



# Evansville Metropolitan Planning Organization

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Seyed Shokouhzadeh, Executive Director

## EVANSVILLE METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MINUTES

Regular meeting held at 10:00 a.m. in room 318  
Civic Center Complex – Administration Building  
Evansville, Indiana

January 8, 2014

### ROLL CALL

#### Members Present:

John Stoll, Dan Farvardin, Ron London, Richard Meyer, Mike Feltz, Angie Higgins, Mike Vickers, David Goffinet, Mike Shoulders, Debbie Bennett Stearsman

#### Evansville MPO Staff Present:

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

#### Others Present:

NONE

### 1. APPROVAL OF MINUTES

**Mr. Stoll:** The first item on the agenda is approval of minutes for the previous meeting. If everyone has had an opportunity to review those, the Committee would entertain a motion for approval? (Motion was made by Mr. London and seconded by Mr. Meyer) Voice vote. SO ORDERED.

### 2. OLD BUSINESS

#### A. Project Update

##### CITY OF EVANSVILLE

##### Oak Hill Road: Phase 2 (Pigeon Creek to Lynch Road)

**Ms. Lamb:** The progress has slowed due to the weather, but the project is currently on track for completion in July of this year.

Washington Avenue-Weinbach Avenue Intersection

**Ms. Lamb:** Right-of-way acquisition continues.

TOWN OF NEWBURGH

Newburgh Rivertown Trail: Phase 3A (B. Gene Aurand Trailhead to Pollack Av/Old SR 662 Intersection)

**Ms. Lamb:** The Town Council signed an updated contract for funding with INDOT on December 11<sup>th</sup>.

Newburgh Sign Replacement

**Ms. Lamb:** The Council is awaiting review and approval of the CEF (Cost Effectiveness Form) which was revised and resubmitted in November.

WARRICK COUNTY

Lincoln Avenue: Phase 2 (1,000' east of Grimm Road to east of Bell Road)

**Ms. Lamb:** All work on this section of the project is now complete. I think they had extended the deadline to add some pavement markings and signs. That's all the updates we have this month. Are there any questions about those or discussion about any of the other projects?

**Mr. Stoll:** If nobody has any questions, we will move on to the next item.

B. Regional Plan for Sustainable Development: Project Status Update

**Mr. Goffinet:** Also with me today is Mike Shoulders with Bernardin Lochmueller and Associates. Mike is the project manager for the Regional Plan for Sustainable Development which has been an ongoing project for over the past three years and we are very enthusiastic that it will soon be coming to you in its final draft form. Actually it will be coming to you in March in its final draft form. That being the case, I'm going to talk today about the details of the plan, but rather I have kind of taken it upon myself, on behalf of the MPO staff, Mike and our team, the SEAC consortium group, the Sustainable Evansville Area Coalition, and hundreds, if not thousands, of members of the public who came to us and have been a part of this plan, the case as to why now is the absolute perfect time to be developing a regional plan for the Henderson, Warrick and Vanderburgh region. So if you will bear with me, I want to kind of run through this, take 15-20 minutes. At the end of this presentation, either myself or Mike will be more than happy to answer any questions you might have. This will be the only slide I will read. The plan we have developed and are nearing completion on and the effort that went into that was funded through a grant from the US Dept. of Housing and Urban Development as well as US Dept. of Transportation and the US Environmental Protection Agency. But HUD, as we all know it, has defined a sustainable community, as you see in front of you, is an urban, suburban or rural community that has more housing and transportation choices. It's closer to jobs, shops and schools and is more energy-independent and helps protect clean air and water. So in essence, as you are planning sustainably for a region, I guess the assumption would be that you are trying to become a sustainable community, it could be as large as a region. It could be smaller as counties, even all the way down to even neighborhood levels. That being said, if you look at this definition, it is safe to say that every portion of Vanderburgh, Warrick and Henderson counties falls within the urban, suburban or rural designation and as well, are charged in developing a plan to help move us to become a more sustainable community, has to have this

