

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES**

DATE..... March 10, 2021
TIME..... 6:00 PM
PLACE..... Grand Prairie Room (Virtual)
County Building
20 North 3rd Street
Lafayette, IN 47901

ATTENDEES NAME

Gene Kroeschen
Jason Casteel
Amy Krzton-Presson
Shannon Stanis
Jay Mitchell
Roy Nunnally
Steve Clevenger
Bill Arthur

STAFF

Tim Stroshine
Doug Poad
Maureen McNamara
Aria Staiger
Sallie Fahey
David Hittle

Tim Stroshine called the meeting to order at 6:00pm. He asked the members to introduce themselves.

I. APPROVAL OF MINUTES

No motion was made to approve the minutes of the December meeting, due to a technical issue with the minutes.

II. PROGRAM

Transportation Improvement Program

Doug Poad gave a presentation on the draft Transportation Improvement Program (TIP). This document covers state fiscal years 2022-2026. The TIP is a short-range document that includes all major transportation projects that use federal funding. The document lists major projects from Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill, unincorporated Tippecanoe County, CityBus, Purdue University Airport, and INDOT.

Doug Poad said that the TIP is federally required by the Fixing America’s Surface Transportation Act (FAST Act), which was signed into law on December 4th, 2015. This law was set to expire in 2020, but Congress passed a continuing resolution to keep the law in effect.

Doug Poad referred to a slide with information on different funding sources that are used to fund transportation projects. He explained each of these sources in more detail. The Surface Transportation Block Grant Program (STBG) can be used for many different projects, ranging from road widening to trails. The Highway Safety Improvement Program (HSIP) can be used for projects that help to improve the safety of users of the transportation system. 164 Penalty Funds are funds that were originally part of the STBG funds, but because the State of Indiana does not have legislation regarding repeat offenders who operate vehicles while intoxicated, these funds must be used for safety projects. Transportation Alternative Program Funds (TAP) are primarily used on trail projects. Section 5307 funds are funds for transit providers, and in Tippecanoe County, all these funds go to CityBus. STIC funds are part of the Section 5307 funds. If a transit agency meets certain performance thresholds, they can get these additional funds.

Doug Poad referred to a slide with a timeline showing the TIP development process. The process started with a call for projects in October. Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill, unincorporated Tippecanoe County, CityBus, Purdue University Airport can all submit requests to use federal funding for their projects. Once these projects were submitted, they were prioritized at the January 20th Technical Transportation Committee meeting. A draft TIP including this list of projects was submitted to INDOT for their review in February. The next step is a public hearing, which is this meeting. After this meeting, there is an open comment period. The formal adoption process will begin at the April 19th Technical Committee meeting, with adoption anticipated at the May 13th Policy Board meeting.

Doug Poad introduced some of the key information that is included in the document. He talked about the locations where public notices about the TIP were posted. Notices are posted in both English and Spanish. They are posted both in physical locations and on the county's social media platforms. Any comments that are received are included in an appendix in the document. He mentioned that the plan includes an ADA review to ensure that all projects in the TIP comply with ADA regulations. The document includes an environmental justice process that ensures that minorities and persons with low income are not adversely impacted by the projects in the TIP. This process has a macro review and a micro review component. Red Flag Investigations, which are a high level look at potential environmental issues for a project, are referenced in the TIP.

Doug Poad referred to a slide about financial constraint and project prioritization. The TIP includes both safety performance measures that are federally required and local performance measures. These performance measures help to gauge the effectiveness of potential projects. The county also has a policy to set aside at least 10% of the STBG funding for bicycle and pedestrian projects.

Doug Poad referred to a slide that gave detailed information about how much funding and what type of funding would be used for different projects. This slide included information about some funding trades that were executed with other MPOs. These trades are done to allow for more money to be spent on a project in a certain year at the cost of money in other years. This has to be done because funding cannot be carried over from year to year, it has to be spent or traded in the year it is distributed to the MPO.

