

SURFACE TRANSPORTATION COMMITTEE

NIRPC Lake Michigan Room

June 4, 2019

Minutes

Jeff Huet called the meeting to order at 9:05 with the Pledge of Allegiance and self-introductions. In attendance were George Topoll, Union Township Trustee; Dean Button, City of Hammond; Jeff Huet, Town of Schererville; Dennis Cobb, First Group Engineering; and Salvatori DiBernardo, Ciorba.

NIRPC staff present were Scott Weber, Peter Kimball, Kevin Corrigan and Mary Thorne.

There was no public comments.

The minutes of the April 2, 2019 meeting were approved on a motion by Dean Button as concurred by Jeff Huet.

The Porter County Highways pavement surface evaluation and rating presentation will be rescheduled to the next meeting.

Scott Weber presented preliminary results from the Household Travel Survey. The survey will help with better understanding of typical travel patterns, explore how demographics and spatial locations affect travel choices, identify high-demand destinations and modes and produce information that can be used to update the NIRPC Travel Demand Model. Mailings were sent to randomly selected households, 1,598 of which provided travel information using smartphone applications, online browsers or phone help desk response options. A \$20 incentive check was sent to households which completed at least one full day of travel for all members of the household. An online survey management dashboard was used. Preliminary results were tabulated comparing the HHTS with US Census Bureau data for household demographics, person demographics, and spatial location. Denny Cobb noted that a lot of school year congestion occurs in the morning and afternoon with bus and automobile traffic that may be underreported in the survey due to its older age demographic. The modeling is more regional and in a macroscopic framework. The final report will be presented to the Commission for adoption in June of 2020.

Scott Weber presented an overview of the Congestion Management Process (CMP) Update Plan. Federal Highways defines congestion as the "travel time or delay in excess of that normally incurred under light or free-flow travel conditions." The CMP must be conducted by a Transportation Management Association which is a Metropolitan Planning Organization conducting planning for an urbanized area with a population of 200,000 or more. The CMP must include performance monitoring and measurement of the network, define objectives and an acceptable level of congestion for the region, establish an ongoing data collection program, identify and implement congestion management strategies and delegate responsibility. The final plan will be presented to the Commission for adoption in May of 2020.

Scott Weber presented on the Unified Planning Work Program tasks related to surface transportation which were defined at internal meetings. A concerted effort will be made to insure that the tasks are drawn from the 306 strategies. The tasks will include the CMP, design and implementation of a Performance-based Planning dashboard which will begin in the fall of 2020; connected and automated vehicles (CAVs) and preparation for the infrastructure for them; designation of critical urban and critical freight corridors relative to corridors with one significant nexus in the freight corridor which adds a level of eligibility for funds. Indiana has 97 miles of critical urban freight corridors. Indianapolis documented 40 to 50. We are tasked with identifying the location of these corridors for funding. E-commerce can have an impact on freight corridors in the region and Eman Ibrahim and the Land Use Committee will be examining E-commerce.

There was no other business.

The next Surface Transportation Committee meeting is scheduled for October 1, 2019 at 9 a.m. at NIRPC.

On a motion by Dean Button and a second by George Topoll, Jeff Huet adjourned the meeting at 9:55 a.m.