as kind of the concepts. So what we have done is took an outlined tenants for sustainable development. In essence, the principles that guided us as we were working with the MPO staff in this region in preparing this plan, and we kind of hold true to those as we are developing this plan. So I want to walk you through each of these tenants and give you some thoughts on those. Then we will jump into some national trends and then take a much harder look at our region. Infill development, the basic concept here is concentration of development in any way possible within corporate city limits would be defined as infill. So that could be infilled areas within a corporate city limit, so open properties that have not been developed. It could be greyfield areas where we have circumstances where we need to redevelop or repurpose an existing structure that is not serving a purpose at this point. It could be anything in between that. Blighted properties and such that you want to kind of take a look at, raze them, reconstruct housing in those locations. Or other appropriate types of development that would fall in line with the character of those regions. Now, the idea of infill development and its true value to being sustainable is that inherently, those places where infill would be most prominent, so in the repurposed type areas, you already have generally all existing infrastructure. So it may not be right at the spot, but you have water, sewer, and storm water treatments. You have roads, sidewalks in many cases. You have electric. Everything is there. So the cost of the local municipals is for development in those locations, is substantially cheaper. So that's kind of the premise. Further, it brings in redeveloping or in infill development, you are bringing people back into the urbanized areas or the municipals, and it allows them to capture a better tax revenue, if only for the fact that your houses that are vacant are being brought back to the nicer condition and so forth. So ultimately, it really is a dollars and cents concept as well. So another underlying principle is that when planning sustainable, you look to develop walkable neighborhoods. Again, some basic ideas here, those areas within urbanized or incorporated areas have a tendency to already have some features that would be walkable, accommodations for walking being one of the main ones, and also, where we haven't lost too much of this type of development, you do have some basic amenities within distance of housing. Now, if indeed you are developing new housing, the idea to be a walkable neighborhood is to develop it in such a way so you do have the basic amenities within a reasonable walking distance. So we are promoting more alternative modes of transportation. Getting people out of the car, not only for recreational purposes, but perhaps for others. And then maybe making it so that they might opt to use transit as a more viable option as opposed to always jumping in the car. Walkable neighborhoods inherently are healthy neighborhoods. And there is no question we all understand this that all our nation could stand to become healthier. The cost of health care benefits for the personnel that are hired under our municipal is, it varies, depending on the health of your employees. So this would promote healthier communities as well. Preservation of workforce housing. Suffice it to say, most any community has workforce housing; that is, housing that is located where there is work. But more importantly, maybe where there was work. The Evansville region has some unique opportunity in that you still have some major employment centers in and around housing stock. Now, the thing is, I think we would acknowledge that that housing stock, in many case, is deteriorating. So there has to be a conscious effort in preserving or improving those areas. And again, where this is blighted property and it is beyond or in disrepair, consideration of razing, rebuilding single family, perhaps maybe multi family, some unique housing alternatives in locations where we have employment centers in these incorporated areas. Again, the concentration here is on preservation and further, if you are living near to your work place, there is a compelling argument that you may not have to have the transportation piece, the vehicle, you could go a little light on vehicles and use transit to get you to the mall or wherever you may want to go from the entertainment standpoint, but actually be able to walk to work. Another underlying tenant is development along major transportation arteries. The idea here is this. There is going to be new development. We hope a lot of new development in our region. Trying to get the focus on making that development happen in and around major transportation arteries is key for many reasons. One is that extending more roads and so forth, we may be able to, as a municipality, pass that onto the developer on the front. The long-term maintenance is ours. That is always going to be an additional burden to your

