



Evansville Metropolitan Planning Organization

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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**

September 4, 2008

ROLL CALL

Members Present:

Bill Harty, Pat Keepes, John Stoll, Nick Hall, Emmanuel Nsonwu, Mike O'Daniel, John Wood, John Fields, Gina Boaz

Evansville MPO Staff Present:

Brad Mills, Laura Lamb, Craig Luebke, Dave Stensaas, Rob Schaefer, Seyed Shokouhzadeh, Vishu Lingala

Others Present:

Jimmy Nesbitt, Katy Nimnicht

APPROVAL OF MINUTES

Mr. Keepes: The first item on the agenda is approval of minutes for the previous meeting. Is there a motion for approval? (Motion was made by Mr. Nsonwu and seconded by Mr. Harty.) **SO ORDERED.**

OLD BUSINESS

PROJECT UPDATE

CITY OF EVANSVILLE

Oak Hill Road (STP-U/local funded):

Ms. Lamb: Right-of-way acquisition is progressing with 23 out of 58 parcels currently secured.

Vann Avenue – Lincoln Avenue (CMAQ/local funded):

Ms. Lamb: This is a carryover. According to INDOT'S website, the letting date for this project has been pushed back to September 17, 2008.

VANDERBURGH COUNTY

Green River Road (locally funded):

Ms. Lamb: Right-of-way acquisition continues. Utility relocation plans are being prepared. The County is anticipating a bid opening date of October 7, 2008 for construction of all remaining sections.

TOWN OF NEWBURGH

Main Street, Jennings Street and Plum Street (HES/local funded):

Ms. Lamb: According to INDOT's website, the proposed letting date for this project has been pushed back to February 19, 2009.

Rivertown Trail (TE/local funded):

Ms. Lamb: According to INDOT's website, the letting date for Phase 1 of this project, from Yorkshire Road and Old SR 662 to the Old Lock and Dam, has been moved up to October 1, 2008. This project includes the relocation and rehabilitation of Warrick County Bridge #264 which will be located over the ravine near the western end of the project. The letting for Phase 2, from the Old Lock and Dam to the New Lock and Dam, has been posted for April 8, 2009.

WARRICK COUNTY

Oak Grove Road (STP-R/local funded):

Ms. Lamb: We have added bridge replacements #43 and 44. This project will replace the bridges on Seven Hill Road over Pigeon Creek and the Wabash and Erie Canal. The project includes an environmental mitigation project which will replace effected wetland acreage with a new wetland area to be constructed adjacent to Lynch Road between I-164 and Telephone Road. According to INDOT's website, this project is to be let for construction on September 4, 2008, which is today.

INDOT PROJECTS

SR 61 Connector, Boonville (STP/INDOT funded):

Ms. Lamb: A second public information meeting was held on August 26, 2008 at 5:30 p.m. in the School Corporation building, located in Boonville. As with the first public meeting held in March, 2008, this meeting was held for the public to review the possible alternatives currently being considered. That's all I have for the Project Update. Is there any discussion about those projects or any of the other projects?

Mr. Keepes: There are no questions, thank you, Laura.

NEW BUSINESS

Addition/Changes to Kentucky's Unscheduled Projects List (approval requested)

Ms. Lamb: The MPO is requesting approval for changes to Kentucky's Unscheduled Projects List for projects in the City of Henderson or Henderson County. We are requesting the addition of an intersection improvement project at US Highway 41 and Kentucky 812 (Airline Road) to improve efficiency. In addition, the existing reconstruction project for KY 416 from US 41-A to Kentucky 136 in Niagara has been divided into four separate projects. Three of these projects are reconstruction projects and one is an intersection improvement project at KY 416 and US 41. These projects will be included in the next round of prioritization that is currently scheduled to begin in the spring of 2009. The UPL is used by KYTC to select highway projects competing for NHS, STP or State road funds for advancement into their six-year plan. Does anybody have any questions about those projects?

Mr. Keepes: If there are no questions, we will need a motion for approval. (Motion was made by Mr. Hall and seconded by Mr. Nsonwu.) Voice vote. SO ORDERED.

FY 2008-2011 TIP Amendments

Mr. Luebke: We have three TIP amendments this month. The first two are requested from INDOT.

DES#8823155:

Mr. Luebke: This is on SR 62. Added travel lanes project from 6th Street in Chandler to 0.9 miles east of the west urban area boundary of Boonville. The revised project cost estimates and limits reflect correct project phasing. The next TIP amendment is the same project. What we are doing is splitting one project into two phases. For the first one, we are adding construction in fiscal year 2009 at a cost of \$12,701,800. 2009 funding will be \$10,161,440 in federal STP, and \$2,540,360 in INDOT funds. We are also revising the construction costs in fiscal year 2010 to \$8,000,000. That will be \$6.4 million in federal STP funds and \$1.6 million in INDOT funds.

