



**AGENDA**  
**COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)**  
**POLICY BOARD**  
**MONDAY, AUGUST 8, 2016 AT 1:30 P.M.**  
**CAL BRAND MEETING HALL, CITY HALL**  
**123 WASHINGTON STREET**  
**COLUMBUS, INDIANA**

**ROLL CALL**

**APPROVAL OF MINUTES**

- A. Minutes of the June 7, 2016 Meeting

**REPORTS**

- B. Project Update – City / County Engineers
- C. MPO Director's Report

**OLD BUSINESS REQUIRING BOARD ACTION**

None

**NEW BUSINESS REQUIRING BOARD ACTION**

- D. Resolution 2016-6 – Amend current TIP with new and modified projects

**DISCUSSION ITEMS**

- E. Emergency Amendment (Resolution 2016-5)
- F. NPRM: MPO Coordination and Planning Area Reform

**ADJOURNMENT**

**MINUTES**  
**COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)**  
**POLICY BOARD**  
**TUESDAY, JUNE 7, 2016 AT 1:30 P.M.**  
**CITY COUNCIL CHAMBERS, CITY HALL**  
**123 WASHINGTON STREET**  
**COLUMBUS, INDIANA**

**Members Present:** Dennis Baute, Dascal Bunch, Zack Ellison, Jim Lienhoop, and Jim Ude (INDOT).

**Members Absent:** Rick Flohr, Bill Lentz

**Staff Present:** Laura Thayer and Jeff Bergman (Planning Department), Dave Hayward (City Engineer), Danny Hollander (County Engineer), Heather Pope (Redevelopment), and Alex Whitted (CAMPO Attorney).

**APPROVAL OF MINUTES**

Mr. Bunch moved that the minutes of May 9, 2016 be approved. The motion was seconded by Mr. Baute, and the minutes were approved by unanimous voice vote.

**REPORTS**

**City Engineer:** Mr. Hayward gave updates on the following projects: Rocky Ford Road and pedestrian crossing project.

**County Engineer:** Mr. Hollander gave updates on the new Newbern Bridge on CR 850 East and the People Trail project for the old Newbern Bridge.

**CAMPO Director:** Ms. Thayer gave a report on recent CAMPO activities including the Long-Range Transportation Plan update.

**OLD BUSINESS REQUIRING BOARD ACTION**

None

**NEW BUSINESS REQUIRING BOARD ACTION**

**Resolution 2016-02:** Ms. Thayer presented six amendments to the Transportation Improvement Program (TIP). She reported that there was not a quorum at the Technical Advisory Committee meeting on June 2; therefore, no action was taken and the amendments were forwarded without a recommendation. Mr. Whitted advised that while a recommendation is desirable, it is not required, and that the Policy Board may take action on the proposed amendments.

Mr. Bunch moved that the amendments be added to the TIP. Mr. Ude seconded the motion, which passed unanimously by voice vote.

**DISCUSSION ITEMS**

Ms. Pope updated the Policy Board on the progress of the Railroad Committee.

**ADJOURNMENT: 2:00 p.m.**

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**Zack Ellison, Chair**

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**Dennis Baute, Vice-chair**

CAMPO TIP Amendments  
 Attachment to Resolution 2016-06  
 August 8, 2016

Project	DES#	Work Type	Location	Program	Funding	Phase	Federal	Match	2017	Total	Reason for Amendment
I-65	0501212	Road Reconstruction (3R/4R Standards)	From US 50 to SR 58	IM	INDOT	RW	\$90,000	\$10,000	\$100,000	\$100,000	RW Funding
SR 7	1600378	Surface Treatment/Thin HMA Overlay	From SR 46 to US 31	NHS	INDOT	CN	\$124,560	\$31,140	\$155,700	\$155,700	Related to SR 46 Surface Treatment Project

## **RESOLUTION 2016-06**

### **RESOLUTION TO AMEND NEW AND EXISTING INDOT PROJECTS INTO THE SFY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

**WHEREAS**, development of the annual TIP, listing all federally funded and regionally significant transportation projects is a requirement of the U.S. Department of Transportation; and