tight budget. So getting them to locate on existing major transportation thoroughfares is key. Some other components on developing in those locations would be the following: do so in a way where you have got mixed use, multiple opportunities of housing, commercial opportunities, basic amenities, some, conveniences even, beyond the basic amenities in these locations. A range of housing choices for multi-family and on which implies a range of affordability relative to your position in life. My example was, if you think of yourself, and I use an example of when I got out of college, actually I got married while I was in college, lived in an apartment here in Evansville. My next transition was to a rather ratty rental home, but it was all that I could manage. To which I moved to a more affordable basic, first home owner home. I had a transition of housing through my life and have done so. We need to make sure that these developments along these transportation arteries provide all of those arteries within one location. One final note that is key is that if we got that kind of development, it is inherently dense. Higher population base. Therefore, if in the long-term future, we want an alternative to the transit options that were already afforded through our various transit services, to advance up to a bus rapid transit option. That would provide that logical transit route for a rapid transit system. Then finally, and not any less important than the others is the concept of protection of sensitive and managed lands, open space, parks and so forth. I kind of point to two basic concepts to talk about here if you want to embrace this more locally as opposed to it just being a basic tenant. Farm property and farming is vital to our region. It is one of the major economic drivers of our region. The more we can consume of farm property for non-farming purposes, the more we cut into that. Further, the natural assets we have here with the Ohio River, some very unique Blue Grass Wildlife, multiple unique natural features that we have been handed that we live around, protecting those is critical. Further, watershed, we have such an important role as good stewards to protect our watershed which leads to the Ohio River which is one of our greatest assets. Now, what are the national trends? What are they telling us? Again, as planners, we have been asked to develop or find the research that kind of paints the picture. What is nationally happening that would drive our planning process? Well, the market conditions are changing. This group called the millennial generation, my children are in that generation. They were raised in the suburbs, mowed my grass, helped me take care of all our property, and they don't care for that anymore. I know we all went through that phase in our life where we got out of our houses and said that's not what we want. But a fair number of us said that's not what we want now, maybe later. They are not even saying later. They are more than happy to allow the communities provide the parks and pools and the trail and the dog park, everything that we kind of created in our suburbs, they are more than happy to let the cities provide that for them. They prefer renting over homeownership. They are afraid of homeownership. Let's think about it generationally. It was our grandparents, at least in my case. Let me back up. I'm going to pull the generation forward. My parents saw their home value increase three-four fold. Okay. Now, that's my children's grandparents. My children won't see that from me. In a lot of cases, some of them saw our houses go upside down with the latest crisis. They don't see homeownership as a good investment anymore. Solid, sure. For the most part, it should stay steady. But they don't see it as a great investment. Another group that is changing the market condition is the baby boomer group. I'm happy to say that I just missed it by a year. But nonetheless, this group is looking, they have recognized over the course of time that the home, their castle, becomes more and more of a burden and they are beginning to think of removing that burden, looking at alternative choices for housing rather than just hanging on and hanging on until someone has to ask them to go to a skilled nursing facility or something of that sort which we never want to think about. Nonetheless, this particular group is looking seriously at travel and they too want kind of what the young folks want. They want a place to exercise, walk. They want conveniences, coffee shops, grocery. So we need to provide for this group. This is a changed condition. This is a national trend. We are not the only ones that are struggling with an aging infrastructure. Budgets are tight. We are getting asked time and time again to find ways to cut. That's a national trend. Understanding that this inherently tells you that when you are planning, you need to be more sustainable. So if you think of it from the municipality standpoint, from a local government standpoint, this drives you to say invest more and try and get people

