

**Metropolitan Planning Organization
West Central Indiana Economic Development District
Transportation Technical Committee Meeting Minutes Summary
August 24, 2010 – 10:00 AM
WCIEDD Conference Room, 1718 Wabash Ave., Terre Haute, IN 47808**

1. **Call to Order.** Jeremy Weir called the meeting to order at 10:10 a.m.
2. **Roll Call.** Ron Hinsenkamp conducted roll call.

Committee Members Present:

Jeremy Weir, Executive Director, Vigo County Area Planning (Chair)
Chuck Ennis, City Engineer, City of Terre Haute
Ron Hinsenkamp, Chief Transportation Planner, WCIEDD (Vice Chair)
Jerry Netherlain, Vigo County Engineer
Brent Spier, Seelyville Town Manager

Committee Members Absent or Excused

Voting Members:

Mark Albers, Local Programs Manager, INDOT Crawfordsville
Pat Martin, City Planner, Terre Haute Transit Utility
Dennis Wiss, Director, Terre Haute International Airport

Advisory (Non-Voting) Members:

Eddie Bird, Superintendent of Parks and Recreation, City of Terre Haute
Larry Buckel, INDOT Public Transportation
Larry Heil, FHWA Representative, Indiana Division
Cliff Lambert, Director, Terre Haute Department of Redevelopment
Roger Montgomery, Superintendent, West Terre Haute Street Department
Keith Ruble, Superintendent, Vigo County Parks Department

Others in Attendance

Pat Macke, Transit Planner, WCIEDD
Dan Wegner, Transportation Planner, WCIEDD
Merv Nolot, Director, WCIEDD
Jackie Mitchell, Transportation Planner, WCIEDD

3. **Approval of Previous Minutes:** Jeremy Weir asked for questions, corrections or amendments to the minutes of the committee meeting held on July 6, 2010. These minutes were electronically distributed prior to today's meeting. There being no questions or discussion, the minutes were unanimously approved as submitted. (Status: Closed)
4. **Communications from Presiding Officer:** None
5. **Report of Officers and/or Committees:** None
6. **Old Business:**
 - a. Ron Hinsenkamp reported the MPO received a draft copy of the new Terre Haute-Vigo County Trails and Greenways Plan on July 28, 2010. The staff is currently in the process of reviewing the document so we can provide feedback to the consultant about required additions, changes, etc. Right now the MPO intends to present the final draft of the new plan to the Transportation Policy Committee (TPC) for adoption at their meeting on September 21, 2010. Ron noted that the adopted plan will actually be considered a subset of the Long Range Transportation Plan

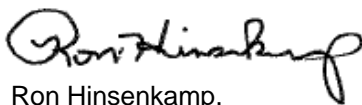
(LRTP) and that new trails and greenways projects to be included in the Transportation Improvement Program (TIP) will be drawn from this subordinate plan. (Status: Open – MPO)

- b. Ron Hinsenkamp provided the following update on the status of CMAQ project applications that were submitted during the most recent call for projects.
- 1) **Third Street (US 41)/8th Ave Intersection Improvement:** The project application and air quality analysis were uploaded for regulatory agency (FHWA, FTA, EPA, INDOT and IDEM) review and comment on July 28, 2010. None of the regulatory agencies submitted any questions or comments about the project by the established August 9, 2010 deadline. Therefore, the MPO anticipates the regulatory agencies will endorse the project's eligibility for funding during the CMAQ Eligibility Conference Call on August 25, 2010. INDOT will then compile a list of all validated projects and submit it to FHWA for final approval. The MPO anticipates the FHWA list of validated projects will be published by early October 2010. (Status: Open – MPO)
 - 2) **First Street/Hulman Street Intersection Improvement:** Specific improvements to be made at this intersection cannot be identified until the city completes negotiations with Graham Grain, Indiana Rail Road and CSXT about abandonment of the CSXT tracks on First Street. Therefore, the MPO does not have enough detailed information at this time to develop the project application and to complete the air quality analysis. The MPO will continue to work with the Terre Haute Engineering Dept. on development and submission of this project for CMAQ funding. However, the next opportunity to submit this project for validation by the regulatory agencies and FHWA will likely not occur until February 2011. (Status: Open – MPO & Terre Haute Engineering Dept.)
 - 3) **Lafayette Ave/8th Ave Intersection Improvement:** The exact scope of this project (i.e. roundabout, complete re-design of this intersection, addition of turn lanes, etc.) is still unclear. Therefore, the MPO does not have enough detailed information at this time to develop the project application and to complete the air quality analysis. The MPO will continue to work with the Terre Haute Engineering Dept. on development and submission of this project for CMAQ funding. However, the next opportunity to submit this project for validation by the regulatory agencies and FHWA will likely not occur until February 2011. (Status: Open – MPO & Terre Haute Engineering Dept.)
 - 4) **Purchase of Alternative Fuel Police Vehicles:** The MPO chose not to submit an application to purchase alternative fuel vehicles for the Terre Haute Police Dept. and the Vigo County Sheriff Dept. this program cycle. This decision was made after our FHWA Indiana Division Representative encouraged us to hold off on submission of this type of application until the division issues new guidance on the purchase of alternative fuel vehicles with CMAQ funds. If the new FHWA guidance permits us to purchase alternative fuel vehicles for police departments we will consider submission of an application during some future program cycle. (Status: Closed)
- c. Ron Hinsenkamp reported the MPO is still working with the City of Terre Haute, Town of Seelyville, Town of West Terre Haute and Vigo County on development and validation of a metropolitan planning area wide Highway Safety Improvement Program (HSIP) project to replace all regulatory signs that do not meet new MUTCD reflectivity standards. Since only \$683,448 (plus a 10% local match) is available for this project the project's scope may have to be scaled back. Applications are also being developed for validation of HSIP intersection improvement projects at 7th Street/Davis Ave. and 25th Street/Ohio Blvd. The deadline for submission of projects to be validated under INDOT's current call for HSIP projects is September 15, 2010. (Status: Open – MPO & LPAs)
- d. Ron Hinsenkamp reported the city and county both submitted applications for TIGER II Planning Grants. The city's \$3.6 million application is to complete design work and right-of-way services for the remaining sections of the Margaret Ave Project. The county's \$2.5 million application is

