



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

February 8, 2018

The following are minutes and not intended to be a verbatim transcript. An audio version of the proceedings can be heard or viewed on our website at www.evansvillempo.com.

ROLL CALL

Members Present:

Angie Higgins, Rick Wilson, Jeff Whitaker, Antonio Johnson, John Petkovsek, Jason Orange, Nick Hall, Sierra Nunez, Carolynn Pajam, Greg Wathen, Thomas Witt, Gina Boaz, Tom Lovett, Brian Aldridge, Steve Nicaise

Evansville MPO Staff Present:

Seyed Shokouhzadeh, Pam Drach, Craig Luebke, Matt Schriefer, Laura Lamb, Kari Akin, Erin Schriefer

Seyed Shokouhzadeh directed the officer elections; Greg Wathen then directed the meeting.

OFFICER ELECTIONS – CHAIRMAN AND VICE CHAIRMAN

Seyed Shokouhzadeh nominated Greg Wathen for Chairman and John Petkovsek seconded the motion; motion carried. Seyed Shokouhzadeh nominated John Stoll for Vice Chairman and Nick Hall seconded the motion; motion carried.

1. APPROVAL OF MINUTES

John Petkovsek made a motion for approval and Jeff Whitaker seconded the motion; motion carried.

2. OLD BUSINESS

A. Project Update- presented by Pam Drach

CITY OF EVANSVILLE

Covert Avenue Road Diet: Right-of-way engineering is underway.

Washington Avenue-2nd Street-Parrett Street Area: The right-of-way appraising process is complete.

Weinbach Avenue Road Diet: Stage 3 plans are being finalized for submission to INDOT.

Pigeon Creek Greenway Passage Project:

- Hi Rail Corridor: The project was let for bid on January 18, 2018 and has been awarded to Koberstein Contracting Inc. for the low bid of \$2,253,292.
- Mid Levee Connection (Cardinal Drive, between Stringtown Road and Heidelbach Avenue): Coordination to secure the Levee Permit is on-going.

Evansville-Vanderburgh Sign Inventory and Replacement: The City and consultant are negotiating the preliminary engineering contract.

VANDERBURGH COUNTY

Columbia-Delaware Bridge over Pigeon Creek: Right-of-way engineering and APAs are complete. The environmental document is under review by INDOT.

TOWN OF NEWBURGH

Newburgh Rivertown Trail: Final Tracing documents were submitted to INDOT on January 15, 2018. The Vectren work plan has been completed and confirmation of eligibility for reimbursement is pending. The project has been moved to the October 11, 2018 letting.

WARRICK COUNTY

Bell Road, Highpoint Drive to Telephone Road: Right-of-way engineering is underway.

Lincoln Avenue (Phase 3): Phases II and III are near completion and work on Phase I is underway. Storm sewer installation is continuing on Phase IV.

Oak Grove Road (Phase 3): The project was let for bid on January 18, 2018 and has been awarded to Ragle Inc. for the low bid of \$3,699,098.

Warrick Trails SRTS: The Red Flag Analysis was submitted to INDOT for review.

I-69 CORRIDOR

I-69 Ohio River Crossing: Open house meetings were held on February 6 and 7, 2018. Each open house included two brief presentations about the refined alternatives being evaluated in the Draft Environmental Impact Statement (DEIS). Copies of open house materials will be available online by Tuesday, February 6 at www.I69ohiorivercrossing.com and at the project offices. (Materials from the open houses were also handed out at the meeting.)

This item was informational and did not require a committee action.

B. Section 5310 Program Management Plan – presented by Matt Schriefer

A draft of the *Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program Management Plan* (PMP) update was made available for public comment from January 2, 2018 through February 1, 2018. A public notice was posted in the Evansville Courier & Press, the Henderson Gleaner, and on the MPO website regarding the 30-day public comment period. The draft was presented to the Technical and Policy Committees at the January meetings.

The PMP identifies the policies and procedures the MPO follows to administer the Federal Transit Administration’s (FTA) Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities grant program. It also identifies the requirements the subrecipients must follow in order to be eligible for Section 5310 funding.

