



Evansville Metropolitan Planning Organization

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Seyed Shokouhzadeh, Executive Director

EVANSCVILLE 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 6, 2014

ROLL CALL

Members Present (voting):

Jack Corn Jr., Todd M. Robertson, Stephen Melcher, Donald Angel, Bill Hubiak, Russell Sights, Richard Reid, Lori Buehlman, Rusty Fowler, Steve Ross

Members Absent (voting):

Stephanie Brinkerhoff-Riley, Mayor Winnecke, Angela Koehler Lindsey

Members Absent (non-voting):

Karl Browning, Rick Marquis, Scott Deloney, Marisol Simon, Tony Greep, Jose Sepulveda, Bernadette Dupont, Mike Hancock, Keith Damron, John Gowins, Michelle Allen

Evansville MPO Staff Present:

Seyed Shokouzadeh, Pam Drach, Rob Schaefer, Craig Luebke, Kari Akin, Erin Mattingly, Laura Lamb, Vishu Lingala

Others Present:

Beth Jones, Bobby Howard, David Goffinet, Matt Schriefer, Bob Grewe

1. APPROVAL OF MINUTES

Mr. Corn: I would like to introduce our new member to the board: Donald Angel. Don has taken Greg's place. Welcome Don. If you have any questions, please feel free to ask them.

Mr. Corn: The first item on the agenda is the approval of minutes from the previous meeting. I would entertain a motion for approval. (Motion was made by Mr. Melcher and seconded by Mr. Reid.) Voice vote. SO ORDERED.

2. OLD BUSINESS

A. Project Update

CITY OF EVANSVILLE

Evansville-Vanderburgh Sign Inventory and Replacement

Ms. Lamb: Data collection has been concluded and the data has been transferred to the city for review.

VANDERBURGH COUNTY

Green River Road Improvements: Millersburg Road to Kansas Road

Ms. Lamb: The contract for construction was awarded to E & B Paving for a low bid of \$5,305,000.

TOWN OF NEWBURGH

Newburgh Safe Routes to School:

Ms. Lamb: A meeting was held with the Newburgh Waste Water staff regarding manholes and sewer lines in the area. In addition, meetings with property owners in the affected area are being held. The project is on track for letting on July 9th of this year.

Newburgh Sign Replacement

Ms. Lamb: The CEF (cost effectiveness form) was reviewed, amended, and resubmitted at the beginning of March. Those are all the updates I have. Are there any questions about those or any others?

Mr. Corn: Thank you ma'am.

B. Draft Regional Plan for Sustainable Development Presentation

Mr. Goffinet: Back in January, I came before this body and kind of laid out a case on why this is the appropriate time to be doing sustainable development type planning in the region. But if you will indulge me, I want to repeat a little bit of it as I kind of attempt to accomplish a pretty tough task tonight. As I understand, you received your packets on the 27th and in your packets, there is a request that you review a rather voluminous set of documents and offer input back to the MPO within the next two weeks. When I say rather voluminous, we are talking in the neighborhood of 1,100 pages worth of documentation that we are going to ask you to review. My job tonight is to try and give you a little bit of a spark as to why that is so important to us and if I thought that I could stand before this group in 15 minutes and tell you everything you need to know so you wouldn't have to look, I would be thinking way out of line. Quite frankly, we are going to need you to take a look at some things. So if you will indulge me just a little bit, let me kind of walk you through this presentation.

In January, I came before this group. Most of you were here. To Donald, I want to apologize up front for getting to walk into this. But I came before the group and talked to you about some trends that were happening nationally, and I talked about the millennials and what they are looking for in terms of housing, transportation, so forth. I talked to you about the baby boomers and that interestingly, this whole concept of aging in place was really a kind of a repeat of the millennials, just going in reverse and that they were