Doug Poad referred to a slide about the Technical Transportation Committee's recommendations for INDOT projects that a priority to the community. These recommendations are for projects that are on roads that are under INDOT's control. The recommendations include projects on US 231, I 65, Sagamore Parkway (also known as Special 52), and SR 38.

Doug Poad referred to a slide with maps of local projects. This slide included a map of projects that have funding, and a map of projects that local jurisdictions would like to do, but do not have available funding to do. He mentioned that we also have CityBus projects and Purdue Airport projects, although they are a little harder to show on the map. Doug mentioned that one of the projects on the unfunded map, a project on North 9th Street, will be getting some funding. This new information was received a few days before the meeting.

Doug Poad referred to a slide with INDOT projects. He said the maps were made based on information we received from INDOT late last year. He anticipates INDOT will give us updated information soon, and when that happens, the maps will be updated. This slide also includes a map with projects that are not yet funded, but are priorities for the community. This map matches the Technical Committee's recommendations.

Tim Stroshine asked if there were any questions about Doug's presentation. Steve Clevenger asked about the safety performance measures on one of Doug's slides. Doug Poad said that the safety performance measures cover a whole year, and the numbers on that slide are for the whole state, not just Tippecanoe County. Sallie Fahey mentioned that MPOs in the state can either adopt the state's performance measures or develop their own. MPOs in Indiana have all chosen to adopt the state's performance measures. She said that the review of the 2018 numbers had just come in. The state met enough of the performance measures to ensure that funding will not be impacted. Roy Nunnally talked about the process of adjusting the performance measure targets. He said that Indiana is trending in a good direction.

Steve Clevenger said that he is glad that the US 231 extension north of US 52 is still on the table. Doug Poad said that he expects to hear more information about that project in the next couple of months. He said that the study for this project is in the early stages. Roy Nunnally said that this project will be a Planning and Environmental Linkages (PEL) study. This type of study helps to avoid repetitive work and ensure that early planning work for the project is done correctly the first time. Tim Stroshine said that the PEL process is very helpful for projects that take a long time to develop.

Aria Staiger said that there were some public comments on the stream. One of the comments asked if CityBus was considering a route to transport people to and from the Community Corrections facility. This will help individuals who are getting out of the justice system to be able to gain employment. Doug Poad said that the TIP includes information about this route. CityBus will be starting a route that serves both the Community Corrections facility and the Wabash Avenue area. It is uncertain when that service will start and how frequent it will be, but it is planned.

Aria Staiger said that there was a public comment asking if COVID has had any impacts on the money available for projects now or in the future. Doug Poad said that at present, the plan is to keep the current federal funding levels for upcoming years, so there are currently no reductions planned. If new financial information is received, the document will be updated as needed.

State Transportation Improvement Program

Tim Stroshine introduced Roy Nunnally from INDOT.

Roy Nunnally gave a presentation about the State Transportation Improvement Program (STIP). He said that the focus of his presentation would be on how the STIP fits with the TIP. The STIP is developed in cooperation with MPOs, RPOs, and public transit providers. Like the TIP, it lists all projects within the next five years that will be using federal funds. The STIP is programming document, not a financial document. So, there may be some instances when the numbers in the TIP and the STIP do not match up exactly, but as long as INDOT stays within in their budget, this is not a problem.

Roy Nunnally referred to a slide with information about the types of projects that are included in the STIP. The STIP includes operational improvements, safety improvements, transit operations, new bridges, bridge improvements, and various maintenance activities.

Roy Nunnally said that INDOT has both a decentralized and centralized programming process. The state is divided into 6 districts that work directly with MPOs in those districts. Projects are submitted by the six districts to a central office. The projects are filtered into different asset types, and there is a team for each asset type. Before a project makes it into the STIP, these asset teams work with MPOs, RPOs, and INDOT to ensure that projects meet INDOT's goals. Throughout the process, there is a lot of coordination between the state and the MPOs.