No comments were received during the public comment period. The final version will be posted on the MPO website at www.evansvillempo.com.

Angie Higgins made a motion for approval and Jeff Whitaker seconded the motion; motion carried.

3. NEW BUSINESS

A. 2018 Transit Asset Management (TAM) Targets – presented by Matt Schriefer

In July 2016, the Federal Transit Administration (FTA) issued a final rule requiring recipients of FTA funds to maintain – and document – minimum Transit Asset Management (TAM) standards. The new standards will help agencies keep their systems operating smoothly and efficiently. An initial set of TAM Targets were due by MPOs on July 1, 2017. The Technical and Policy Committees approved these initial Targets at the July 2017 meetings. Moving forward, TAM Targets will be updated at the beginning of each calendar year. The table below shows the end of 2017 Targets from last year, the end of 2017/beginning of 2018 actual, and the end of 2018 Targets.

Asset Class	Definition			2017 Target	2017 Actual	2018 Target
Rolling Stock All revenue vehicles	% of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Van: 8 years ¹	Non-Profits:	33%	28%	17%
		Fixed route bus: 14 years ¹	METS/ HART:	7%	7%	0%
		Paratransit bus/all HART buses: 10 years ¹				
Equipment Maintenance equipment or non-revenue vehicles	% of equipment with a condition rating below 3.0 on FTA’s Transit Economic Requirements Model (TERM) Scale		METS/ HART:	0%	0%	0%
Facilities All buildings or structures	% of facilities with a condition rating below 3.0 on FTA’s Transit Economic Requirements Model (TERM) Scale		METS/ HART:	0%	0%	0%

¹Based on FTA’s default Useful Life Benchmarks

Angie Higgins asked if this is something that non-profits need to do. Matt answered that they are not required to be included, but the MPO will include them because the data for them is available. Nothing additional is required from the non-profits.

Thomas Witt, KYTC, asked if the TAM Plan will be a group TAM Plan. Matt answered that it is the goal of the MPO to develop a group plan with METS, HART and the non-profits. Thomas also asked if the MPO will have enough transit funds to meet these TAM targets. Matt answered that between 5307, 5339 and CMAQ funds, the transit agencies should be able to meet these targets.

Antonio Johnson, FHWA Indiana, asked if all of this information has been sent to Susan Weber at FTA. Matt answered that it had not yet been sent, but will be soon.

Angie Higgins made a motion for approval and John Petkovsek seconded the motion; motion carried.

B. MTP 2045 Plan Update – presented by Erin Schriefer

The Evansville MPO is in the early stages of updating the 2045 Metropolitan Transportation Plan. This plan will, once adopted, replace the current 2040 MTP. Currently, MPO staff is gathering data needed to update existing network information. In the next week or so, a public survey will be announced on the MPO website and Facebook page. The MPO encourages everyone to fill it out and pass along to anyone they think may be interested.

Antonio Johnson, FHWA Indiana, mentioned that INDOT Central Office needs to be involved throughout the MTP 2045 planning process and that he would assist in coordinating this.

Seyed Shokouhzadeh mentioned that the MPO is also working on a freight survey.

Thomas Witt, KYTC, asked if the MPO is working to include performance measures into the MTP. Erin said that they will be included, and that the MPO has had a lot of discussions on how to do this. (Not discussed at the meeting – the MPO is also working on updating the current MTP 2040 and TIP 2018-2021 to include the safety and transit performance measures already set by FHWA and FTA, respectively. This will be an action item at the May meeting; FHWA requires that the safety performance measures are added to current plans by May 27, 2018.) Thomas also asked about the expected timeline for the plan; Erin answered that the MPO is working on having the new MTP 2045 finished in November, but technically has until January before it needs to be adopted.

This item was informational and did not require a committee action.

4. OTHER BUSINESS

A. I-69 Ohio River Crossing – presented by Brian Aldridge, Stantec

Brian Aldridge, Stantec, presented an update on the I-69 Preliminary Alternatives for each corridor. The handout attached shows details for each of these alternatives. You can also hear Brian's full presentation online at <http://www.evansvillempo.com/Meetings.html>.

5. PUBLIC COMMENTS

None.

Meeting adjourned.