looking for transitional living opportunities and so on. I stood before this group and said what we are seeing nationally is, the national trend, as it relates to housing, is that the demand for certain types of housing is not being met and the demand for other types of housing is being more than met. Unfortunately, we are going in the wrong direction. That is attached homes, small lot homes. There is a heavy demand and, nationally, they are not being met. Then the larger lots, kind of your traditional third acre type lots, single family. We are doing a very good job of providing that. Unfortunately, the demand is slowing and we are seeing that we are having excess on that front. That all being said, that was a national trend and I tried to talk to you about how we believe that the national trend is catching us right here in the Midwest. But I also want to add a few points here which aren't really surprising. I think they are almost "duh" type statements. Are you aware that infill development costs one-third less for up-front infrastructure? I think most of you would probably say, if you really think about it for awhile, you would expect it to cost more than one-third of the savings. But nonetheless, conservatively speaking, it is one-third. Then from the standpoint of generating revenue through property tax, are you aware that nationally, per acre, you will see 10 times more revenue captured in urban or infill areas than you will in suburban. It's just a matter of numbers when you think about it. You are putting more people into one area, in the urban area. You are seeing a lot of mixed development, maybe a more taxable unit than a single family dwelling. So two probably numbers that aren't overly surprising. Then I kind of stood before this group and I said, we have a regional growth trend that is a little alarming. Quite frankly, I have used it many times, but I think it gets the point across. I will repeat it one more time just to say if you took all the development associated with our population in 1990 and you put it into a circle in our three-county region, it consumed that much of the property in 2000. It was this much in 2010. If we continue at this same growth pattern as it relates to land consumption for that growth, this is what we would see in 2050 and that's pretty alarming, especially noting that we have seen about a 6.5 % annual growth. It's good, at least we are growing. But quite frankly, I think we want to grow much more than that. So this red circle could be alarmingly larger if we don't change the trend of how we are developing over time. Then I said, let's take a look at ourselves compared to other metropolitan areas throughout the Midwest. We tend to like to compare ourselves until the comparisons don't look real good. Unfortunately, what I'm going to show you is just one sample of where we are lagging well behind. That is the concept of, and this is why it is so valuable to have census data that can allow us to track where new development is happening. So between 2000 and 2009, where we are seeing our development is, in terms of infill, about 6.5% which interestingly means that we are probably developing out on a very balance basis. We are not sprawling near as much as we used to. But then again, we are not seeing a tremendous amount of infill development. The others on this list have just made a much more conscientious effort to insert, either through local investment of local dollars into the infill to try and entice development in infill. Or, they are getting private investment at a much stronger pace, thus getting more of their new development infill. Okay. So again, we think we can do much better.

So I kind of laid that piece out for you and I said, what we are going to be doing next in our next steps which, again, that was on January 8th. I said in February, we are going to meet with the public one last time. We did so. We were in Henderson, Warrick and Vanderburgh counties throughout the month of February. We did a WNIN forum. I hope some of you had the opportunity to watch or listen to that forum. Ultimately, we went to the people and said, this is kind of the last chance to make sure that we have hit the mark. We have listened. We have heard from you quite a bit. We want to give you one more shot to offer some thoughts. We got a little bit of feedback, not a tremendous amount, not overly surprising. After three years of work, we felt like we've got most everything that they wanted to see in there. Nonetheless, we went to that group and said we are going to come back and see this group as we did with the Technical Committee earlier today, and present to you the draft.

We prepared this draft, keeping in mind, if you are going to have a sustainable development plan, you kind of have to hold true to some principles in putting this plan together. Ultimately, you are either just planning, or you are trying to plan in a sustainable manner. So these items, which I'm going to click onto the screen,

are kind of the underlying tenants of, when you are planning sustainably, as you take in what you hear from the public, you offer thoughts, insights, concepts and initiatives, possible policy changes, you need to keep in mind that you are trying to get as much development infill as possible. You are trying to create walkable neighborhoods. Logically, the typical grid of our urban cores throughout this whole region, we do have a lot of sidewalks, access. They are inherently more walkable. But what we are also seeing is a new development. It needs to be walkable as well. Maybe I should emphasize the word neighborhood. The suggestion here is that we need to develop neighborhoods, not just homes. There is a difference.