for design and right-of-way services for the Lafayette Ave/Clinton Rd Corridor from Haythorne to US 41. The airport authority decided not to submit an application for development of a new land use plan and update of the airport master plan. The list projects selected for funding under TIGER II should be announced later this year. (Status: Closed)

7. New Business:

- a. Ron Hinsenkamp reported that Phase 1 of the I-70 Dedicated Truck Lanes Study that is being sponsored by the Indiana, Missouri, Ohio and Illinois Departments of Transportation and FHWA, is complete. The study concluded that a business case can be made for establishing dedicated trucks lane on I-70 across the participating states. A more detailed analysis of costs, design and financing options will be completed during the second phase of this study. A copy of the Phase 1 – Final Report Summary is included as Attachment 1 to these minutes. (Status: Closed)
 - b. Ron Hinsenkamp reported the SFY 2012 – 2015 TIP/STIP development process will begin in the next 30 to 60 days with early coordination meetings between INDOT and the various MPOs and RPOs throughout the state. The MPO will issue additional guidance on development of the new TIP and a call for STP-II projects shortly after our early coordination meeting with INDOT. (Status: Open – MPO)
 - c. The committee reviewed the INDOT Project Letting List for Vigo County dated 08/20/10. Ron Hinsenkamp briefly discussed INDOT's plans to combine two curve correction projects (DES 0100698 & 0801071) and an overlay project (DES 0900185) on SR 63 into a single project for letting purposes. DES 0801071 is a project to correct the dangerous curve south of Harlan Rd where there have been a number of fatal accidents. A copy of the project letting list is included as Attachment 2 to these minutes. (Status: Closed)
 - d. Ron Hinsenkamp briefly discussed the preliminary results of the MPO's Quadrennial Planning Review that was conducted by FHWA, FTA and INDOT on July 19th and 20th. The review team identified no corrective actions and three best practices (MOU regarding local cost sharing, TIP amendment/modification procedures and the trails and greenways plan development) that they intend to share with other MPOs. The team also noted they were quite pleased with the cooperative spirit that is evidenced by the member jurisdictions, the professionalism of the MPO and the needs based approach that is now used to identify and prioritize projects. A copy of the final planning review report will be posted on the MPO web site once it is issued. (Status: Closed)
 - e. There being no other new business the Chair moved to the next item of business.
8. **Invitation to Interested Parties:** The chair opened the floor to other interested parties wishing to be heard. No one present availed himself or herself of this opportunity to be heard.
9. **Adjournment:** There being no further business, the meeting was adjourned at approximately 10:55 AM. The next regularly scheduled meeting of the **TTC** will be on **October 26, 2010** at **10:00 AM**. The meeting will be held at **WCIEDD, 1718 Wabash Ave., Terre Haute, IN 47808**.