coming back in where you already have infrastructure in place. All be it may need some upkeep, some upgrade, but nonetheless it is there. This is a national trend. We are getting smarter. We are tracking things better. Years ago, we tracked consumption of water, gas, electric, so forth, just so we could make sure we build so we get that fee. Well, in this day and age, we can even track, we know when we are losing water in our aging underground supply system. We know the hundreds of thousands of gallons that are leaking out of our system and we are trying to do things to remedy it. We have an opportunity to be much smarter and as a region, we are embracing this and further, it just falls right in line with being more sustainable. Now, a couple other things then we will move into our region. Nationally, we have a little issue when it comes to housing. The demand is ahead of the supply in two key areas: multi-family attached type dwellings. The demand nationally far exceeds what the supply is by 10%. Small lots, almost the same. Where we have more supply than demand, is where we tend to be focusing a lot of our attention from a development standpoint. In fairness, what's already built, understandably, we want to get that filled. But we have to understand that the market is driving a slightly different direction. Those are national standards. Now, I would argue we are not 10 years behind the curves. If the Midwest is, the curve has caught us. One last point. HUD defines a sustainable home as a home in which your housing costs plus your transportation does not exceed 50% of your annual income. Okay. The average American home already exceeds that by a percent. Now you got to look at our region. Are we being transit rich? Or are we auto-dependent? Well we know where we are at. We are far more auto-dependent. Suffice it to say at least in our region, there are a whole lot of us that don't have sustainable homes. Given the options, we believe that people will begin to trend themselves in the right direction. I look at it from a money standpoint. Green. Green, think of as money. Dollars that I can spend other places. If we are less obligated to our housing and transportation, we have more cash to spend going to the movie or doing things that contribute to the local economy. Now, what's our regional growth trend? This one is a powerful one and we tried multiple ways to try to make sure we get this point across. Now, take a look at that chart, 1990-2010, and then 2050. This is our regional population and the developed land associated with it. The first three are real. Obviously we have that information. The last one is a projection based on forecasts for our region. So what does that mean? Ultimately, what you can see on the far right-hand side is that we are becoming less dense in population. So it's kind of the urban sprawl concept, very typical throughout the United States, especially in the Midwest. So you look at it pictorially or graphically. If we squeezed all the developed land into one concentrated area in 1990, that's how much land was developed in our region. 2000 this much. 2010 this much. And if we follow the trend that is suggested into 2050, that's what we will consume. Where's the farm property when you do that? A lot of the red that is on this picture isn't even touching our county. Slide it over and let it touch it. Now, if that one doesn't sink in, think of it this way as a percent of change. In reality, our region's population has a very modest, steady growth. Not bad because there are many regions that are losing population. But, our consumption of land is disproportionately growing. That's a scary trend. My apologies for squeezing in from 2010 to 2050. I know that distorts that. But from a spatial standpoint, understand that it still is not a good trend. So if we could turn the tide, improve infill development, get people moving back towards the incorporated areas, even to get our density to 2000, take a look at what happens? Same dynamic here with these three. But our last circle shows that in that 40-year time frame, we have a very modest growth rate. And if our infill development is even better, that could actually diminish. And then if you want to look at it this way, again we start to see a flat-lining of land consumption which is critical. Now, okay. So that's our growth trend. Kind of the last piece to all of this, so we often have heard of this idea of sustainability and sustainable development was a coastal driven concept. It's fair that the pressures they were filling did drive at first. Now, that said, if any of the sustainable concepts, if we need motivation for these, the best thing for us to do is to look at metropolitan areas in our Midwest. So what we wanted to do was to start comparing ourselves as a region and all these comparisons, I'm talking about the Evansville-Vanderburgh-Warrick metropolitan area compared to some of the other areas. Now take a close look at these. I think it is safe to say we all believe we are an aging region, getting a little older. Is that a fair