Preservation of our existing workforce housing. In our region, we have a large workforce housing stock. There is no question about it. It is deteriorating as well. We need to provide the impetus for homeowners and developers to invest in workforce housing, to bring it back up to a more acceptable level of condition, and thus, we need to get more people to live in those houses as well. Any new development needs to be done along transportation arteries if for only one reason. We are trying to promote this concept of density so that, in the long term future, which I'm going to ask you to think about here, very shortly, will have developed in such a manner that we can have densities that may better support transit in the future. Understanding that there are density needs to make transit even remotely close to viable from a cost standpoint. And it's up to us to try and promote a style of living that will get us closer to that. And oh, by the way, all the while trying to protect our precious land, sensitive land, and for us, the most sensitive one is farm land. It is one of the major economic drivers of our entire region. And every time we leap out, we have the potential of leaping out into farm land and taking away an economic component. That's kind of a scary thing, not to mention, our sensitive managed lands. We have the river. We have lots of assets that go along with it. We have to protect those. So those kind of drive us when we are planning sustainably. I want you to know that we went out and talked to the public a lot. Several SWOT workshops. We went out and educated the masses on sustainable development. We had multiple committee meetings on the course of three years. We did a survey. We worked with groups like Evansville VOICE and Engage Henderson. We did multiple charrettes and we had over 100 stakeholders interest group meetings that were held in the course of these three years. And I can tell you, we didn't lack for a number of meetings. And more importantly, we didn't lack for hearing from the public. There were strong, strong opinions that were kind of in an alarming trend that probably needs some attention and they had plenty of ideas for us to incorporate into this plan.

So, I come to you today, not with the final plan. But we are awfully darn close. On our website, as I click these up onto the screen, there are four volumes of this plan that we are asking you to review. Again, including the appendices which I didn't even list. In essence, some total, we are looking about 1,100 pages of a plan. Not only is it a task for me to stand up here and try to give you enough information to encourage you and to take the time to look at this. It's a lot to ask. It's a big ask for us to stand up here and say, in the next two weeks, we would like for you to review it and give us your feedback. But that is sincerely what we are asking you to do. We believe it is incredibly important for this region.

I want to give you a little splashing of what you might see when you start looking into this document. First off, we are going to talk about things that we refer to as regional game changers. I talked about national trends. But ultimately, what I'm telling you is this, there are some things happening in this region that are critically important. These are just a few select examples but it's kind of a grab hold. This is our time. It is a big deal for our entire region that Evansville and Vanderburgh County have now landed the hotel and convention center that will happen downtown. Not only is it big from the standpoint of the type of people and number of people it will bring to this region as visitors, but it's jobs. Several jobs that will be associated with this. That's a big deal. We need to kind of capture some momentum from that.

This is a big deal too. Now I know in the very near future, sometime in late April, early May, we are going to find out exactly where the IU Med Center is going to be located, and I said this before when I spoke with this group and got asked a very pointed question of where I think this thing should land, and I said very

politically correct, and I believe it. Regardless of which site is selected, as long as it comes, this is a big change and a game changer for our region. Again, I mentioned job totals, 3-4 thousand we are to expect, let alone students. These people need places to live. These people need places to recreate. We want them to find our region to provide the quality of life that they are looking for. And our plan speaks to that and you will see that it speaks to a lot more. I said this one before too. Relatively speaking, I-69 is our railroad. In the day, cities and towns were formed around railroads. And to make it really close to home, rivers as well. This interstate generationally probably will be the biggest deal I see happening from a transportation standpoint for this region in my lifetime. This is addressed heavily in the plan as well.

We also talk about again, throughout this plan, we will speak of more game changers. But we will talk about economic development initiatives because we recognize that there is an economic component of this that must be satisfied. And if it doesn't make economic sense, we know it won't happen. Some of these seem grandiose and I understand that. But if you don't think big, things won't happen because, here's what I'm asking you to think about. Take a few moments, if I haven't asked you to do this before, to think about yourself in 2040. Think about what you would like our region to be in 2040. Think of whether you believe you will even be alive in 2040. But that's what we are being asked to do is plan for 2040. I will be 74 years old in 2040 and I have a real strong picture of what I think our region will be and it will look a lot different than it is now. I know that we have a responsibility to put things in place right now to make that happen. So when I talk about some of these, think big. 41. If I-69 comes in, if it locates other than on 41, which is being discussed, and I feel strongly and I want for it not to be on 41, and if we are able to complete University Parkway, the driving patterns on US 41 will change drastically. It really will provide a roadway that can be integrated in with the walking and biking public. We are making steps already to make that happen. With that being said, it will change the dynamic of 41 in Henderson as well. If these changes happen from a transportation standpoint, we think there is huge economic potential on 41 involving transit and other services that we believe will be offshoots when 41 drives differently.

We've got universities all throughout our region. We have University of Southern Indiana. We have University of Evansville. We have Ivy Tech. We have Henderson Community College. We have Harrison College. We have multiple other learning opportunities. We have lots of young people receiving a fine education in our region and we fail somewhat miserably in providing that first step job for them. We all know this, if you can get them right off the bat and hold them until they are 40, you will probably have them for a lifetime. But we are not holding that group very well. We think there are opportunities such as this, Founder Town, it is still a concept. But it is truly taking all the assets of our universities, tied to assets that are also just around us, like I-69, like Crane Naval Service Warfare Center, and trying to develop a research or applied technology-type center where people can get the first job coming out of college so that we can keep them.