**WHEREAS**, INDOT has specific maintenance and improvement projects on their state-owned facilities which are in the CAMPO planning area (Bartholomew County) and thus must be in the TIP if federal funds are to be expended on these projects, and

**WHEREAS**, the TIP is developed by the staff of CAMPO for the Policy Board, and

**WHEREAS**, this Resolution has been reviewed and recommended for approval by the Technical Committee, and

**NOW THEREFORE BE IT RESOLVED** by the CAMPO Policy Board that the projects listed on the attachment to this resolution be amended in the Transportation Improvement Program (TIP) for SFY 2016-2019:

Adopted this 8<sup>th</sup> day of August, 2016

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Zack Ellison, Chair

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Laura Thayer, CAMPO Director



## MEMORANDUM

**TO:** CAMPO Policy Board  
**FROM:** Laura Thayer (email lthayer@columbus.in.gov)  
**DATE:** July 13, 2016  
**RE:** Emergency Amendment to the TIP, DES#1601191

INDOT has requested an emergency amendment to the TIP. There is a critical need to patch the section of I-65 from US 50 in Seymour to SR 58 in Bartholomew County. This will provide safer travel on this section of I-65 until the larger planned project (DES#0501212) is let and completed next season. Funding in the amount of \$500,000 or less will be programmed to patch and rehab the roadway. In order for this project to let in September, it needs to be added to the TIP as soon as possible.

**Voting on this amendment will be via email. Please respond to me with your vote by noon tomorrow.**

CAMPO's bylaws allow approval of the proposed amendment through an emergency amendment process. This request meets the criteria for such a request because of potential harm to the public, and because there is insufficient time to organize a Policy Board meeting. The section of the bylaws that allows an emergency amendment is shown below.

### 5.3 Emergency Amendments

In some cases, a project is not in the TIP, or is not in the TIP correctly and the correction meets the Amendment criteria in section 5.1, thus, the project cannot move forward without an Amendment to the TIP. Further, (1) the public will be harmed by delaying the project because of safety, fiscal prudence road condition, or other public disbenefits, and (2) a Policy Board meeting is not soon, or cannot be immediately organized.

**A. Procedure:** A memo describing the project and reasons for its urgency and corresponding Resolution will be distributed to the CAMPO Policy Board members via email. Member must respond with a vote. No response is considered an abstain. The Amendment must pass by majority of the membership and the Resolution signed before it can be implemented into the TIP. These memos and corresponding document changes will be provided to the public at the next Policy Board meeting.

CAMPO TIP Amendment (Emergency Amendment)  
 Attachment to Resolution 2016-05  
 July 14, 2016

Project / Program	Project Number (DES#)	Work Type	Location	Program	Funding Entity	Phase	Federal	Match	2017	Reason for Amendment
I-65	1601191	Asphalt Patching	From US 50 to SR 58	IM	INDOT	CN	\$450,000	\$50,000	\$500,000	Interim roadway safety measure. Road reconstruction project (0501212) starts next year.

**RESOLUTION 2016-05**

**RESOLUTION TO AMEND NEW AND EXISTING INDOT PROJECTS INTO THE SFY 2016-2019  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

**WHEREAS**, development of the annual TIP, listing all federally funded and regionally significant transportation projects is a requirement of the U.S. Department of Transportation; and

**WHEREAS**, INDOT has specific maintenance and improvement projects on their state-owned facilities which are in the CAMPO planning area (Bartholomew County) and thus must be in the TIP if federal funds are to be expended on these projects, and

**WHEREAS**, the TIP is developed by CAMPO staff for the Policy Board, and

**WHEREAS**, this Resolution has been reviewed by CAMPO staff,

**NOW THEREFORE BE IT RESOLVED** by the CAMPO Policy Board that the project listed on the attachment to this resolution be amended in the Transportation Improvement Program (TIP) for SFY 2016-2019:

Adopted this 14<sup>th</sup> day of July, 2016

  
\_\_\_\_\_  
Zack Ellison, Chair

  
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Laura Thayer, CAMPO Director



## MEMORANDUM

**TO:** CAMPO Policy Board  
**FROM:** Laura Thayer  
**DATE:** August 5, 2016  
**RE:** Notice of Proposed Rulemaking: Metropolitan Planning Organization Coordination and Planning Area Reform (Docket# FHWA-2016-0016)

On June 27, 2016, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued proposed rules that have the potential to redefine Metropolitan Planning Areas (MPAs) for many MPOS throughout the nation, including CAMPO. A 60-day comment period was established.

