



MEETING DOCUMENTATION

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|-----------------|--|------------------|---------------------|
| Date: | April 1, 2008 | Time: | 4:00 to 5:30 p.m. |
| Subject: | Columbia Community Advisory Group Meeting #2 | Location: | ARC Conference Room |

Meeting Participants

Tom Bass
Bob Bechtold
Susan Clark
Chester Edwards
John Glascock
Dave Griggs
Kee Groshong
Christopher Janku
Justin McNutt
David Mink
Larry Moore
Ken Pearson
Ed Siegmund
Pat Smith
Sid Sullivan
Ian Thomas
Bob Walters
Randy Wright
Kenny Voss, Bob Brendel, Kathy Harvey,
Mike Dusenberg
Buddy Desai
Marie Keister
Betty Burry, Michael DeMent, Gretchen Ivy,
Mark Pierson

Representing (Agency or Firm)

Property Owner
Midway Travel Plaza
Diversified Management
Columbia City Schools
City of Columbia, Public Works
Dave Griggs Flooring America
University of Missouri
City of Columbia, Councilman
Vanderveen Crossing
Boone County, Public Works
ConAgg of Missouri
Boone County, Presiding Commissioner
Mid-Missouri Regional Planning Commission
Boone County, Planning and Zoning
Boone County Smart Growth Coalition
PedNet Coalition
Virtual Realty
KMIZ TV
MoDOT

CH2M HILL
Engage
HNTB Corporation

Agenda:

- Welcome and introduction conducted by Betty Burry, HNTB
- Self-introductions took place by Advisory Group members
- Meeting agenda reviewed by Betty Burry

- Questions/Action Items from 2/27 Meeting
- Purpose and Need Review
- Screening Criteria
- Freight/Truck Update
- Legislative Update
- Public Meeting Overview
- Follow-up Q&A
- Next Steps

Questions/Action Items from 2/27 Columbia Advisory Group Meeting

MoDOT Project Manager Kenny Voss provided the following information to answer Columbia-area truck traffic questions asked at the first Columbia Advisory Group meeting in February (please refer to the updated Frequently Asked Questions handout):

- 28 percent of I-70 accidents involve trucks
- 37 percent of accidents involving a truck result in a fatality
- 33 percent of truck accidents result in a disabling injury
- 72 percent of truck trips occur during the day
- 70 percent of truck trips are “through” trips
- Of the local trips made by trucks in the Columbia area, 64 percent of those are going to destinations south of I-70.

Mr. Voss noted that the team was still researching the question that had been asked in February about how much of Missouri’s highway funding comes from trucks. Preliminary information indicates that each truck is responsible for about \$5,300 per year in state taxes and fees as well as \$9,000 in federal taxes and fees.

Purpose and Need Review

HNTB Environmental Lead Mark Pierson explained that the Improve I-70 “Purpose and Need” statement is the first step in the Environmental Impact Statement decision-making process. It helps define goals and objectives, focuses the analysis effort and establishes screening criteria that enables the technical team to evaluate various alternatives.

Mr. Pierson explained that the First and Second Tier Environmental Impact Statements (EIS) for I-70 identified and refined Purpose and Need elements for the state-wide I-70 corridor, which include:

- Accommodate existing and future traffic
- Improve outdated design elements
- Accommodate all users of I-70
- Improve user safety

He said these Purpose and Need elements will be reviewed during the Supplemental EIS, but it is anticipated they will remain mostly intact.

Screening Criteria

Mr. Pierson also explained that Purpose and Need elements form the basis of corridor-wide and Columbia-specific evaluation criteria to help the public and consultant team determine which alternatives best meet the goals of the Improve I-70 project. The proposed truck-only lanes strategy will be evaluated based on these criteria.

