

CAMPO Policy Board Meeting
March 10, 2014
Meeting Minutes

Attendees:

Jorge Morales – County Council
Zack Ellison – County Plan Commission
Roger Lang – City Plan Commission
Jim Ude / proxy for Tony McClellan – INDOT Seymour District
Rick Flohr – County Commissioner
Mayor Kristen Brown

CAMPO Staff: Laurence Brown

Zack called the meeting to order.

The minutes from the December 9, 2013 meeting were approved with corrections to a few typos.

Jorge Morales made a motion to approve Zack Ellison as Chairman and Roger Lang as Vice Chair for 2014. The motion was seconded by Mayor Kristen Brown. The motion passed with a unanimous vote.

Laurence Brown reported on:

1. Citizen Advisory Committee had met and had 25 attendees.
2. The Technical Committee had met the previous week.
3. The Bike/ Ped Plan Update is expected to be complete by May 1. Mayor Kristen Brown asked who was involved with this plan. Laurence said contractors, and himself. Jorge Morales asked if they had looked at the 17th Street bike lanes. Laurence explained that the intention of the plan is to create a menu of options to make the City more bicycle friendly and identify streets. Jorge Morales would like another set of eyes to look at the 17th Street bike lanes. Mayor Kristen Brown agreed. Laurence Brown stated that this would be solved before moving on to other locations. Mayor Kristen Brown asked when Planning, Engineering and the public would be involved. Laurence stated this is a menu of options to choose from and the public would be involved again in May when the report comes out.

Bike/Ped Plan

Cycle Track
Speed Hump
Diverters
Contraflow Bike Lane
Bike Boulevard

Jorge Morales is concerned about not involving the public enough. Laurence Brown stated there were 3 open houses for the Bike/Ped Plan and that Dave Hayward and Ray-Leigh Stark involved the public. Mayor Kristen Brown is concerned that the public who looked at this plan were the advocates and not the true public.

4. ColumBUS Expansion Improvement Plan

This plan surveys and evaluates routes & hub locations using current resources. The biggest request is for the buses to service the west side of town. Jorge Morales asked if we know who rides the buses and what ages they are and where they get on. Mayor Kristen Brown said that the current depot location is not helpful.

5. Ready to unveil a new website which will be part of the City's website. Along with this will be a portion of the website introducing a Safety Campaign.

6. CAMPO will be hosting the statewide annual MPO conference here in Columbus, October 14-16. Approximately 250, both vendors and staff, will attend. Laurence has hired Paragon Events to assist with planning the event.

7. Carr Hill Road - utilities have been relocated
Indiana Avenue – July letting, start in Fall, complete Fall 2015
Haw Creek People Trail Project – letting July 2016
6 Pedestrian Crossings Project – delayed; waiting on FEMIS approval
 5th & Lindsey will have a Hawk light, first in Columbus
 Marr – Flashing Beacon with island in the middle
Railroad/SR46 – environmental assessment

New Business

1. Administrative Modification 022014 to Bylaws – minor changes to projects in TIP
 - a. 2014-2015 improve signaling along US31, State Street, and Southern Crossing/11
 - b. Bridge at SW corner of the County on SR58, 10 miles west of I65 has been delayed one year.
 - c. Add more money to PE (\$5,500) for 6 pedestrian crossings project
 - d. Will not be using MPO funds for the Clifty Creek Trail project because it would slow down the project. Park Foundation will pay the balance.

Zack asked that the Board move ahead to Resolution 4 because Mayor has to leave.

Resolution 2014-4

Laurence stated that the MPO has 3 products they produce. One is the Statement of Work, a two year plan of what Laurence will do. Part of this is the Complete Network Plan (MTP), which is a 25 year plan to look at every mode of transportation. First, build a Travel Demand Model, then Multi-Model Scenario Planning, where the city looks at all options of how the city will grow and satisfy the movement of people, then come up with a transportation plan from that. In the December 2012 meeting, in the staff report Laurence stated he wanted to do the Complete Network Plan which includes doing the Travel

Model in 2013 and Multi-Model Scenario Planning in 2014, then have the plan update in 2015. A RFP was planned for January 2014, however not completed until August and it was decided to do RFQ instead, because it was important to look at specialty companies that produce travel demand models. Laurence stated that is what he did for 5 years at INDOT. In the minutes of the December 2012 meeting, Laurence stated it may require 3 years and \$250,000. The Statement of Work was approved by this group, goes to INDOT they approve it, then to Federal Highway and they approve it. This is the main product of an MPO, to plan transportation in a long range planning effort.

We went through a process. Roger and Zack were both members of the selection committee to choose a consultant, with Eric Frey, Laurence Brown and Carl Malysz. We went through a substantial process, and Bernardin Lochmueller & Associates (BLA) earned the selection. They can create this in a 2 year process. In 2014, the technical aspects of the Travel Model would be \$115,000. The whole thing would cost \$200,000; the model, scenario analysis, plan and public input, and again this is 80% reimbursed. We talked about this at the last meeting. A travel demand model is needed to make good decisions.