You also see some unique concepts on the other side of the river. We are truly bound together by the Ohio River, not divided by that river. Henderson is on their game and they are working very hard looking at some unique assets. They have one very unique one that is the former power plant, HMP&L One I think it is. And they have some unique ideas that may reuse that building or repurpose that ground. But it is ultimately located on a beautiful riverfront and has huge potential. Again, you have to think big in this world.

So also, as you go through the documents, you will see we talk a lot about growth and revitalization. I'm going to throw a few more numbers at you that I think are very important. For our region, this is specific for our region based on research we've done. Per acre, on average, we obtain in property tax revenue, about \$13,000 per acre for urban development, and about \$3,000 for suburban development. And it's not hard to figure out why. It truly is about density. It's not to suggest one is better or worse than the other. But suffice it to say that one does generate more money. If you think about our growth over the course of the next 30 years, there is really a variety of ways we can grow. But ultimately, if we stay with business as usual, that

would be the lower number in the lower left-hand corner which is somewhere between that 5-6% of our growth happening within the urban cores in our region. Again, about 5-6% versus if you look at what we are trying to get to, which is about 45% of our growth and development happening within the urban core, you will see that under the business as usual will generate over 30 years, 4.5 million dollars in revenue out of that development. But if we take the mindset of urban infill, during the same 30 years, we will average 4.5 million dollars a year in revenue. Huge difference. And this again is understanding, we are talking about just staying with the standard growth that we have had, 6.5%, if we can double, triple that, it will be drastically different. It's just a numbers game, but it's real. I don't want you to understand anything about this particular graphic other than you see a lot of green on that map; we'd like it to stay green. That's just the bottom line. Now, we want to protect our farmland, we want to see our growth near or in our urban cores, and that's everywhere from Chandler to Boonville to Newburgh to Henderson to Evansville to Darmstadt, we want it growing in the urban core. We have ideas and we think neighborhood development is key to all of this, so we think you should continue to focus your efforts on neighborhood development, such as Jacobsville, Glenwood, other neighborhoods like Henderson East End.

Also, we know there are plenty of grayfield sites in our region. I was out on First Avenue and saw another one, I know we have the Walmart site out on the west side. We also have the Washington Square Mall area which has a glimmer of hope. We believe that if you get the right population numbers in that area it can support the appropriate kind of commercial development, and we think you need to focus on that. And when and if we do continue to grow out, we want it to be in a neighborhood way. Mixed-use, commercial, transit, pedestrian, walking, biking, and neighborhoods in that type of development. Again, it's not a bad thing if you can recreate the neighborhood.

You'll also see we spend a lot of time in those plans talking about green infrastructure. We talk about the value of our greenway system, how desired and appreciated they are. We want to see more of it, and when I say we, it's the people of this region. We talk about in the urban core, there are some things you can do to green it up, to make it more inviting, more of a place where people wouldn't mind to hang out at lunchtime if they step out of the office to grab a bite. We think there are some unique green concepts like green roofs, rain gardens and so forth, that could be utilized in the downtown area as well.

And one last thing before I kind of wrap this up, we also have to realize that when you plan for a region that's the size of our region, you can't plan for everything, so what we did was we created three core plans that we wanted to be called pilot plans. In our region, if someone wanted to take on a particular concept of planning, here's a model for you to follow. The neighborhood plan, we keyed in on the Henderson East End. If there are neighborhoods throughout this region that would like to take our plan, we've got a tremendous example for them to look at that they could follow. We also believe art districts are strong. Our particular Art District has a lot of momentum going at this point in time. We created an Art District Plan. We think you could model and scale our plan to fit any size art district in our region. As well, we believe this idea of a courthouse square type community; we have our share of those in our region. We wanted a downtown revitalization plan for them to help them deal with the fact that we know that the commercial has chased people out of the urban core, and that there are ways you can kind of bring your downtowns back up and make them a vital component of your community again. Again, these are sample plans and we hope that not only people in our region model their efforts after these plans, but we would be happy to see other regions outside of ours take on some of this.