DES#0710568 (& various other numbers):

Mr. Luebke: This is also on SR 62. This is an added travel lanes project from 0.9 miles east of where the first amendment stops to .15 miles east of the west urban area boundary of Boonville. We are revising the cost estimate and limits to reflect correct project phasing. The revised construction in fiscal year 2010 is \$17,677,799. That funding would be \$14,142,239 in federal STP funds and \$3,535,560 in INDOT funds. That is simply splitting a project that is already in the TIP into two phases.

DES#0810012:

Mr. Luebke: The next amendment has been requested by the City of Evansville. This is the Lincoln Avenue safety project, which will be reconfiguring traffic lanes from four to three between Rotherwood Avenue and Hebron Avenue. The project includes pavement milling and overlay and upgraded curb ramps between Vann Avenue and Hebron Avenue. The project is being added for fiscal year 2009 for construction at a cost of \$264,000. That project will be funded 100% by federal Hazard Elimination Safety (HES) funds. An additional piece of information about that: the bid letting on that should be this fall with construction in the spring of 2009. The next pages are the replacement pages for the TIP that reflect the changes that I just discussed. Any questions about either of those projects?

Mr. Keepes: If there are no questions for Craig, we will entertain a motion for approval. (Motion was made by Mr. Nsonwu and seconded by Mr. Stoll.) Voice vote. SO ORDERED.

Fall 2008 New Congestion Mitigation Air Quality (CMAQ) Projects

Mr. Luebke: You have a memo that came out on this in your packet last week. We also have a handout with a little bit more detail that we passed out before the meeting. We are proposing the following CMAQ projects for this afternoon with Policy Board approval. The proposed projects will be submitted to the upcoming INDOT CMAQ Eligibility Review Committee. The current submission deadline is September 9th, which I believe is next Tuesday. The first program is the Rideshare Program. I believe Dave Stensaas is going to talk about that particular project.

1. Rideshare Program

Mr. Stensaas: The Rideshare Program is a project that the City of Evansville has brought to us. We have been doing research. We are still looking at a couple of providers. It is going to be an internet-based service where the community, employers, institutions in the metro area can easily go to one place that the MPO would be locally administering parts of this program. People can go to one place to find car matching. In the future, a van pool online with mapping, with various other features will allow people to easily see how to find other users. The employer portion of this will be a big advantage for most people because within one employer, there are already a couple of employers that have approached the City of Evansville about wanting to be part of this. Those employers have hundreds of people within their buildings that can automatically find ride matches. But the goals are to reduce the emissions in the metro area, to increase mobility options, and to save people money because gas prices are sure to rise again. So, for a CMAQ application, we have calculated these emissions reductions which you see in the table, and we have also figured the cost of this as the first year having software expenses and technical services and a guaranteed ride home program, which is a very small portion of this, \$1,000 for the first year; \$2,000 for the second year; \$3,000 for the third year. In the years 2010-2011, we are looking at maintenance expenses of \$7,000 a year. The marketing part of this is, in the first year, it would actually be the majority of the budget because the success of this program is going to depend largely on how well it is promoted. So we are looking at \$75,000 for the first year marketing; continuing years \$50,000 for 2010-2011. If there are any questions, I would be happy to try do address those. We have someone from the Mayor's office here as well. If not, Craig can move onto the second item.

2. Traffic Count Vehicle Replacement

Mr. Luebke: We also have a second application which is the traffic count vehicle replacement which we use daily to go out and take traffic count information for modeling and other purposes. The 1996 van that we currently use has exceeded its useful life. The MPO wishes to use CMAQ funding to purchase a small, hybrid SUV. This change to a much more fuel efficient vehicle, approximately 166%, will also reduce polluting emissions in the area. The approximate project cost is \$30,000 which includes purchasing the vehicle and retrofitting the new vehicle with the safety light system that is currently in use on the one that we have now. We would be transferring it to the new vehicle. After these two projects are approved, on the back page of the handout I passed out to you, CMAQ funding update, the current uncommitted CMAQ balance for fiscal year 2009 is \$841,564. The cost of the two projects we are proposing for consideration today is \$176,000 in fiscal 2009 with the balance of \$665,564. Any questions about any of those issues?

Mr. O'Daniel: Will this vehicle be used for stop and go traffic primarily in the city?

Mr. Luebke: The CMAQ vehicle? Yes. When we are out taking traffic counts, it is largely here in the City and the urban area of Henderson. So there is a lot of stop and go.

Mr. O'Daniel: So with the emissions reduction and cost savings in fuel it will pay for itself in the next 12 years.

Mr. Luebke: That's correct. That vehicle we currently have probably gets somewhere in the neighborhood of 12 miles to the gallon. The vehicles we are looking at are somewhere in the mid-30's. So there are benefits for the area for air quality, as well as benefits to our budgets as far as a fuel reduction standpoint. Thank you.

Mr. Keepes: Are there any other questions? If not, we need a motion for approval for those two items. (Motion was made by Mr. O'Daniel and seconded by Mr. Harty.) Voice vote. SO ORDERED.

OTHER BUSINESS

None.

PUBLIC COMMENTS

None.

Meeting adjourned.