Roy Nunnally referred to a slide with information about the STIP fits in with other INDOT planning efforts. Multimodal freight plans, the 20-year Long Range Transportation Plan, the Next Level Indiana Plan, Transportation Asset Management Plan, and the Strategic Asset Management Plan all go into the development of the STIP. The slide included a screenshot of a map from INDOT's Next Level Roads website. Roy said that the best way to find information about projects at the statewide level was to go to this website, which can be found by searching "Next Level Roads" in a search engine. There are several different ways for users to filter what information is displayed on the map.

Roy Nunnally referred to a slide with a summary of financial information in the STIP. This slide includes information about the funding from different sources. Roy explained how the different funding sources combined to create INDOT's budget.

Roy Nunnally referred to a slide about the opportunities for the public to be involved in the planning process. Roy said that the MPOs and INDOT meet in May-July of each year, as well as coordinating through routine MPO Technical Committee meetings. The slide contained a link to documents and

comment forms. The slide also contained a list of dates for virtual meetings where the public can give further comments on the STIP. He mentioned that any comments that are received are addressed in an appendix to the STIP.

Amy Krzton-Presson asked how much the public input meetings influenced priority rankings for the projects. Roy Nunnally said that a lot of the changes come through the MPOs and the work that they do. He said that INDOT uses a scoring system to prioritize their projects, which is available online. Jay Mitchell said that public comment matters. When public comments are received, they are logged and stored. When INDOT is getting ready to start a project, they look back at what kind of comments they received on that project, and that can impact how a project is approached.

Sallie Fahey asked if projects generated at the district level can be more easily influenced by public comment than the projects on the governor's Next Level Project list. Jay Mitchell said that the governor's list is influenced heavily by INDOT. When INDOT works with the governor to develop that list, they factor public comments into that work.

Sallie Fahey said that she had an example of where local comment stopped a project. INDOT had a project to improve Teal Road, which was State Road 25 at the time, but there was heavy opposition about the work near the western end of the project (near the fairgrounds). This caused INDOT to cancel the project. Because no projects were done on Teal Road, it deteriorated. Eventually, there was public support for something to be done there. This led to the current project, which has public support, that will probably start some time this summer.

Tim Stroshine thanked Roy Nunnally and Jay Mitchell for their presentation. Tim said that he appreciates the opportunity to partner with INDOT, it benefits both organizations. Roy Nunnally mentioned that the Lafayette MPO was the first one in the state to request a STIP presentation from INDOT. He said other MPOs have since asked INDOT to give presentations in their areas.

New Director Hire

Tim Stroshine said that Sallie Fahey has been with the Area Plan Commission in various capacities for more than 47 years, and that we have been very fortunate to have her as our executive director. However, she is now retiring. Her replacement, David Hittle, started at the beginning of March, and there is an overlap period where Sallie is training David. He asked David if there was anything that he would like to say to the committee.

David Hittle said that he was honored to be here, and that the staff had been very welcoming. He also said he had an example to follow up on Amy's earlier question. He said that INDOT had a project in Indianapolis where Interstate 65 and Interstate 70 meet. The initial proposal from INDOT was met with significant public pushback. There was a group formed called "Rethink 65" that was a grassroots effort to help voice citizen concerns. This group met regularly with INDOT, and helped to get changes made to the project plans.

III. QUESTIONS, COMMENTS AND SUGGESTIONS

Tim Stroshine asked if there were any public comments.

Aria Staiger said that due to some technical issues, minutes were not available from the December meeting. We hope to have the minutes available for the next meeting.

Steve Clevenger thanked Sallie Fahey for her work, and welcomed David Hittle. Roy Nunnally echoed this sentiment. Steve also thanked INDOT for their presentation.

Tim Stroshine said we will meet again on June 9th, September 8th, and December 8th. All the meetings will be at 6:00 P.M.

IV. ADJOURNMENT

Tim Stroshine adjourned the meeting at 7:25 pm.

Respectfully submitted,

Tim Stroshine
Assistant Director