assessment? Our steady growth, and it has been fairly steady with the population of 65 and older at 6%. Now, every time you hit 65 that is change. This is from 2000 to 2010. Now, we aren't growing that population base proportionally. We are losing population if you think about it because some of our Midwest competition, theirs is growing large. So the snowbird concept, people moving to Florida and so on, this whole crisis has changed that dynamic. Well, they are moving somewhere and it is away from here. We have to become more attractive for them so they stay here. Let's let the flight be from their big home to the townhome in this region. What about that millennial group? Again, we are experiencing a very steady, and this has been over the course of the last several decades, of fairly steady, 4% growth rate in that age category. But if you look at other metropolitan areas, we are at 4%. The Bowling Green, Lafayette, Bloomington, 14%. You say, but they have the major universities. Yes, they do. But they are retaining that population and growing that population better than we are. We need our percent to be higher. Now, I guess correlating the two, we don't have as many multi-family housing choices in our region. So perhaps one of the detractors for that millennial group is, where do I live? Is it a deteriorated house in the city that is around a lot of deteriorated houses? Or do I have a better option? And is this community providing it for them? Again, there is a gap there. We need to improve that. This is a real telling one. From 2000-2009, they tracked where your new development is occurring in these regions. For us over that 10-year period, about 6.5% of development has been infill development. Now if you look, and we expanded this to Michigan, Missouri, some other regions, a significant number, but I would highlight South Bend and Fort Wayne as having made strides in making a conscientious effort to invest in and develop within corporate city limits, trying to bring people back in. Again, the disparity between the top to the bottom is a little alarming. It concerns me that we aren't putting the focus where we need to on this. People are going to go somewhere, why not here? Let's give them those options. Last one, we talk about brain drain. Our three-county region experiences a migration. Let me explain this. This is purely move in, move out. This is not new children being born. This is move in, move out. From 2000 to 2010, if you look at our Evansville region, not bad. The alarming part to me is the total number in population change of move-ins, we are only talking about, and your highest move in is 1,998 people over 10 years. That's not a lot of move in. We are not getting a lot of move in. Here's the other thing. You say, that's alarming that brain drain piece, they come in, then we are getting this mass exodus. The good news is, they are not exiting more than they are coming in in the age groups before. That's a positive. Okay. Then the other good news is that we have a steady move in, just not to the level that we want. So we found another county in our state that had all positive, Clark County. You all say Clark County, they get all that Louisville move-in. Well you can see from this chart, if you look, it's kind of hit a peak. They are not getting the quantity anymore. At one time it was the fastest growing region in the state of Indiana. It is not anymore. Okay. So it is growing and it is steady. But it really isn't that much different than us, is it? If you really think about it. Then you want to look at, let's look at Monroe County. They are pretty flat-lined. They are not really getting a lot of move-ins anywhere. Of course they are moving in there. Where are they going? They are going to college. They are moving in. They are calling that their home. They are also moving out about like they are with us. If you look at the real difference, look at the totals. Almost a little over 30,000 from ages 15-24 moving in and about 17,000 moving out. That's a pretty good net, isn't it? That's why Bloomington's metro area has grown from about 55,000 to 80,000 over the course of the last 20 years. Whereas, ours has been pretty, for larger, we are not seeing that drastic of growth improvement. So what's next? Well, we have prepared this draft plan. We are getting ready to take it back to the public. Here's the thing, we have accumulated all this information. We have developed the basis of our plan. It is a four volume plan, one of which is the metro and transportation plan that is this group's plan, and we are going to go to the public in February in Warrick, Vanderburgh and Henderson counties and we are going to put it out there and say, we hit the mark, is this what you were thinking? And all the things that you have offered to us, have we hit the mark? We are going to take their input, finalize it and come back to this group and attack earlier in the day, in March, we are going to present to you the draft plan in its entirety, the draft plan for you to start mulling over. We are

going to go through it a little bit. We will talk about some of the key things within that plan. But ultimately, we are going to ask you to take that back, review it, offer insight, suggestions, get it back to us. Then we will revise that and come to you with the final draft in April requesting that the Tech Committee adopt a resolution recommending that you approve that plan and then we will come to this group in hopes that you will adopt the plan as the regional sustainable plan for this Evansville metropolitan region. Following that up, and we are trying to still work out the details on this, we want to have a grand celebration because once that happens, and the plan comes to life. And the Sustainable Evansville Areas Coalition I talked about earlier, we are about to bring on our 21 member to that group. They have not only offered their support to this plan and contribution to this plan, but they have agreed to try to make that plan come to life, implement the plan is their charge. So we want to celebrate. We want to see this thing take off. Now, Mike and I are here to answer any questions you might have. We will make this presentation available on the website at [seacplan.org](http://seacplan.org). Mike is there anything you want to add?