Laurence has split it out into options to consider: \$130,000 for 2014. Laurence has \$130,000 budgeted for this: \$50,000 encumbered from 2013 money and he has \$80,000 set aside for this. Then the \$70,000 for 2015. If we decide not to do \$70,000, Laurence could do that portion. Bloomington and Evansville use travel demand models. Option One for the full contract is \$200,000 and the county is willing to pay 1/3 of local costs. City portion would be \$27,000, county portion \$13,000. Option Two is to split it into \$130,000 for 2014 (travel model & some public input sessions), and then \$70,000 (the plan) for 2015, or Laurence is capable of doing the \$70,000 plan portion once the travel model is finished.

Mayor states that she is not supporting this at this time. Laurence brought this contract to BOW for \$200,000. City does not have this budgeted. She thought it was a \$50,000 contract and that it was encumbered and that it was a requirement. Mayor has learned since that this is a methodology to get to the long term plan. The new City Engineer and Planning Director do not believe it is necessary. She stated it seems extravagant and even if it is 80/20 split we should be responsible for federal dollars too. It is not free money and is hard on the peoples' money. The City has a number of things going on that are using outside consultants, and the product of those consultants is only as good as how it is managed. Transit consulting to date has been very unsuccessful. Hopefully that changes. The Engineering Office is buried with thoroughfare update, road overlay planning, bike/ped plan, and need to be engaged in implementing parking study recommendation. Mayor asked Laurence to reevaluate for next year.

Jorge Morales asked what is pushing this?

Zack said it has been said all along, and Laurence showed, that we have a need for a travel model. That is how you do a better job predicting where your road improvements should be and spend your money more wisely. Ultimately you end up with a model, once it is tweaked, that you end up spending money once, rather than twice. There are benefits to models, same as any engineering model. We had discussion with the previous City Engineer and he spoke highly of this and also Jeff Bergman thought it would be applicable to the Planning Department. We had heard it both ways. It is not a \$200,000

project, even though you can look at it like that, because we do a lot of projects where we pay a percentage and federal pays a portion.

Mayor says it is still \$200,000 that we can use it somewhere else. So we are spending the City's' money where it is not budgeted.

Zack said I don't think you would budget \$200,000 because the City doesn't spend that. We are getting apples and oranges mixed in.

Mayor says it has to be in budget to be reimbursed.

Jorge Morales says so the federal pays \$160,000 and the city pays \$40,000.

Laurence says federal portion is 80%

Mayor says to look at opportunity costs. That is \$200,000 we can spend on something else.

Laurence states that the MPO has duties and we cannot spend MPO \$200,000 planning dollars for something else besides planning. This was approved from INDOT and Federal Highway and this is what they want to see. This is a tool that is useful to everyone. We have already used a rough planning model for analyzing and planning emergency management services. We included Jeff Bergman in discussions. This particular model has a land use model as part of it that can be helpful.

Mayor said Jeff can do this without this tool. Jeff Bergman said it would be helpful, but can do without.

Roger Lang asked Mayor is there was not a consensus among staff.

Mayor said no there was not.

Jorge Morales asked Rick Flohr if he was aware of this and had budgeted for it.

Rick said yes they were willing to participate at this level. Not pushing for or against, but willing to do.

Mayor said you have to consider the opportunity cost and she would like to see what other things we can do. \$200,000 is extravagant expense for something I am being told we can do without. And there is so much going on. We can only start up and manage so many of these consultants to successful completion and implementation so many things. I asked Laurence to look at it next year. We have done just fine without it.

Roger Lang said it was his understanding there was a consensus. If that is not the case, we need a consensus before we proceed.

Rick Flohr asked Laurence if you don't do this, what else would you do? You are saying this is what the MPO does.

Laurence said this has been my plan from day one and this is where I want to get. I know it will be a great tool and a great use of dollars. I believed we had consensus. This is news to me. When I took it to

BOW and it got tabled. This whole time I have been giving these presentations, you saw my presentation showed cost at \$250,000. I have been moving forward and you have been involved in the planning. Jeff and Dave were on board. Everyone was on board.

Roger said there is new info and no consensus now.

Jorge Morales said there seems to be a disconnect somewhere. How do we prevent this from happening in the future?

Zack said he doesn't sense disconnect. We have talked about this for several meetings. I am surprised there is no consensus at this meeting when we are ready to vote on the resolution. If we don't have planning models, it is left up to individuals' best judgment and sure everyone has an opinion. If you have a model you actually get data from a model that might actually help you make the right decision. That is the sole purpose of models. If we didn't need models we wouldn't spend money on CAD cam, finite analysis for engineering. We would just have someone chisel out a piece and hope it works. That is the power of a model to help us make better decisions. That is why I am a supporter of this and why it seems strange that we have had a shift in the tide completely where we were pro model and we are now obviously now not in consensus.