So that's kind of what you are going to see when you start looking through these plans. I will tell you that I stand before you at this point in time, and realize there are some base things that have to be in place for this to really take off. I'm not going to speak to every one of these; in fact I'm only going to speak to the last one. There are many things that can happen right away to make this thing come to life, and none more important than the regional leadership roundtable. In essence, it's much like this policy committee. Trying

to get representation from each of the communities throughout the region that are willing to stand up for their community and say I'll take responsibility to speak on behalf of our community in trying to move these initiatives, projects, concepts forward so that we can achieve what we want to be by 2040. Now, that's a lot to ask, but someone's got to take responsibility for this, and down at the bottom of that slide where it says SEAC, 21 consortium members have agreed to – from the beginning – to work with us through the development of the plan and to try and implement that plan. And each and every one of them in their own way are going to do that, but they will eventually lean on you, as representatives of local government, to allow them through policies and so forth to make this happen. So that regional roundtable group is probably as important of an initial step as there is.

And so I come back to this slide and say to you, so, in a couple of weeks, we'd like to hear feedback from you on what you've seen. You can provide it to us in any of a number of ways; I think it's outlined in your packet. Because on April 3rd, we are going to come back to this group, and we will earlier in the day go back to the TAC, and we're going to ask them to accept the final plan. And of course it can't be final until we get your last recommendations embedded into that plan. And then on April 10th, provided all goes well and you feel satisfied that this plan meets what your expectations are; we're going to celebrate the kick-off of this plan. We're going to unveil it and try to get the implementation going.

So, I brought along with me today, Matt Schriefer is here, Bob Grewe is here, they are just two of our team that have been part of the development of this plan. We have plenty of folks here from the MPO that know a whole lot about this plan, so if there are any questions we could answer before you start, if you have not already done so, we'd be more than happy to do that. But nonetheless, we appreciate the opportunity to nudge you along and encourage you to provide some input. Anything at all?

Mr. Corn: We're giving you a chance to breathe, David. Any questions? So when are we going to get this?

Mr. Goffinet: It's again, all four volumes plus the appendices are on seacplan.org. One of the volumes you all are very familiar with because it's your Metro Plan. You may not need to review that since you've already approved that, but again, I think a couple of weeks, hopefully we will get some feedback from you. Thank you very much. I appreciate it, Jack.

Mr. Corn: Thank you, David. Last chance, any questions?

C. Henderson Urban Area Boundary

Mr. Lingala: Last month Steve Ross from KYTC discussed the Henderson urban area boundary. KYTC asked the MPO to review the 2010 Census UAB and provide comments. Last week we met with our partners in Henderson including the Henderson City-County APC, Russell Sights City of Henderson city manager, Bill Hubiak the County Engineer and the City Engineer. Based on the guidelines for reviewing the UAB the participants of the meeting arrived at the adjusted UAB. The draft map in your packets shows both the 2010 Census UAB and the adjusted UAB. So the areas that were included in the adjusted UAB are the high traffic generators such as Ellis Park, Audubon State Park, Henderson river port, and the Henderson airport. This is just a draft map and next month we will come back to you with the final adjusted UAB and a justification letter for your approval.

Mr. Sights: I am going to tell you how informative and helpful the staff was in reviewing the UAB and we appreciate that.

