUBDIVISIONS

Docket No: 3-S-2010 Saint Joseph Hills Estate Donald & Debra Gonterman, Owners

Mr. Mills: This is in Vanderburgh County on Saint Joseph Road between Neu Road and Number 3 School Road. You can see with all the flag lots there with the flag poles and the flag up at the top, we have recommended that access to all the lots be shared through the two existing access points to reduce the number of locations where individuals might expect someone to be stopping and turning.

Docket No: 2-MS-2010 R Nunn Acres Robert & Joyce Nunn, Owner

Mr. Mills: This is in the City of Evansville. This is on Stringtown Road, south of Hesmer Road just north of the church. I understand the church is going to acquire that property. Our recommendation was that any ingress or egress easement across the northernmost driveway should be considered if the existing storage shed is to remain on the parent parcel. Access to the remaining parcel should be restricted to Hesmer Road or shared with Lot 1 through the northernmost existing driveway on Stringtown Road. That parent parcel that you see grayed out was broken into two pieces and they have agreed to combine that into one lot so that will help with the access concern that we had.

C. CITIZENS REQUESTS

Request #110010401

Mr. Mills: This is in the City of Evansville at Heidelbach Avenue and Olmstead Avenue. This was a request to install a guard rail barrier on the north side of the curve. It was our recommendation that a guard rail barrier is currently not warranted based on the accident history. However, it can be installed as a preventive measure if funding is available.

Request #109060502

Mr. Mills: This is in the City of Evansville at Bellemeade and Morton Avenues. This was a request to install crosswalks at the intersection. Our recommendation was to install pedestrian crosswalk markings and warning signs on all approaches; and recommending the highly visible “ladder”, “zebra” or “continental” type pavement markings should be used on the Bellemeade Avenue approaches which offers better visibility. On-street parking should not be permitted within 25 feet of the crosswalks installed on Bellemeade Avenue in order to increase pedestrian and driver visibility.

Request #109111901

Mr. Mills: This is in the City of Evansville on Claremont Avenue near Center Avenue. This is a request to install a crosswalk near the intersection. As you can see from the map, we have Woody’s Bar on the bottom left corner and Chilly Willy’s Bar on the top right corner. It is my understanding that a number of patrons walk back and forth in that area. It was our recommendation that the installation of a crosswalk is not recommended at this time without significant safety enhancement including traffic calming measures to reduce the speed. But the installation of a pedestrian advance warning signs in advance of the “area of likely crossing” could help warn motorists of the increased potential of pedestrian traffic. It is also recommended that pedestrian concerns along this corridor be reviewed and enhancements be incorporated into the proposed plan for improvements to this corridor currently listed in the MPO’s Long Range Transportation Plan. Part of our concern with the request is that with that long of a stretch of roadway, pedestrians can cross anywhere. There is really not a defined location. So our concern is that a marked crosswalk wouldn’t be utilized, and people would just cross at any point.

D. FY 2010 2nd QUARTERLY REPORTS

Ms. Akin: In your packets, you have the Indiana and the Kentucky quarterly reports for the second quarter which is October 1st through December 31st. If you have any questions about this, I would be happy to answer them. Also, when I was talking about the UPWP earlier, these quarterly reports have each of these line items in our UPWP. This is just our progress on each of those codes.

Mr. Melcher: Any questions? (None.) Thank you.

E. APPROVAL OF BILLS

Mr. Melcher: I will entertain a motion to approve bills. (Motion was made by Mr. Hubiak and seconded by Mr. Ziemer.) SO ORDERED.

Mayor Weinzapfel: I thought I would update the committee on our federal appropriation request for this year. We have a number of projects that are transportation-related. First, we are looking to purchase a number of hybrid buses. We want to add about six to our fleet. The past several years we have been pretty aggressive in replacing our diesel powered buses with hybrids. This continues that policy. We also are asking for some federal assistance with regards to pedestrian overpass across the Lloyd Expressway roughly at Vann Avenue. It would connect the Armory to the State Hospital grounds. There is already \$1M committed to that project from INDOT. We are hopeful we can get some additional funding to make that project possible. We have also had ongoing discussions about the slack water harbor. Somewhere downstream from ADM there is a possible industrial site and creating some intermodal transportation opportunities. We are asking Congress to support a pretty modest request through the Army Corps of Engineers for about \$100,000 to begin the process of starting this study about such a facility there. We also have a request to help fund the construction of Pigeon Creek Greenway between Glenwood School and Walnut Street. That is property already owned by the City and was in the TIP. That is a project we are interested in as we continue to work to make improvements in the Greenway. The last project that is transportation-related concerns the proposed pedestrian overpass at Bosse High School across US 41. This is a project that this community, the County, the City, the EVSC has been strongly supportive over the years. We currently have pedestrian overpasses serving quite a few schools across Lloyd Expressway such as Reitz, Harrison, Harper, Howard Roosa. There is a pedestrian crosswalk across Diamond Avenue that serves North. I think it is appropriate to have one at this location also because of how busy Highway 41 is. So that is another of our transportation-related requests to Congress looking for some federal assistance. Unfortunately, INDOT is not supportive of that project. I am very disappointed in that. But we will move forward with it regardless.