During the Second Tier EIS the following evaluation criteria were of particular interest in the Columbia area:

- Safety and operations, with specific attention on local versus through trips
- Relocations, both business and residential
- Right of way impacts
- Environmental impacts
- Impacts to businesses, including relocations and access both during and after construction

Mr. Pierson and Buddy Desai, Columbia-area Task Lead with CH2M HILL, asked Advisory Group members whether these evaluation criteria are still the most important to the community, or whether others need to be considered.

Questions and Comments

Sid Sullivan asked have if the ratio of trucks to cars were included in traffic projections for truck-only lanes.

Mr. Desai explained that 22 percent of the vehicles on I-70 in the Columbia area today are trucks. Forty percent of all vehicles using I-70 through the heart of Columbia are making local trips, which start or end in Columbia. As traffic moves outside of Columbia,

those local trips decrease. Projected traffic volumes are 120,000 vehicles a day on some portions of I-70 through Columbia.

Chris Janku asked how many vehicles per day travel through Columbia on I-70.

Mr. Desai replied that anywhere from 50,000 to 60,000 trips travel through Columbia each day on I-70, depending where the count is taken. More than 60 percent of the local I-70 traffic is destined to areas south of I-70.

Chris Janku asked how noise issues associated with trucks would be addressed.

Mr. Desai said that a noise analysis will be conducted during this phase of study. He noted that the National Environmental Policy Act (NEPA) is clear that noise impacts are an important environmental consideration.

Ken Pearson asked what percentage of truck traffic is considered local.

Mr. Desai said that the previous studies did not analyze the percentage of truck traffic that is considered local and therefore that data is not currently available.

Dave Griggs asked Mr. Desai to clarify the definition of "local". Is it considered a local trip if a car travels on I-70 from Kansas City, stops in Columbia but then gets back on the interstate to go to St. Louis?

Mr. Desai said that would be considered a local trip because the car made a "local" stop in Columbia. He said that a significant portion of the 40 percent trips defined as local in earlier traffic projections are actually trips that begin and end in Columbia. This definition of a "local" trip was used during the Tier 2 EIS to evaluate the effectiveness of the Near North and Far North bypasses.

Dave Griggs commented that the criteria used during the Second Tier EIS are the right ones. Referring to a display of I-70 arranged in the meeting room, Mr. Griggs asked if this was an accurate display of how wide the median would be in Columbia.

Ms. Burry said the display, which would be used at the upcoming public meetings, represented a rural section of I-70 instead of the more urban Columbia area.

Dave Griggs said that impacts will become far more significant if the footprint for I-70 gets larger (than approved during the Second Tier EIS) to accommodate truck-only lanes.

Mr. Desai recalled from the Second Tier EIS that access to local businesses was a big issue in Columbia. He said the objective in this case was to keep the footprint the same as what was identified and approved in the Second Tier EIS.

Chester Edwards asked if there was anything in the analysis that indicates where the traffic making local trips off I-70 is headed. He asked if anything would be done to the local streets to handle increased local traffic.

Mr. Desai explained that those types of analyses were done during the earlier study to determine cumulative impacts on secondary roads. In addition, the development of the frontage roads paralleling I-70 was to enable local traffic to move smoothly without clogging the interstate, which is intended for through trips. Most local businesses along I-70 indicated they preferred this increased access to their businesses. The analysis to be conducted for this effort will also look at these types of secondary impacts. Mr. Voss added that more detailed information will be developed during the preliminary design phase, which will come later. He said MoDOT would work closely with the Columbia community on those issues.

Chris Janku asked Mr. Desai to confirm an earlier statement that this new concept was expected to fit within the footprint determined in last study.

Mr. Desai confirmed that was correct. It is the team's goal to develop solutions that stay within the I-70 footprint approved during the Second Tier EIS.

Ms. Burry asked the Advisory Group members if the criteria looked acceptable when viewed from the 10,000 foot to 30,000 foot level.

Ian Thomas said he had no comment right now.

Kee Groshong, Dave Griggs, Ed Siegmund and John Glasscock said the criteria looked acceptable.