The Project Team is preparing a Draft Environmental Impact Statement (DEIS)

WHAT IS A DEIS?

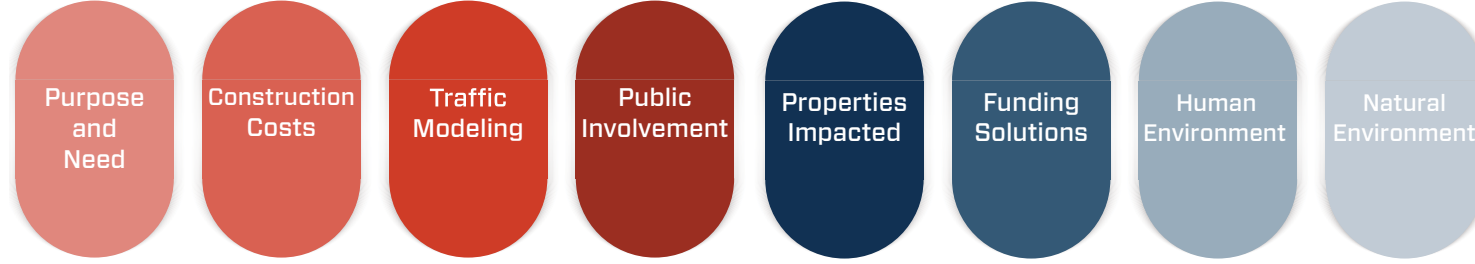
A Draft Environmental Impact Statement (DEIS) is required by the National Environmental Policy Act for large, federally-funded projects such as I-69 ORX.

The detailed document will include a full description of the affected environment, a range of reasonable alternatives and an analysis of the benefits and impacts of each alternative.

The DEIS is a tool for decision making. The information gathered will allow executive leadership in both states to make an informed decision to deliver an I-69 ORX.



DEIS Considerations



What's Next



Follow our progress



I69ohiorivercrossing.com



I-69 Ohio River Crossing



@I69ORX

Visit us: Project offices are open 8 a.m. – 5 p.m., or by appointment.

Evansville Project Office

Open Monday, Tuesday and Thursday

320 Eagle Crest Dr., Ste. C
Evansville, IN 47715 • info@I69OhioRiverCrossing.com

(888) 515-9756

Henderson Project Office

Open Wednesday and Friday

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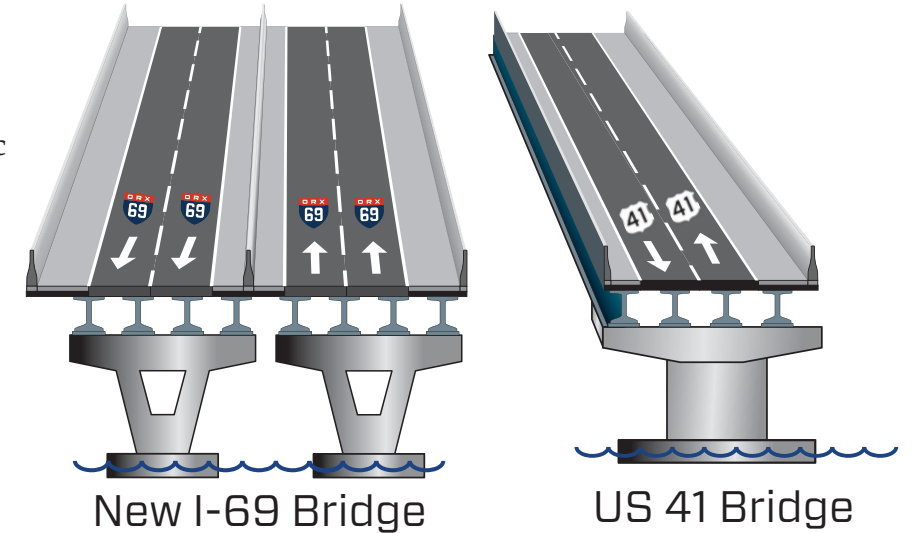
Indiana and Kentucky are committed to improving the I-69 corridor by creating an I-69 Ohio River Crossing between Evansville and Henderson.

