

CAMPO Policy Board Meeting
May 19, 2014
Draft - Meeting Minutes

Member Attendees:

Jorge Morales – County Council
Zack Ellison – County Plan Commission
Roger Lang – City Plan Commission
Jim Ude – INDOT Seymour District
Rick Flohr – County Commissioner

Absent voting members:

Mayor Kristen Brown
Ryan Brand – City Council

Staff:

Laurence Brown – CAMPO staff

Laurence Brown stated that this meeting would primarily be about Resolution 2014-4C.

Zack Ellison called the meeting to order, CAMPO meeting for May 19, 2014.

The minutes from the May 10, 2014 meeting were approved with corrections to a few typos.

Roll call – 5 members were present, so a quorum exists.

Zack Ellison asked if there was anything they need to do on the Statement of Work.

Discuss the SOW in the realm of Agenda item C, combined. Laurence Brown said they would be discussing Resolution 2014-4C, named C because it is a change from the original.

Zack Ellison stated that at the last meeting they never came to a conclusion about the funding of the Travel Demand Model. It was determined that a special meeting was needed to further discuss the funding of the Travel Demand Model.

Laurence Brown stated that changes were made to the final whereas; this project will not commence via a Notice to Proceed until after November 1, 2014.

Laurence Brown told the Board that now they all have a notebook. The notebook includes Creation documents, Interlocal agreements, Ordinance that makes CAMPO a part of the City, Bylaws, Statement of work, Long range plan.

Laurence Brown explained about the Complete Network, page 8 of the Statement of Work (SOW). It takes 3 parts to make up a complete network plan. The "Transportation Plan" is our complete network plan. Step 1 is build a Travel Model, then build scenarios and model the alternatives, then document the plan.

The Transportation Plan is a 25 year plan, we do not want it to get younger than 20 years. MPOs are obligated to create a Transportation Plan every 5 years. Last one was November 2011, so we are due in November 2016.

Laurence put the Travel Model in the Statement of Work and it has to be approved by 3 bodies, Federal Highway, INDOT and CAMPO. CAMPO approved it December 2012. Budget approval in August 2013. Sent out RFQs last October 2013. Selection committee was made up of Zack Ellison, Roger Lang, Eric Fry, Carl Malysz and Laurence Brown. The committee read the proposals, interviewed the companies and chose BLA.

When the Board approved the SOW, Laurence predicted a cost of \$250,000, however he negotiated with BLA to do the project for \$200,000. Laurence took this to BOW, as has been custom to go to BOW. The Board tabled it. The Mayor was concerned about cost of \$200,000. Laurence split the cost into 2 parts, \$130,000 for the Travel Demand Model to be done in 2014, and \$70,000 for next year. If \$70,000 isn't in budget next year, Laurence will do it himself. Laurence approached the Mayor with that idea, she felt like it needed to be pushed out, that the MPO had too many projects going on as is. So Laurence has it programmed to start in November 2014.

Laurence Brown asked the members of the Board if they had any questions.

Roger Lang asked about funding and Laurence said that was coming up.

Laurence Brown further explained that Travel Demand Models are the secret to long range solutions. TDM can be used for other things besides long range planning. Landuse planning, corridor studies, traffic impact analysis for new development, shift-change impacts.

Zack Ellison asked if the TDM plays a part in helping us to understand traffic flow, like traffic impacted by railroad, flood, increased population on the westside? How does a closure impact traffic?

Laurence Brown said that yes it is used for all of these as well as for emergency evacuations.

Rick Flohr asked is it a "living thing" in that it will change as changes are made? For instance, what will the impact be if Cummins changes shifts? Rick said he always pictured the TDM as a book sitting on a shelf.

Laurence Brown said that Columbus has never had a travel model. Generally travel models are an important purpose of the MPO. All MPOs except Columbus and Kokomo have Travel Demand Models. Laurence asked all the MPOs, do you have one and how do you use it? Board could review responses.

Jorge Morales struggling to understand why we have some of the projects we have, when there seem to be other potential projects which would make things better faster.

Zack Ellison said the survey answers of MPOs regarding their use of Travel Models were very enlightening. Interesting how much importance they place on a Travel Demand Model.

Are TDM able to be understood by Planners or INDOT? Is the Travel Demand information only to be read by one person?

Laurence Brown said no, that typically an outside traffic analysis company is contracted and we give them our model so they can analyze the area of their concern.

Jorge Morales asked if a regular citizen can understand.