David Mink asked if the traffic analysis would be similar to what was developed during the Second Tier EIS. How would additional trucks be accommodated when the Second Tier already took up all the available space with new freeway lanes?

Mr. Desai explained that the Columbia section of I-70 is considered an urban section for nearly its entire length, so the question becomes how to allocate the eight lanes that have already been established during the Second Tier. As the traffic mix already assumed a combination of trucks and cars, the current study will analyze how proposed lanes should be allocated to effectively accommodate through trucks and cars as well as local trucks and cars.

Justin McNutt said he was unclear on the urban versus rural section issues. He expressed concern about safety issues. While cross-over accidents have been reduced since the cable barriers were installed, access for emergency vehicles has been reduced. He expressed his concern that adding more lanes will create an additional burden for emergency vehicles trying to access accidents.

Mr. Desai said that emergency access is an important point. He noted that he had seen a significant semi rollover accident on the way to the meeting today, and that the emergency vehicle accessed the accident via an outer road paralleling the highway. He explained that new frontage roads paralleling I-70 would be built – or existing frontage roads re-worked -- in Columbia as outlined in Second Tier EIS and would serve this same purpose.

Chris Janku and Bob Bechtold said the criteria looked acceptable.

Sid Sullivan asked if the traffic projections accounted for how the highway lanes would operate beyond the year 2030. What would the levels of service be?

Mr. Desai replied that the Second Tier EIS developed solutions that would operate at acceptable Levels of Service for the design year. He explained that the EIS established that four lanes would eventually travel in each direction through the urban I-70 sections of Columbia, and then narrow to three lanes each way once in the rural areas of I-70. Mr. Desai said this added capacity would be built only as needed, and would provide an adequate level of service for many years. The truck lanes are expected to fit within this same footprint, except that the configuration between truck-only lanes and other vehicle lanes would be reviewed now.

Sid Sullivan asked how pedestrian traffic would be accommodated. He said it was important that the city remain a united Columbia, and asked if pedestrians would be able to use the bridges crossing I-70.

Mr. Desai said the earlier EIS outlines that pedestrian access would be accommodated in most crossings except at extremely high traffic areas such as the US 63 interchange. He cited the pedestrian bridge to COSMO Park as an example of how pedestrians might be able to cross I-70.

Randy Wright said the criteria looked acceptable.

Larry Moore asked Mr. Desai to confirm that there would be four truck lanes, two car lanes, then two access roads on either side of I-70.

Mr. Desai said that wasn't necessarily the case – there would be four through lanes in each direction on I-70 in Columbia's urban areas, plus frontage lanes paralleling I-70 in most areas to handle local traffic. He explained that the Supplemental EIS would look at various ways to accommodate truck-only lanes within the four lanes in each direction. Including the new frontage roads, this would total 12-lanes, or six lanes heading each direction. The intent is to get local traffic to take the local access/frontage roads.

Larry Moore asked if a driver could use the access roads the entire way through Columbia.

Mr. Desai explained that there would be some manner of frontage road connectivity from Stadium Dr. to US 63, which is where the earlier work identified most of the local trips on I-70 were occurring. This connectivity would be provided by a number of roadways including the new one-way frontages roads and existing roads such as Business Loop 70.

Larry Moore asked how trucks would get off I-70 in Columbia.

Mr. Desai said one alternative would be that a truck driver would make a decision before entering the Columbia area whether he was going to travel through the area or stop. If he were going to travel through, he would take the truck-only lane. If he were going to get off I-70 in Columbia, he would use the general-purpose vehicle lanes. Signage would alert the truck driver to the choices. The truck-only lanes might not be separated physically. It could be done with pavement striping like is done with carpool lanes. These are some of the issues the team would consider as they were developing alternatives.

Bob Walters and Pat Smith said they had no comments.

Sid Sullivan commented that frontage roads will attract strip malls, which will increase traffic. How will increased traffic impact the highway interchanges?