Preliminary Alternatives

The Project Team has developed preliminary alternatives for each corridor to include the number of lanes needed for long-term cross-river mobility, how each alternative meets that need, potential property impacts and financial feasibility. A preferred alternative is expected to be identified this fall.

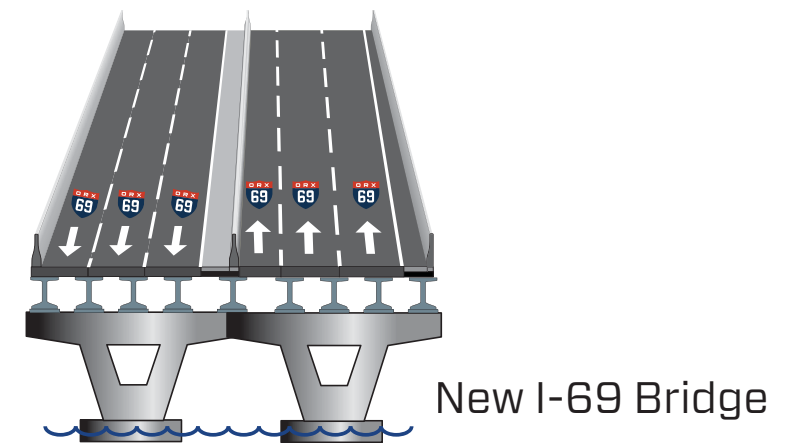
West Alternative 1

- Build 4-lane I-69 bridge
- Retain one US 41 bridge for local traffic
- Reconstruct US 60 interchange and new interchanges at Watson Lane and US 41/Veterans Memorial Parkway (north end)
- Maintain visibility to remaining businesses with all cross-river traffic
- Alignment shifted to avoid Eagle Slough