Jorge Morales said I agree with what you are saying but if the city doesn't have the money and they are the biggest contributor, they don't have the money. That is unfortunate. Maybe we need to take something else out and transfer the money to that and see if there are other alternatives. No matter how much federal money you get it won't make a difference.

Laurence said that the City Council did approve 2 line items specific to this project and this has been budgeted.

Mayor said not the full \$200,000

Laurence said the full \$130,000 had been fully budgeted.

Mayor said her disconnect came from thinking it was \$50,000 and I was led to believe it was necessary and now I understand it is methodology and a very expensive one at that, but not necessary. The City Engineer came from Lafayette and West Lafayette and she said they didn't use one and can do without. Planning says nice to have but can do land use without. I have never seen other proposals for this. Selection made by someone. I don't even have a matrix on this. What were the other proposals and costs? Also, the other part of this is the transit study is severely delayed, bike/ped plan is a work in progress and if this consultant needs anything from Planning or Engineering they are tapped out.

Zack Ellison said we certainly hear what you are saying if we don't have the money. But, we don't know the value of this until you actually have it and implement it.

Jorge Morales said you raise an interesting point about having a model to go ahead and I agree, but if you don't have the money, why do it? We are at an impasse. Alternatives? Postpone it time wise?

Mayor asks what do the other proposals look like?

Zack says we are not going to serve ourselves on this commission to talk about what the other proposals were because there was a group of selected individuals that were a part of that selection process. It was run openly and I thought very effectively with grading sheets, and we can pull all that out, if you have 3 hours we will review those with you, but unless you want to be involved in it all, you have to have a little trust in the process that it delivers the best option. I go back to earlier point that if we don't have the money, that is about \$25,000 between the city and county, for option two, if we don't have that we don't have that, but I think what Laurence says is he has enough to get this thru and he is willing to do a lot of the work. That would also still require some funding from the city and the county. It is not a free ride.

Laurence states that he gets money every year from INDOT to finance my work and I have specific duties. Federal Highway is wanting performance measures to be used on long range plans and are emphasizing you can't have those without travel demand model. If you don't have a travel demand model what are you going to use to measure performance.

Zack states that it is in fact a part of future projects, although maybe not a requirement

Laurence Brown says it is a requirement to have performance measures

Jorge Morales asks what projects would be impacted by not having one.

Laurence says the Lowell Road connection, something parallel to SR 11, south bypass, Southern Crossing are project concepts that could not be evaluated.

Zack made a recommendation to table this for now, do some further confidence building that it is the right way to go and get back together and decide if we move forward or not. Too much doubt and not sure why we are doing it and we need to pull that information together.

Jorge Morales would feel comfortable with that and he is fairly new to the group. Says he feels he voted for something without really knowing the impact, he is talking about US31 and Southern Crossing roundabout. Somebody help us get educated. I hear Laurence and I hear Mayor and to be honest I am torn.

Zack says he and Roger were involved in selection process so they have seen models and they feel positive support for it.

Jorge Morales says that you two have been more involved in different capacities than Rick and I.

Roger Lang says that the heads of the departments should be together also.

Jorge Morales made a motion to table the issue.

Rick asked Laurence if postponed for a year what will you do? Do you have other things to work on in the meantime?

Laurence Brown says I have already delayed it a year. It is something I really want to get going. I am disappointed. I thought there was a consensus and have set up my budget so that I could. It won't hamper me, but hamper the community. We won't have the tools we need to make decisions until a year later. Laurence has \$80,000 2014 and \$50,000 from 2013 which total the \$130,000.

Jim Ude seconded the motion.

Jorge Morales said we shouldn't wait for 3 months until next meeting.

Zack asked for any more discussion on motion. Passed unanimously.

Resolution 2014-1

INDOT to repave 2nd, 3rd, State Street and Mapleton in 2015.

State Street Corridor study/plans

Bridge on 31 – Sandcreek

Bridge on SR 7

Motion made by Jim Eudy. Seconded by Jorge Morales. Passed unanimously.

Resolution 2014-2

Rick made a motion to approve. Jim Ude seconded the motion.

Jim Ude, Jorge Morales and Rick Flohr voted aye, Roger Lang voted nay

Zack Ellison voted aye and broke the tie. Motion passed.

Resolution 2014-3

Rick Flohr made a motion to approve. Jorge Morales seconded the motion.

Motion passed unanimously.

Resolution 2014-5

Jorge Morales made a motion to approve. Roger Lang seconded the motion.

Motion passed unanimously.

Laurence is being recertified.

Zack says we need to work on the model. A lot of this info is good to know. Having the info and power points available prior to the meetings would be helpful.

Roger said he was biking on county roads and the winter took a toll. Specs should be written to have roads last longer than 8 months.

Zack Ellison made a motion to adjourn at 3:33pm