**Mr. Shoulders:** Yes, as Kari and I found out at the SEAC Convening in Washington D.C., this grant will be a huge benefit to others in the area. When LPA's apply for grants and they include this HUD grant in their cover letter, they can get more points and a higher priority in the grant that they are applying for.

### **C. Metropolitan Transportation Plan 2040**

**Ms. Drach:** We are here today to ask for your approval of our Metropolitan Transportation Plan 2040 document. We have come before you throughout the development process, bringing the draft to you last month. Then the final step was to put the draft plan out for public comment which we did from December 6<sup>th</sup> through January 5<sup>th</sup>. During the public comment period, we did receive two comments. The first one being a request for us to consider an interchange at I-164/I-69 and Kansas Road to serve the airport. We took a look at that request. That project would be an INDOT sponsored project likely. So in looking at the fiscal constraint element of our document, we weren't able to put that project in our funded needs list. So we put it on the illustrative needs. We will continue to talk with INDOT about the possibility of an interchange along I-164/I-69 to serve the airport from here forward. The second request we received was consideration be given to an Evansville and a Mt. Vernon transit connection. At the Mt. Vernon component would require a transit system be set up to serve Posey County. And while Posey County isn't a part of our metropolitan planning area which is what is covered by the transportation plan, we do have a rural contract to do some rural planning for them. So what we are committed to do is continue that conversation with representatives of Posey County and Mt. Vernon to see if they are interested in developing a transit system so that we could connect with METS. Those were the only two public comments we received during the comment period. We will be asking for your approval today for the 2040 plan. If we get your approval today, I do want to note that the Transportation Plan will not be active until we get Federal Highway approval, and Federal Highway approval will not be able to come until we get an approved state implementation plan. And a state implementation plan is a plan that is put together to show how we, in our region, through the transportation process, will meet and maintain the national AMA air quality standards. And where the SIP approval process at this point in time is we are anticipating that a federal register notice will be published sometime this month. We have that notice out there for 60 days and at the end of the 60 day process, the hope would be that we would get that SIP approval. So that puts us in to mid-March. Until we have all these documents signed off the SIP, the Transportation Plan and our Air Quality Conformity document, we will not be able to get any TIP amendments approved. So we will be back on our TIP amendment process I hope come April. What we will do is, if you have any TIP amendment requests, we will go ahead and take them and put them all together and bring them back to the board in March for approval and have those TIP amendment requests processed concurrently with the SIP and the Transportation Plan and those other documents. So that's our plan for that. Are there any questions?

**Mr. Stoll:** In response to the comments, we had looked a while back at an interchange at Millersburg. Spacing-wise you're suppose to have interchanges 5 miles spaced in rural areas and 1 mile in urban areas. Millersburg is between Lynch and Boonville New Harmony. We had done some submittals to INDOT and the response was one of the primary considerations for a new interchange was you have to show problems at the abutting interchanges. Looking at forecasting we didn't see any problems. It will be a long shot to get an interchange at Kansas. So just wanted to let you know that we've looked at this before.

**Mr. Farvardin:** Kansas didn't meet the 5 mile.

**Mr. Stoll:** No it's about a mile and a half so it wouldn't meet the spacing.

**Mr. Stoll:** Any questions? (None.) I would entertain a motion for approval. (Motion was made by Mr. London and seconded by Mr. Meyer.) Voice vote. SO ORDERED.