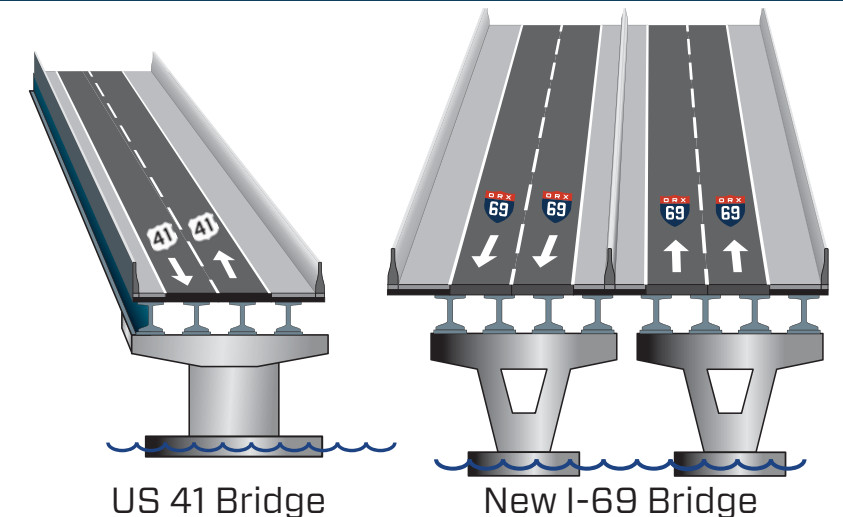
West Alternative 2

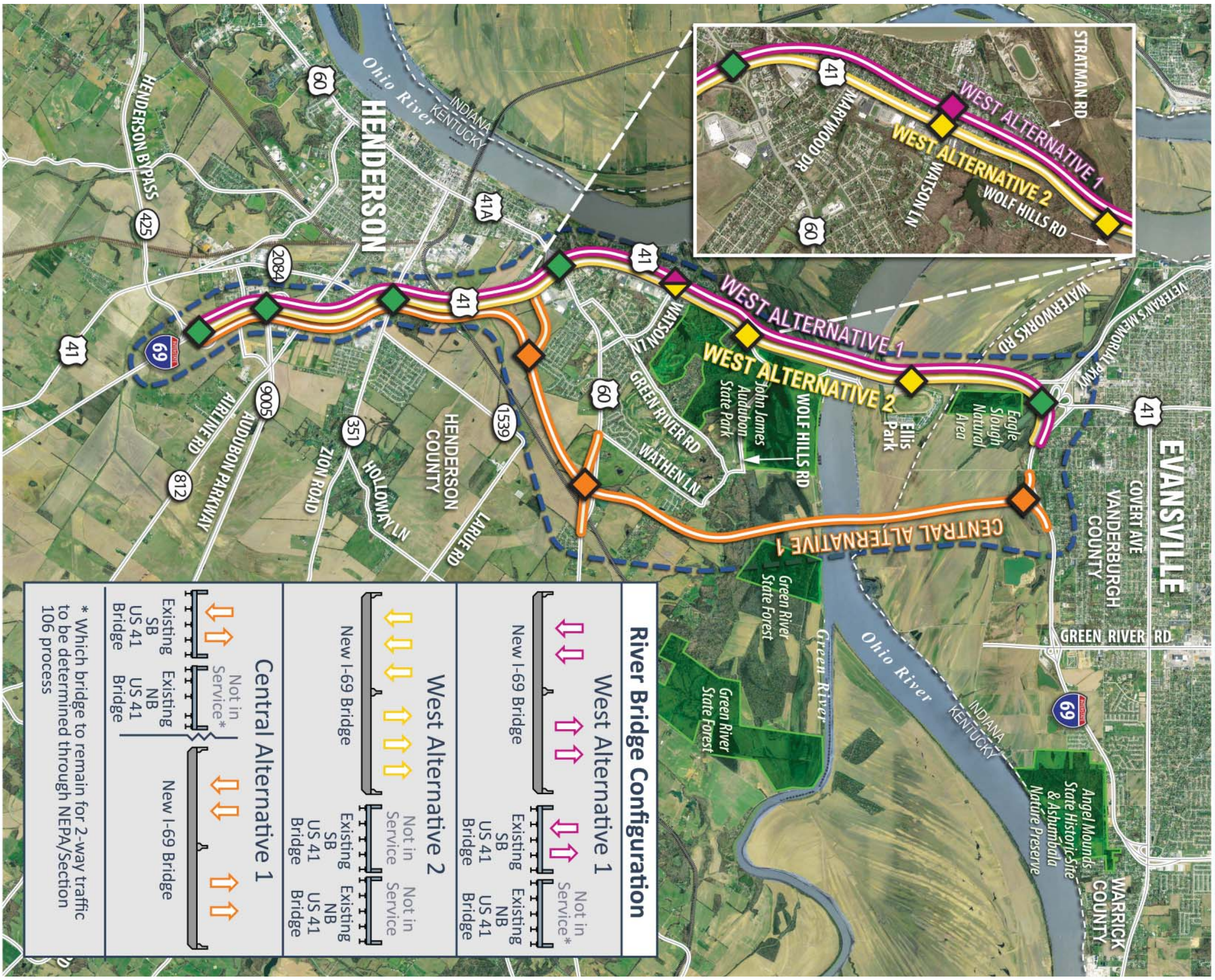
- Build 6-lane I-69 bridge
- Remove both US 41 bridges from service
- Reconstruct US 60 interchange and new interchanges at Watson Lane, Wolf Hills/Stratman Road, Nugent Drive and US 41/Veterans Memorial Parkway (north end)
- Primarily avoids businesses on the east side of US 41 while maintaining access via frontage road
- Alignment shifted to avoid Eagle Slough



Central Alternative 1

- Build 4-lane I-69 bridge
- Retain one US 41 bridge for local traffic
- New interchanges at US 41 (south end), US 60 and Veterans Memorial Parkway
- Bypasses the US 41 corridor
- Alignment shifted to avoid wetland mitigation site and historic properties at US 60





Proposed West Alternative 1 Interchange (Pink diamond)

Proposed West Alternative 2 Interchange (Yellow diamond)

Proposed West Alternatives 1 & 2 Interchange (Pink and Yellow diamond)

Proposed Central Alternative 1 Interchange (Orange diamond)

Existing Interchange to Remain (Green diamond)

DEIS Project Area (Blue dashed line)

0 1 2 Miles