Mr. Desai said the traffic model and future traffic projections took into consideration areas that were zoned for future retail and development, so the highway interchanges were designed to accommodate the increased traffic. However, if zoning changes in future years allow development to occur differently than current plans, more traffic than was forecasted could result. Mr. Desai said that MoDOT looks to local partners like the City of Columbia, Boone County and CATSO to address and manage growth appropriately. MoDOT's Mr. Voss added access management techniques – methods to design roads to ensure traffic flow and ease of access without jeopardizing safety -- would be put in place as new roads are built.

Justin McNutt asked how the interchanges would be designed for trucks to ensure their unimpeded movements throughout the trip?

Mr. Voss said MoDOT would use, to the extent possible, the evaluation criteria and footprint developed during the Improve I-70 Second Tier EIS. All truck-only lane alternatives would be tested against those standards. Mr. Voss said he thinks truck-only lanes can be built within the footprint.

Bob Bechtold asked if the plans for buying right of way would change.

Mr. Desai said the intent was for the footprint, the evaluation criteria and the amount of lanes used would to be the same in the Supplemental EIS as it was in the Second Tier EIS. The goal was to verify the earlier effort and to work toward alternatives that would

have no additional impacts, as that would create an extra level of analysis that the team – and MoDOT – wanted to avoid.

Mr. Desai said he thought it sounded like the Advisory Group still thought these criteria were appropriate. All the Advisory Group members in attendance nodded.

Randy Wright asked if the aesthetic impacts of truck-only lanes would be considered. He commented that other urban areas do a nice job of incorporating aesthetics into their new highway designs.

Ms. Burry said the Second Tier EIS made recommendations on aesthetic treatments to be implemented during construction. She said the intent would be to follow those same recommendations, and to work closely with communities on this during the design phase.

Larry Moore commented that it appears the goal with the Supplemental EIS is to use the same amount of lanes as those established in Tier 2, but to reconfigure the lanes to accommodate trucks.

Mr. Desai agreed that is the goal and one alternative, but stressed that analysis has not yet been completed to verify this is possible.

Ian Thomas asked when the 2030 traffic projections were completed. Did they take into consideration the changing view about the cost of oil and how transportation costs may increase, which will change people's travel behavior? Are more sustainable options being considered?

Mr. Desai replied that the traffic projections were completed in 2004. He said the current traffic models do not account for increased gas prices, but they do account for land use changes and other local policies that would influence travel behavior. Mr. Desai noted that the plan is to construct additional lanes only as needed, as determined by traffic demand.

Freight/Truck Update

HNTB Freight Lead Gretchen Ivy summarized the freight analysis portion to be conducted during the Supplemental EIS. She explained that the freight study would:

- Research national trends in freight movements
- Consider whether longer combination vehicles (LCVs) need to be accommodated, which currently are allowed to operate only in states west of Missouri.
- Study safety and operational benefits of truck-only lanes
- Consider social and environmental impacts

- Gain the freight industry's perspective on truck-only lanes
- Understand national lessons learned with truck-only lanes.

Ms. Ivy explained that experience with truck-only lanes in the United States is limited, but the study will review literature, summarizing lessons learned in states with truck-only lane segments and other truck-only strategies.

Ms. Ivy recapped how I-70 through Missouri is a 200-mile segment of the 800-mile Corridor of the Future, which is a Federal Highway Administration initiative to improve freight flows across the nation. She summarized the four freight study tasks, which are to:

- Conduct freight stakeholder interviews with organizations such as the Missouri Petroleum Marketers and Convenience Store Owners and the Missouri Farm Bureau
- Review freight literature
- Analyze freight flows, including origins and destinations within, and through, the state
- Summarize the findings in a Freight White Paper

Ms. Ivy said the Freight White Paper would be a separate document from the Supplemental EIS, but will provide input for the updated Purpose and Need Statement for the Improve I-70 Supplemental EIS, help develop evaluation criteria that will help select preferred alternatives and provide useful information to the freight industry.