Indiana's MPO directors have issued a joint letter to FHWA and FTA to request that the comment period be extended from 60 to 120 days to allow adequate time for review and comment by our Policy Boards and others. This letter is attached for your review.

Because part of CAMPO's urbanized area (UZA) is located with the Indianapolis MPA, CAMPO would be affected by the rules as currently written. Additional study and clarification of the proposed rules is required to determine the exact impact on CAMPO, but it appears that possible outcomes could include the expansion of our MPA into Johnson County to encompass our entire UZA, or the merging of CAMPO with the Indianapolis MPO (IMPO). CAMPO and IMPO could also be required to develop unified plans together.

CAMPO staff recommends that the Policy Board establish a committee to study this issue further, and possibly develop a comment in response to the proposed rules. If the board is interested in taking this route, Alex Whitted, our attorney, and I would be available to assist and provide information. I should add that the board could initially decide to request an extension to the comment period, as many others have.

I will present more information about the proposed rules at our meeting on Monday, August 8. In the meantime, here's a summary that I copied from the docket:

"The FHWA and FTA propose revisions to the transportation planning regulations to promote more effective regional planning by States and metropolitan planning organizations (MPO). The goal of the proposed revisions is to result in unified planning products for each urbanized area (UZA), even if there are multiple MPOs designated within that urbanized area. Specifically it would result in MPOs developing a single metropolitan transportation plan, a single transportation

improvement program (TIP), and a jointly established set of performance targets for the entire urbanized area and contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan. If multiple MPOs are designated within that urbanized area, they would jointly prepare these unified planning products. To accomplish this, the proposed revisions clarify that the metropolitan planning area must include the entire urbanized area and contiguous area expected to become urbanized within 20 years.

“These proposed revisions would better align the planning regulations with statutory provisions concerning the establishment of metropolitan planning area (MPA) boundaries and the designation of MPOs. This includes the statutory requirement for the MPA to include an urbanized area in its entirety, and the exception provision to allow more than one MPO to serve a single MPA if warranted by the size and complexity of the MPA. The rulemaking would establish clearer operating procedures, and reinstate certain coordination and decisionmaking requirements for situations where there is more than one MPO serving an MPA. The proposed rule includes a requirement for unified planning products for the MPA including jointly established performance targets within an MPA, and a single metropolitan transportation plan and TIP for the entire MPA in order to result in planning products that reflect the regional needs of the entire urbanized area. These unified planning products would be jointly developed by the multiple MPOs in such MPAs where more than one MPO is designated. The FHWA and FTA propose to phase in implementation of these proposed coordination requirements and the proposed requirements for MPA boundary and MPO boundaries agreements over 2 years.”



# MPO COUNCIL

[www.indianampo.com](http://www.indianampo.com)

August 1, 2016

The Honorable Gregory Nadeau  
Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

The Honorable Carolyn Flowers  
Acting Administrator  
U.S. Department of Transportation  
Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Re: Extension of Commenting Period for Metropolitan Planning Organization Coordination and Planning Area Reform Notice of Proposed Rulemaking (Docket No. FHWA-2016-0016)**

Dear Administrator Nadeau and Acting Administrator Flowers:

The Indiana Metropolitan Planning Organizations (MPO) Council jointly writes to request that the comment period for the proposed rule regarding MPO Coordination and Planning Area Reform be extended from 60 days to a minimum of 120 days. A 120-day review period is necessary to provide adequate time for review of and to solicit feedback from our Board members on the proposed changes to the statewide and metropolitan transportation planning process that would have a significant direct impact on our organizations.