Laurence Brown answered that typically you have a good person who runs the model, reads the results and makes it understandable for a citizen. Put it in a map. For instance; at a peak hour of the day will certain roads handle the traffic? Map with red, blue, green lines. The red line if reaching its capacity. Another line means it is reaching 70%, etc. Have peak and non-peak hours. Measures travel time point a to b, how many lanes, effects of transit use changes, land use elements.

Jorge Morales asked if schools could use this for busses to coordinate with companies' traffic.

Rick Flohr says he has a grip on what this is. What does Laurence need from the Board? Let's go over finances.

Planned \$130,000 in 2014 for the model and \$70000 in 2015 or 2016

Fed pay 80% of \$130,000 or \$104,000, locals pay 20% or \$26,000

County pays 1/3 or \$8667, City pays 2/3 of or \$17,333

Laurence introduced Alan Whitted so that he could speak on his own behalf regarding an email that was sent to the Policy Board members about his opinion on CAMPO processes. Alan said he was with the City for 17 years. He and Steve Ruble set up the MPO and set forth to delegate official business items to Board of Works, however just because they did it that way doesn't mean it has to continue. CAMPO could operate more like the Parks Board and bring the payment checks and balances internally. Alan didn't want the email misconstrued. He is not trying to limit the CAMPO policy board's authority or scope.

Jorge Morales asked if this was going to be like the Parks Board situation. For the Policy Board to change and revert back, will that be a fight?

Zack Ellison said he sees it a little differently [than the Parks & Rec situation]; he does not want us to end up on front page of The Republic. He said step one is for this policy board to approve this as a project we recommend. Laurence has done a good job with funding, banked money from years past, put money

aside this year, and stretched for the future. Today is not to decide how to fund it, but is it a project worthy of moving forward?

Jorge Morales asked about the county commissioner's willingness to pay 1/3 or 20%. The City will pay 2/3. Do you already have an agreement with the City?

Laurence says the City Council has looked at Laurence's budget and projects and has approved this budget item.

Jorge Morales asks why don't we put in writing that the 2/3 is picked up by the City.

Rick Flohr says it would be crystal clear then, however, there is resistance to this. We witnessed it in the last meeting.

Laurence says that the City Council is the financial decision making body for the City of Columbus and they have approved the budget.

Jorge made a motion to approve Resolution 2014-4c with the modification to add to the resolution a statement that specifically states the city will pay for 2/3 of the local costs, and to include the actual costs that entails.

Laurence indicated he could add to the line that states the county would pay 1/3, a similar line that the city would pay 2/3, and include what those costs are.

This motion was seconded by Roger Lang. No discussion. The Policy Board voted unanimously (5-0) to accept Jorge's motion.

Meeting adjourned.

*The final approved version of the Resolution-2014-4c.1 is on page 5 of these minutes.

RESOLUTION 2014 – 4c.1

RESOLUTION TO APPROVE CONTRACT WITH BERNARNDIN LOCHMUELLER ASSOCIATES FOR TRAVEL DEMAND MODEL DEVELOPMENT

WHEREAS, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization the City of Columbus and Bartholomew County; and

WHEREAS, a Travel Demand Model is a transportation tool necessary for accurate prediction of future transportation needs, land use options, transportation policy, mode shifts, and a valuable tool for analyzing solutions to today's traffic demands, traffic events, emergency vehicle movement, to name a few, and

WHEREAS, a thorough and fair vendor selection processes was followed with a diverse selection committee and BLA as the superior vendor, and

WHEREAS, this travel model will cover the movement of vehicles in the entire county and areas in Edinburgh that are outside the county, and

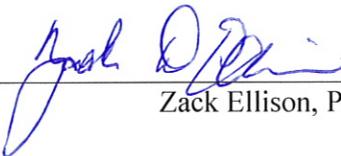
WHEREAS, this \$130,000 project is 80% federally reimbursed (\$104,000), and

WHEREAS, the County Commissioners have considered this as a valuable tool for the county and are willing to pay for 1/3 of the local costs (1/3 of 20% of total, or \$8,667), the City of Columbus to pay 2/3 of the local costs (2/3 of 20% of total, or \$17,333), and

WHEREAS, this project will not commence, via a Notice to Proceed, until after November 1, 2014;

NOW THEREFORE BE IT RESOLVED by the CAMPO Policy Board that the contract for Not-to-Exceed \$130,000 with BLA for Travel Demand Model work be approved.

Adopted this 19th day of May 2014



Zack Ellison, President



Laurence Brown, CAMPO Director