Ron Hinsenkamp,
Vice Chair

Attachments:

1. I-70 Dedicated Trucks Lane Phase 1 – Final Report Summary
2. INDOT Project Letting List – August 20, 2010



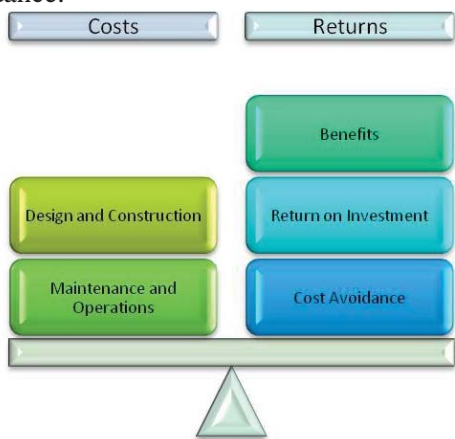
Key Finding: Given the costs and returns as estimated in Phase 1, the I-70 Corridor Coalition, made up of the Indiana, Missouri, Ohio and Illinois Departments of Transportation and the Federal Highway Administration, have determined that a business case can be made for dedicated truck lanes.

This Feasibility Study is:

- a two-phase examination of the possibility of dedicated truck lanes on approximately 800 miles of I-70 between Kansas City, Missouri and the eastern Ohio state line.
- a high-level evaluation of the need, risks, costs, financing options and practicality of dedicated truck lanes to reduce congestion and improve safety and freight productivity.
- an early step in the decision-making process. Before a final decision is made, federally required environmental studies — along with other in-depth evaluations — will be conducted, and funding and financing will need to be identified.

The Business Case:

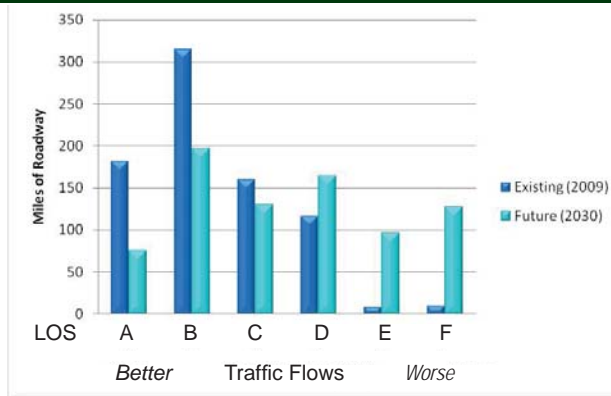
The feasibility of dedicated truck lanes is being evaluated through a business case analysis, in which costs are weighed against returns and benefits (like safety, reduced congestion, improved air quality), return on investment (economic growth, improved freight productivity) and cost avoidance.



I-70 - Crowded Today and Tomorrow:

Traffic on parts of I-70 is already heavy. In 2009, 184 miles of the 800-mile corridor had moderate to heavy congestion. While local improvements are planned, by 2030, the miles with moderate to heavy congestion will increase to 325 miles, or 40 percent of the study corridor.

In rural areas, trucks make up as much as 50 percent of the traffic on I-70. While the percentage of trucks in urban areas is less, the number of trucks remains roughly the same.



The number of miles on I-70 with poor traffic flows will nearly triple by 2030.

More congestion means worse traffic flows, which translates into more crashes. In the I-70 study area, crashes involving trucks increase significantly in areas with worse traffic flows.

Distance Determines How Freight Moves:

Whether freight moves by truck, rail, water or other mode depends partly on how far the freight will travel. More than 70 percent of the trucks on this section of I-70 are traveling 500 miles or less; 500 miles or more is typically the distance where rail tends to become more cost-effective. To be cost-effective, barge freight typically travels even longer distances.

Trucks Carry Most Freight:

While businesses, farms and manufacturers use a wide range of modes to move goods, trucks carry the vast majority of freight in this region. As other modes expand, trucks are still projected to carry more of the region's goods. Even when materials travel by other modes, the majority of products moving in the region begin and/or end their trip on a truck.

Modes	Freight Weight (kilotons)			
	2002	2002 - %	2030	2030 - %
Truck	931,808	74.0%	1,501,219	80.0%
Rail	67,629	5.4%	82,183	4.4%
Air & Truck	24	0.0%	31	0.0%
Other Intermodal	1,122	0.1%	1,965	0.1%
Water	24,545	2.0%	26,693	1.4%
Pipeline/Unknown	233,346	18.5%	264,593	14.1%
Total	1,249,451	100.0%	1,877,103	100.0%

Dedicated Truck Lane Scenario:

Based on I-70's condition and the importance of I-70 to the region's economy, the I-70 Corridor Coalition is looking at dedicated truck lanes as a way to increase safety, mobility, freight efficiency and the economic strength of the region. The scenario concept for this study:

- has cars and local traffic on the outside lanes;
- has dedicated truck lanes on the inside lanes;
- separates cars and trucks via median or barrier;
- provides at least two lanes in each direction for both cars and trucks;
- leaves options open for separate truck interchanges or combined interchanges;
- allows trucks to potentially use existing beltways to go around urban areas;
- considers a range of financing options, including public-private partnerships; and
- incorporates technologies, high-productivity vehicles and operational improvements.