For the past 30 years, Indiana's MPOs have met regularly to solve problems through a coordinated statewide collaboration called the Indiana MPO Council. The Council has successfully tackled regional issues making it a trusted and reliable resource for our MPOs, as well as our planning partners, such as the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). After three decades of collaboration, the Council can boast an impressive number of planning, funding, and policy achievements for itself, its partner agencies, and the State of Indiana. An open, voluntary structure that is grounded in the motivation to achieve more for everyone by working together has brought the Council lasting success and has benefitted residents in Indiana communities both large and small.

The Council has been encouraged by the framework and process outlined by the U.S. DOT's Regional Models of Cooperation initiative. We agree that enhanced processes for effective communication can result in improved collaboration, policy implementation, technology use, and performance management for States, MPOs, and other planning partners. Regional Models of Cooperation has encouraged this voluntary collaboration to improve decision-making, time and money savings through shared resources, and to provide added overall value.

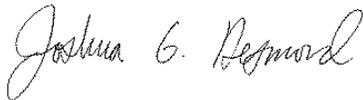
We strongly agree with the U.S. DOT that MPOs in neighboring communities and states need to collaborate. However, the proposed rule radically changes the relationship between these MPOs. We are

concerned over potentially lasting negative consequences that could reverse or compromise over 30 years of coordination efforts in the State of Indiana.

The relatively short timeframe for comments on this proposed rule is coming at the same time as several other expansive U.S. DOT rules impacting MPOs and the planning process are being implemented. For example, U.S. DOT released new final planning regulations on May 27, 2016. These rules are the first major changes to planning regulations in almost a decade, and our organizations are just starting to learn details from U.S. DOT on the specific actions necessary to comply with the new rule. The U.S. DOT's decision to propose a new rule, which is separate and distinct from the recently released final planning rule, contributes to a seemingly disjointed and uncoordinated approach. We believe that the proposed MPO coordination rule will have substantial implications for the statewide and metropolitan transportation planning process. Review of the proposed MPO coordination rule will now be more complex because it must be undertaken within the context of the recently released final planning regulations. Issues regarding MPO coordination within single or contiguous urbanized areas should have been fully discussed as part of the broader dialogue on planning regulations to implement the seminal planning process reforms adopted with MAP-21 and affirmed with the FAST Act.

The proposed 60-day comment period simply does not allow sufficient time for us to participate meaningfully in this important rulemaking. We believe that the proposed coordination rule will have substantial implications for metropolitan transportation planning process in the State of Indiana and throughout our nation. We respectfully and jointly request that the U.S. DOT extend the comment period for the proposed coordination rule from 60 days to a minimum of 120 days.

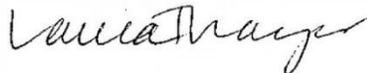
Sincerely,



Josh Desmond, Executive Director  
Bloomington/Monroe County  
Metropolitan Planning Organization



Seyed Shokouhzadeh, Executive Director  
Evansville Metropolitan Planning  
Organization



Laura Thayer, Executive Director  
Columbus Area Metropolitan  
Planning Organization



Anna Gremling, Executive Director  
Indianapolis Metropolitan Planning  
Organization



Marta Moody, Executive Director  
Delaware-Muncie Metropolitan  
Plan Commission



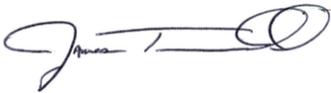
Tammy Corn, Executive Director  
Kokomo-Howard County  
Governmental Coordinating Council



Larry Chaney, Director of Transportation  
Kentuckiana Regional Planning &  
Development Agency



Ty Warner, Executive Director  
Northwestern Indiana Regional  
Planning Commission



James Turnwald, Executive Director  
Michiana Area Council of  
Governments



Mark Policinski, Executive Director  
Ohio-Kentucky-Indiana Regional  
Council of Governments



Jerry Bridges, Executive Director  
Madison County Council of  
Governments



Sallie Dell Fahey, Executive Director  
Area Plan Commission of  
Tippecanoe County



Dan Avery, Executive Director  
Northeastern Indiana Regional  
Coordinating Council



Ronald M. Hinsenkamp, Executive Director  
West Central Indiana Economic  
Development District