3. NEW BUSINESS

A. FY 2015 & FY 2016 Draft Unified Planning Work Program:

Ms. Akin: The draft FY 2015 & FY 2016 UPWP is out on our website right now. We also have a couple of hard copies in our office if you would rather look at that format. They've also been sent to our state and federal planning partners for review. I've requested comments to be received by March 27th so I can make the necessary changes and come back to you with their comments. For those of you that are new, our UPWP includes all sources of funding the MPO will use in the next fiscal year in addition to the scope of work the office will complete. We do have a tentative budget for FY 2016 however it is just a partial budget because we are using an estimate of Indiana Planning funds but as you can see from the next spreadsheet, we receive about 15 different sources of funding but we won't know until next spring what the actual FY 2016 amounts for those sources will be. So those amounts will be amended in next spring. Also we are required to include the 2015 planning emphasis areas (PEAs). These are issued by the Indiana Division Office of FHWA. These are areas that we need to focus on in FY 2015 to meet the MAP-21 regulations. They include: ADA Transition Plans Part II, Functional Classification Update, and Pavement Management System. These are each included in the job elements of the UPWP. If you look at the big table on page 40, each of these job numbers corresponds to two or three pages in the UPWP which in detail describes the scope and the products that we will produce. So those PEAs will be found in those areas. If you look at the bottom line item, the total cost is \$1,624,946 for FY 2015. However if you move on to page 50, you can see that not all of that is for the operating expense. The \$906,182 that's our operating expenses. I extracted our direct expenses that we're paying to our consultants for our projects that are still going on. These are multi-year projects. Which is the Public Education Air Quality Show which should be finished next spring as well as the METS COA, The Evansville Bicycle and Pedestrian Plan, and the Regional Pavement Management System. So \$718,764 will be paid out to our consultants so that's really not part of our daily operating expense. I extracted it out this year so that you have a clearer picture of what our operating expenses really are. Then if you go to the last page, this isn't in the UPWP but it's a 6-year comparison. I extracted all of those contract amounts for each year so you have a clearer picture of our actual operating expenses from year to year since 2010. For each item that has changed more than 5%, I have put a footnote at the bottom as to why we are increasing our budget for that line item. Overall, there is a net increase of 3%. For the first one, our garage and motor, it's increased by \$500 which is 13% this is because we are programmed to do several more traffic counts which is going to put more miles on the car and we will have to use more fuel. The next one, other supplies, we've increased it by \$500 which is 50% but if you see back in 2010, that is the same amount we had programmed for 2010. And most of this is for our Tapecoat which is like the duct tape that goes over the traffic counters to adhere it to the road. Since we're doing more traffic counts, we'll need that and it also goes towards some of our printing supply costs for our documents. For c, for printing and advertising, we bumped it up \$1,000 which is 50%. As you can see in the past from 2010 through 2012 it was above that. We have a lot of ads and public notices to be published: call for projects, RFPs, and we also have an amendment to the transportation plan and that results in several public notices. For d., for rent, it says 6% which is \$34,000 this really isn't 6% because \$32,000 was the budgeted amount for 2014 and the actual amount was about \$32,760. They have included the security as part of the rent. So we have to pay a portion when you guys come in through the security at the entrances and for the Officers. For subscriptions and dues, we've increased that by \$500 which is an 8% change. That is for computer and software licenses. We are looking at purchasing new web design software for our website and that may have a monthly maintenance fee and some of our office software and GIS software, that all has maintenance fees and licenses associated with that. And then for the audit, that's gone up 19% to \$10,750. Again the FY 2014 of \$9,000 was a budgeted amount and came in at \$10,500 because we had the HUD SEAC project that we did so they had 2 major programs and they had to audit HUD and FHWA grants when in the past it's only been one which was FHWA or Department of Transportation grants. So there was extra time that had to be added in there. When 2015

comes around, they'll be doing the 2014 audit and we'll still have the HUD grant. So this is just a background, and you'll be seeing those numbers for the next 3 months because next month in April we'll need an approval for the UPWP and then we'll bring the draft budget in May which will be more detailed than this and then we'll need approval of the FY 2015 budget in June. Does anyone have any questions? Or if you have any comments, please get them to me by March 27. Thanks.

B. FY 2014 FTA Certifications and Assurances:

Mr. Schaefer: The Evansville MPO requests approval of the Fiscal Year 2014 FTA Annual List of Certifications and Assurances. This document certifies that the Evansville MPO will follow the 24 applicable provisions when applying and receiving FTA grants during FY 2014.

Mr. Corn: Is there a motion for approval? (Motion was made by Mr. Hubiak and seconded by Mr. Robertson.) Voice vote. SO ORDERED.

C. Henderson Unfunded Needs List (UNL) Project Addition:

Ms. Lamb: The MPO has received a request for the City of Henderson to add the following project to KYTC's Unfunded Needs List. Most of you have been here long enough to have been through at least one prioritization of those projects. Just for our newer member, these are projects that have been identified either locally, regionally through the MPO, or through the Kentucky District Office. They are on state facilities, and currently do not have funding identified to pay for them. But anyway, the project is to reduce the vertical curve or basically cut down a hill on KY 136/Madison Street at mile marker 20.4 near South Heights Elementary School to improve sight distance in both directions. This project was reviewed and approved at the Technical meeting this morning.

Mr. Corn: Questions? Does someone from Henderson want to make the motion? (Motion was made by Mr. Sights and seconded by Ms. Buehlman.) Voice vote. SO ORDERED.