Dedicated Truck Lane Positive Impacts:

- Reduced congestion, making travel more efficient;
- Increased safety, preserving life and property; and
- \$32.3 billion in regional economic growth and 258,000 additional job years, largely coming from construction work.

No significant negative environmental impacts to sensitive areas that cannot be avoided or mitigated have been identified (detailed environmental studies will need to be conducted to confirm these initial findings).

Stakeholder Input is Generally Supportive:

- Eight-four percent of surveyed motor carriers said they would use I-70 with dedicated truck lanes as much or more as a result of increased efficiencies.
- Commercial shippers also saw the potential for increased productivity and safety.
- Business, planning and other groups focused on dedicated truck lanes' ability to improve safety and fix bottlenecks.
- Stakeholders had questions about the ability to pay

for dedicated truck lanes, their operation (especially in urban areas and at interchanges) and concerns about impacts to businesses, homes, farms and the environment.

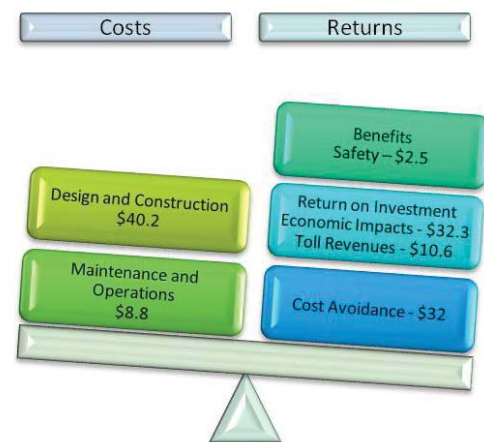
Costs and Funding:

- Over 40 years, dedicated truck lanes would cost approximately \$50 billion, or \$18 billion more than maintaining I-70 and constructing planned improvements.
- A range of funding options exist, including public-private partnerships. Depending on the type of arrangement, tolls could potentially pay for between 45 and 75 percent of the costs.

The Business Case:

There is a business case for dedicated truck lanes. Their cost, initially estimated at approximately \$50 billion for construction, operations and maintenance, is outweighed by:

- 258,000 additional job-years of employment;
- Economic impacts - \$32.3 billion;
- Safety cost reduction - \$2.5 billion;
- Potential toll revenues - \$10.6 billion; and
- Cost avoidance (maintenance and planned projects) - \$32 billion.



Next Steps:

More detailed analysis of costs, design and financing will be completed during Phase 2, which will also include additional input from stakeholders and industry leaders.

This document summarizes the Final Report prepared for the first phase (of two) for the I-70 Dedicated Truck Lane Feasibility Study. The study is part of the U.S. Department of Transportation's Corridors of the Future Program, which provided matching funds to Indiana, Missouri, Ohio and Illinois DOTs to evaluate the business case (need, cost, risk, financing and practicality) for dedicated truck lanes on I-70. The 800-mile study area includes I-70 from just east of Kansas City, Missouri, east through Illinois and Indiana to Ohio's eastern state line.

For more information on I-70 dedicated truck lanes, go to: www.i70dtl.org

Des Number	Contract Number And Prefix	Type Of Work	County	Road	Location	District	Letting Date
1005319	R-33177	Bike/Pedestrian Facilities	Vigo	ST 1001	Brown Blvd: Locust St to Maple Ave/ Maple Ave: Brown Blvd to 38th St	Crawfordsville	9/1/2010
0600660	R-31160	Intersect. Improv. W/ New Signals	Vigo	ST 1003	Lafayette and Park Ave intersection improvement	Crawfordsville	11/10/2010
0100698	RS-32009	Curve Correction	Vigo	SR 63	From 2.5 miles to 3.25 miles N of SR 246	Crawfordsville	2/9/2011
0801071	RS-32009	Curve Correction	Vigo	SR 63	Curve from 0.1 to 0.3 mi S of Harlan rd	Crawfordsville	2/9/2011
0900185	RS-32009	HMA Overlay, Preventive Maintenance	Vigo	SR 63	from SR 246 to 4.22 mi S of I-70	Crawfordsville	2/9/2011
0500974	R-31172	Added Travel Lanes	Vigo	ST 1001	Margaret Ave from US 41 to 7th St	Crawfordsville	3/9/2011
0810364	R-31826	Bike/Pedestrian Facilities	Vigo	ST 1001	Deming Park Pathway (Segment A)	Crawfordsville	10/13/2011
0800118	RS-31360	Surface Treatment, Microsurface	Vigo	SR 46	From US 40 to I-70	Crawfordsville	3/9/2011
0901844	M-32979	Culvert Clean And Repair	Vigo	SR 46	0.83 mi S of US 40	Crawfordsville	1/12/2011