Mr. Melcher: Any questions?

Ms. Burger: What is the total cost of the request?

Mayor Weinzapfel: Ed, what is the cost for the six buses?

Mr. Ziemer: \$6 million.

Mayor Weinzapfel: Not for six buses.

Mr. Ziemer: \$3 million.

Mayor Weinzapfel: The Pigeon Creek Greenway at Glenwood School is probably about a million dollar project. We would expect the pedestrian crossing walk overpasses are a million and a half a piece.

Mr. Sights: Why would INDOT oppose the Highway 41 Bosse crosswalk?

Mr. Melcher: They have opposed it for 13 years, more than that, 17 years. The best we could ever get out of them is blinking lights and “school” written on the highway. About five or six years ago, they had people out there as cross walking parents. But for some reason, one time we had a chance to get some land donated where McDonald’s currently is to have the overpass cross over and we couldn’t get it then either. So we have been fighting that for a long time. They built the one for Harrison so the kids could get to lunch but we couldn’t get it for Bosse for the kids to get to school. They closed schools for a wreck over here at Harrison.

Mayor Weinzapfel: We should have a nice tie-in with the Greenway going right up the hi-rail corridor which is parallel to US 41. It would be natural to have a pedestrian crosswalk across 41 to serve Bosse High School, especially the idea being to connect Glenwood Middle School to the high school so kids could walk all the way to the high school.

Ms. Drach: There are federal guidelines for where you should consider putting in pedestrian overpasses. We have been working with the City and talking to them about the guidelines and where this project falls within those guidelines. We will continue to work with them. But at this time we don’t support that based on the guidelines.

Mr. Melcher: Any other questions. Now the greenway you said would go up the Hi-rail to Walnut? That is what I thought.

Mr. Mills: If you look on the screen you see that we have posted up the United States Census 2010. I just wanted to remind everyone that the census forms are going to be coming out this month and we encourage everyone to complete their forms. There are 10 questions. It should take you 10 minutes to answer them. In answering these questions and filling out these forms and sending them in weighs heavily on how much funding that we receive in our community. We want to get our share of the federal dollars. We need to count everybody that we can to make sure that we get our share of the money. As you probably know, all the information that the census receives is not allowed to be shared with anyone. Law enforcement doesn’t see it. The President can’t get to it. It is private and confidential information.

Mr. Melcher: Isn’t that going to be mailed out pretty soon?

Mr. Mills: It should be coming out this month and April 1st is Census day. But they will be coming out towards the latter part of the month.

Mr. Melcher: There won’t be any social security numbers or stuff like that on it? They are going to mail them once and if they don’t get it back, they will come to your house?

Mr. Mills: That’s correct.

Mr. Melcher: Any other questions? Well it really means a lot of block grant money. That really means something to the DMD department in the City. So if we don’t have the numbers, we won’t have it. Everybody has to count.

Mr. Sights: So what you are saying is if you don’t want them to come to your house, fill out your form.

Mr. Melcher: Exactly.

Mayor Weinzapfel: We are trying to help save the federal government money.

INAUDIBLE CONVERSATION

Mr. Melcher: I think I was here when they did it to the United Neighborhood Association and they said seven times they are coming. So they miss you once, they will keep trying.

5. PUBLIC COMMENT

Mr. Melcher: Any public comments?

Mr. Rigney: I am Mark Rigney. I have been up here a few times before. I continue to work for Congregations Acting for Justice and Empowerment. We are continuing to focus on public transit issues. I wanted to give you a quick update in the wake of the last real presentation we did here. What we are in the process of doing right now is coordinating with METS officials. I want to thank Ed Ziemer and his staff for working with us. They are going to be providing cost analysis to the County Commissioners' office. I want to thank Steve Melcher and Russ Lloyd, Jr. for helping facilitate that. With an eye toward hitting some very specific numbers of what it would cost to run a bus line up Highway 41 as far north as Ameriqua and also up State Road 57 as far north as the Shoe Carnival Industrial Park. So we are looking at these areas because we are consistently hearing from constituents and from survey results that tell us that there are employees and workers in the City limits who would like to be able to reach employers in the County, and public transportation is the realm of government and this is government. So we are coming to the government, County in particular, in the next 60 days or so with a proposal based on the numbers that METS has been providing and asking them to put these numbers and plans into their 2011 budget. So this is where we are process-wise. As far as public comment, I would sure love to see a crossing over Highway 41. That would be terrific. We hope that the Policy Committee in general will continue to not only do the necessary good work of dealing with intersection improvements and roadwork improvements, but continue to focus on public transportation initiatives. There is a lot of room and in the MPO's own project timelines in the 2035 plan, there are definite plans to continue to expand our connectivity. I know that is happening right now in Warrick County. We look forward to continuing to work with all of you to make that happen. Thank you.

Mr. Melcher: Any questions? (None.) Thank you.

Meeting adjourned.