D . FY 2013-2016 TIP Amendments

Mr. Luebke: We have 4 TIP amendments today. We are still waiting on the conformity confirmation on our Transportation Plan so we're asking you to approve these today and then we'll send these off to FHWA and then they will process them once we get the conformity approval.

Mr. Luebke: Vanderburgh County requested the following amendment:

Des# TBA Green River Road: Road widening project from Kansas Road to Boonville-New Harmony Road. Revise project estimates and change construction funding from local to federal Surface Transportation Program (STP) funding with local match. Revise project construction schedule to reflect construction beyond the TIP timeframe. Preliminary Engineering (PE) costs of \$750,000 in fiscal 2014 will be funded locally. Right of Way (ROW) costs of \$1,500,000 in fiscal 2015 will be funded locally. Construction costs to complete, totaling \$7,850,000 will be funded 80% with federal STP funds, and a 20% local match.

Mr. Luebke: The Evansville MPO requested the following amendments:

- Des# 1400170 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program: Add Evansville ARC project to purchase a modified van. The total vehicle cost of \$38,920 will be funded 80% with federal transit funds, and a 20% agency match.
- Des# 1400171 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program: Add Evansville Association for the Blind project to purchase a modified van with lift. The total vehicle cost of \$48,351 will be funded 80% with federal transit funds, and a 20% agency match.
- Des# 1400172 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program: Add Easter Seals Rehabilitation Center project to purchase a modified body on chassis vehicle with lift. The total vehicle cost of \$51,000 will be funded 80% with federal transit funds, and a 20% agency match.

Mr. Corn: Is there a motion for approval? (Motion was made by Mr. Melcher and seconded by Mr. Sights.) Voice vote. SO ORDERED.

D. FY 2013-2016 TIP Administrative Modification

Mr. Luebke: We have six TIP Administrative Modifications. These have been processed so we can proceed right now. These are just for your information. I have several from Warrick County.

- Des# 0500640 Oak Grove Road Ph. 2: Road widening project from Libbert Road to Bell Road. Revise ROW funding in FY 14 and CN funding in FY 16 to reflect most current cost estimates. ROW costs are increased from \$610,000 to \$1,259,000. ROW costs will be funded 80% with federal Surface Transportation Program (STP) funding and a 20% local match. CN costs are increased from \$3,073,804 to \$3,145,000 and will be funded with \$2,459,043 in federal STP funding and a \$685,957 local match.
- Des# 0500641 Oak Grove Road Ph. 3: Road widening project from Bell Road to SR 261. Revise Illustrative funding to reflect most current cost estimate. CN costs are decreased from \$5,550,955 to \$5,006,250. CN costs will be funded 80% with federal STP funding and a 20% local match.
- Des# 0500636 Lincoln Avenue Ph. 3: Road widening project from Bell Road to Lenn Road. Revise CN cost and ROW cost and schedule to reflect most current information. CN estimate is increased from \$5,433,994 to \$5,995,500. ROW costs moved from fiscal 2014 to fiscal 2015 and increased from \$1,340,000 to \$1,664,000. ROW and CN phases will be funded 80% with federal Surface Transportation Program (STP) funding and a 20% local match.
- Des# 1006030 Town of Newburgh Sign Replacements: Revise funding to reflect most current information. CN costs are increased from \$68,738 to \$75,000. Costs will be funded 90% with federal Highway Safety Improvement Program (HSIP) funding and a 10% local match.
- Des# 0710850 Town of Newburgh Rivertown Trail Ph. 3A: Multi-use trail project from Yorkshire Drive to Old SR 662 West. Revise ROW schedule to reflect funding in fiscal 2014 and 2015 and revise CN schedule and budget to reflect CN in fiscal 2016. CN costs of \$938,120 will be funded 80% with federal Transportation Enhancement (TE) funds and a 20% local match.

Des# 1006085 Pigeon Creek Greenway – Arts, Hi Rail, Glenwood and Urban Enterprise Corridor: Multi-use trail project. Revise ROW funding from fiscal 2014 to fiscal 2015. ROW costs of \$150,000 will be funded 80% with federal TE funds and a 20% local match.

5. OTHER BUSINESS

A. Approval of Bills

Mr. Corn: I would entertain a motion for approval bills. (Motion was made by Mr. Reid and seconded by Mr. Melcher.) Voice vote. SO ORDERED.

6. PUBLIC COMMENTS

None.

Meeting adjourned.