Ms. Ivy noted that interviews to date have revealed a range of thoughts on the TOL concept. Smaller, independent truckers were concerned about competing with longer combination vehicles, while national truck companies like the idea of being able to move more volume. Many truckers want more access to truck amenities. Others are concerned about various funding proposals.

Questions and Comments

Larry Moore asked whether longer combination vehicles (LCVs) are semi trailers that are five or sixth lengths long.

Ms. Ivy said they could be as long as that; this study will look at national trends and future applications of so-called "truck trains."

Chris Janku asked whether the Supplemental EIS and the Advisory Group would consider funding options.

Ms. Ivy replied that the study will look at the social impacts and environmental justice impacts of various funding options, but will not make any recommendations.

John Glasscock asked if freight traffic was projected to forecast on freight rail lines as well.

Ms. Ivy said yes.

Bob Walters asked that sources be provided when the freight research is presented later.

Ms. Ivy said this would be the case.

Sid Sullivan said a concern during a recent high school site selection was ensuring the safety of kids who drive on the highways. He expressed his concern that kids may now be traveling on I-70 with longer trucks that are only separated from regular vehicle traffic by striping painted on the pavement.

Mr. Voss noted that this was also a MoDOT concern. Long trucks are not legally allowed to travel in Missouri today, and this study provides MoDOT an opportunity to look at potential issues over the long-term. MoDOT wants to monitor these national trends so they can meet safety needs and maintain flexibility to deal with whatever comes in the future.

Legislative update

Michael DeMent, HNTB Public Involvement Director, gave an update on legislative efforts to develop options to improve transportation funding. He discussed the current gap between transportation funding needs and available funds. For example, there are currently no funds identified or available to implement the I-70 improvements outlined in the Second Tier EIS, or to implement any recommendations made at the completion of the Supplemental EIS.

Mr. DeMent said Missouri is experiencing part of the transportation funding shortfall that is occurring nationally. By 2010, a combination of factors will reduce MoDOT funding from \$1.4 billion to \$569 million a year – which provides only enough funding to maintain Missouri's existing system of roadways, without major improvements or expansions.

Mr. DeMent summarized three categories of legislative measures under discussion this legislative session, although none are slated to move to passage:

- A 1 percent increase in the sales tax statewide, which would be dedicated to improving I-70 and I-44
- Tolling

- Others, which include creating a new revenue stream to fund the State Highway Patrol in order to return highway funds to MoDOT, or dedicating a percentage of future growth in General Revenue to transportation.

Each of these measures should be considered as legislative discussion starters only. The state's political leaders agree that any new funding mechanism must be put before the voters.

Mr. DeMent reiterated that this study will help ensure the Improve I-70 is project ready to go when and if funding becomes available.

Questions and Comments

Ian Thomas asked how much will a 1 percent sales tax will generate.

Mr. DeMent said it would depend on a number of factors, but one of the measures could generate as much as \$7.4 billion over a 10-year span, which would fund both I-70 and I-44 improvements. It is anticipated major improvements to these two facilities would help relieve maintenance costs on those two interstates, freeing up maintenance funds to be reallocated elsewhere.

Kee Groshong asked how much the TOL construction would cost.

Mr. Voss said the Improve I-70 project estimate was \$3 to \$3.5 billion; converting some of the lanes to truck-only lanes would increase this project cost by 10 to 12 percent.

Kee Groshong asked how much tolling would generate.

Ms. Ivy replied an earlier tolling study assumed average tolls for a passenger car would be about \$15 to cross I-70 from Kansas City to St. Louis. Those driving between two cities within Missouri might not have to pay the cost. In the earlier study, it was proposed that trucks pay two and a half times the passenger vehicle cost.

Ian Thomas asked Ms. Ivy to confirm the money raised by tolls over 40 years would also pay for improvements and maintenance for I-70.

Ms. Ivy said the 2005 study indicated tolls would pay for the construction, maintenance and operations cost of I-70, but did not take into account the truck-only lane concept being considered today.