#### **D. MTP 2040 – Air Quality Conformity Document**

**Mr. Lingala:** The first one I'm here to talk about is the Air Quality Conformity documentation. So last month we presented to you the draft document and then we opened it up for public comment for 30 days and that ended last Sunday, January 5<sup>th</sup>. We did not receive any comments so we request your approval of the Air Quality Conformity Document.

**Mr. London:** Is there a baseline we had to meet?

**Mr. Lingala:** Yes the standards on one page there is a table 5 columns 3 and 5. Those are the numbers we are not allowed to exceed.

**Mr. Farvardin:** So where are we at in respect to other communities?

**Mr. Lingala:** We are better than what we are allowed to for green house gases and emissions. And we look at PM 2.5. Which we see tire wear and tear right now for 2015 the standard is 199.93 we are at 178.01 for 2022 the standard is 100.45 and we are at 87.48 Years beyond 2022 if you look at the columns going down they are all under 100.45 So we are conformed with PM2.5 same way for Nox those are the next two columns. 2015 the standard is 5642.95 and we are at 4995.04 tons per day for year 2022 the standard is 3173.08 and we are at 2752.59 tons per day and Beyond 2022 we are less than what is allowed.

**Mr. Farvardin:** In general, do you know how we compare to the next neighborhood over like Mt. Vernon or Louisville?

**Mr. Vishu:** No, I don't have those numbers but I can look at those numbers. Louisville has more because they are a bigger region and have more traffic.

**Mr. Shokouhzadeh:** When you speak of the SIP Budget it's not just transportation, its point source, power companies, and other places so the budget will be difference for each region.

**Mr. London:** If you look at Warrick County, it's half of ours.

**Mr. Shokouhzadeh:** They have less VMT.

**Mr. Vishu:** You are expected to see more older vehicles in Vanderburgh and many semi-trucks.

**Mr. London:** Ten to Fifteen Years we weren't even at attainment. So we've done a lot.

**Mr. Shokouhzadeh:** We are attained and in a maintenance status.

**Mr. Stoll:** Any questions? (None.) I would entertain a motion for approval. (Motion was made by Mr. London and seconded by Mr. Farvardin.) Voice vote. SO ORDERED.

### **3. NEW BUSINESS**

#### **A. Evansville Regional ITS Architecture (Vickers, Feltz)**

**Mr. Lingala:** The next item is the Evansville Regional ITS Architecture document. Again, this is, we first developed the first regional ITS Architecture in 2007 and whenever we have ITS related projects in the region, we have to update the architecture. So the last time we updated it was in 2009 when we did the downtown traffic signal modernization. So now in 2014, the City of Evansville is looking at taking on two signal modernization projects, one at Fulton Avenue and Ohio Street, and the other one is another set of downtown signals between Franklin, Columbia, N. Main and Garvin Streets. There are about 12 signals in that project. So we updated the architecture documents and we request your approval.

**Mr. Stoll:** Any questions? (None.) I would entertain a motion for approval. (Motion was made by Mr. Vickers and seconded by Mr. Feltz.) Voice vote. SO ORDERED.

### **4. PUBLIC COMMENTS**

**Mr. Shokouhzadeh:** We have some new faces at the table and we should've done this at the beginning but let's go around the table for introductions:

**Mike Vickers:** American Engineers, Inc.

**Mike Feltz:** CHA Consulting

**Dan Farvardin:** Bernardin Lochmueller and Associates

**Pam Drach:** Evansville MPO

**Laura Lamb:** Evansville MPO

**Rob Schaefer:** Evansville MPO

**Syed Shokouhzadeh:** Evansville MPO

**Craig Luebke:** Evansville MPO

**Ron London:** Area Plan Commission

**John Stoll:** County Engineer

**Debbie Bennett Stearsman:** Economic Development Commission of Southwestern Indiana

**Kari Akin:** Evansville MPO

**Vishu Lingala:** Evansville MPO

**Richard Meyer:** INDOT

**Angie Higgins:** Easter Seals Rehab Center

Meeting adjourned.