Chris Janku asked how a sales tax that sunsets in 10 years would take care of ongoing maintenance?

Mr. Voss said that after 10 years MoDOT would start using the original maintenance funding mechanisms to fund I-70 maintenance. However, a new I-70 facility would need less maintenance funding than what the 50-year-old facility uses today.

Randy Wright asked if any these funding initiatives appear to have any real momentum.

Mr. DeMent replied that none of them appeared to have any momentum. They were only discussion starters at this point.

Dave Griggs asked if there might be any federal initiatives to help pay for improving I-70 since it was part of the national Corridors of the Future initiative.

Mr. Voss said many states did not apply for Corridor of the Future designation because they didn't think there was any funding. FHWA surprised everyone by awarding \$5 million toward this initiative. There is now talk at the federal level to increase the national gas tax – so it is possible there might be funding at some point.

Dave Griggs asked if the four-state effort was designed to just spur discussion but to get each individual state to pay for it.

MoDOT State Design Engineer Kathy Harvey said FHWA is trying to spur discussion, and also providing technical expertise, assistance through environmental reviews and all the help they can short of providing funds. They see the crisis coming nationally on congestion, and are eager to work with the states to find creative solutions. There are many unknowns, and FHWA is not making any promises, but they are helping MoDOT and the other Corridors of the Future states cut through the red tape.

Mr. DeMent said there is talk among various Congressional delegations that federal transportation reauthorization, due to occur next year, will be delayed at least until 2010. So it would be an additional year beyond that before there's any additional federal assistance even if new funds were authorized.

Ken Pearson asked how long pavement is expected to last. Does the Improve I-70 effort plan far enough out to accommodate heavier loads in the future?

Kee Groshong noted highways would have lasted longer had trucks not gotten so much heavier. Future highway lanes need to be built a lot stouter.

Mr. Voss said MoDOT wants to take those things into account and to design with flexibility in mind. There is a possibility general purpose lanes could be used longer because trucks are not using them as much. Pavement could be thicker to accommodate heavier vehicles in truck-only lanes.

Kee Groshong asked how long it would take to construct truck-only lanes.

Ms. Ivy said they estimated a four-year construction schedule for the six-lane construction of I-70, but truck lanes were not considered at that time.

Mr. Pierson added that truck-only lanes could add or save time on the construction schedule, depending on how the construction was phased.

Mr. Voss pointed out that the original I-70 took nine years to build. One must balance speed versus cost.

Ms. Harvey said that four years for construction is optimistic. The only way to do accomplish that would be under a design-build environment – which would require legislative changes. She said it could take from between 4 and 30 years to complete the entire construction.

Chris Janku commented that funding raises environmental justice issues on who pays for this, and which states contribute. It was important to think this through so that Missourians are not subsidizing people outside the state, or giving competitive advantages to other states.

Public Meeting Overview

Ms. Burry summarized plans for upcoming public meetings, including the open house scheduled in Columbia on Thursday, April 3rd. She encouraged Advisory Group members to come, help answer questions and share with neighbors about what they have learned so far.

Q&A

Tom Bass asked if the proposed local access roads going through Columbia would be one-way or two-way frontage roads?

Mr. Desai said that the one-way frontage roads proposed in the Second Tier EIS were located between Providence Road and the new Business Loop East interchange located west of Route B.

Mr. Bass said he was concerned this would have a negative impact on businesses there.

Mr. Desai said there are only a few businesses there now and the new frontage roads would allow more businesses to front along I-70.

Next Steps

Ms. Burry thanked the Advisory Group and public for attending the meeting. She announced the next Advisory Group meeting is tentatively scheduled for April 30th, but that a confirmation e-mail would be sent in approximately two weeks to confirm the date.

The meeting concluded at approximately 5:30 p.m.

| Action Items | Responsibility | Deadline |
|--|-----------------------|-----------------|
| • Confirm future meeting dates | HNTB | |
| • % funding trucks provide for highway | MoDOT | Next Meeting |