

**GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY  
TECHNICAL TRANSPORTATION COMMITTEE**

**MEETING MINUTES  
JANUARY 18, 2023**

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**VOTING MEMBERS PRESENT**

Phillip S. Dunston	Joint Transportation Research Program
Jeromy Grenard	City of Lafayette
Ben Anderson	City of West Lafayette
John “Woody” Ricks	Tippecanoe County Sheriff Department
Bill Smith	INDOT
Marcus Smith (proxy for Adam Baxmeyer)	Purdue University Airport
Stu Kline	Tippecanoe County Highway
Bryan Smith – <i>virtual presence</i>	GLPTC

**VOTING MEMBERS ABSENT**

Scott Anderson	Lafayette Police Department
Jason Philhower	West Lafayette Police Department

**NON-VOTING MEMBERS PRESENT**

David Griffee	City of Lafayette
Mike Spencer	Tippecanoe County Highway
Dave Buck	BF&S
Colin Sullivan	BF&S
Elizabeth Bengel	Carrier & Gable
Doug Poad	Area Plan Commission
Aria Staiger	Area Plan Commission
Tim Stroshine	Area Plan Commission

Phillip Dunston called the meeting to order at 2:10 PM.

**I. APPROVAL OF MINUTES**

Phillip Dunston entertained a motion to approve the December 21, 2022 meeting minutes.

Stu Kline moved to approve the minutes from the December 21, 2022 meeting. Jeromy Grenard seconded, and the minutes, as submitted, were approved by unanimous voice vote.

**II. ACCESS PERMITS**

**A: INDOT Permits**

Bill Smith referred to the permit listing. At Mann Properties on Sagamore Parkway, they are close to issuing a permit for signal work. The signal work can begin when the permit is issued, but the signal cannot be turned on until a specific amount of development is under construction. There is no guarantee that will happen in calendar year 2023. The permit on Newman Road roundabout has been closed out. INDOT will manage a few loose ends now that they own the roundabout, ditches and inlets that were constructed. He offered to answer any questions.

**III. MEMORANDUM OF AGREEMENT BY AND BETWEEN APC, INDOT AND CITYBUS**

Tim Stroshine said this is an update to an existing document dating back to 2015. This agreement outlines the responsibilities of the different entities that take part in the transportation planning process, specifically as it relates to our work with INDOT and CityBus. Subjects include the metropolitan transportation plan,

the transportation improvement program, the UPWP, performance-based planning and programming, public participation and involvement, and transit planning. This agreement outlines within each of those activities, the specific items that everyone will do to accomplish those activities. These are things we are already doing and have been doing for years. The Policy Board approved the agreement and authorized David Hittle to sign as the Executive Director. CityBus will take the document to their Board of Directors later in the month. INDOT will then be the third signatory.

#### **IV. DETERMINATION OF FY 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) COMPLETE STREETS, CARBON REDUCTIONS, AND PROTECT FUNDING**

Doug Poad began by saying this was an exciting day as we work to move forward with the FY 2024-2028 Transportation Improvement Program. This committee will be allocating the local federal gas tax funds to projects for the next five years. The first step is a determination process for Complete Streets compliance, Carbon Reduction and PROTECT funding. There has been no guidance as to whether the MPO staff can make the official determination or if the Technical Transportation Committee or MPO Policy Board can do so, or if INDOT or the Federal Highway Administration can do so. To cover our bases, we are going to follow the determination process that is used for our Complete Streets Policy, and have this committee make the official determination.

When completing the 2040 Metropolitan Transportation Plan in June 2012, the Complete Streets Policy was adopted by all jurisdictions and became part of the county's Comprehensive Plan. This policy states local projects requesting federal funds must go through this determination process to determine eligibility. APC staff took the projects that were submitted and reviewed them. Eligibility information is being presented to this committee today and this committee will make the determinations.

Three projects that are currently underway, Morehouse Road, South 9<sup>th</sup> Street and Soldiers Home Road, were looked at in previous TIP developments and were found to be compliant. The new projects to review include:

##### City of West Lafayette:

- Yeager Road Phase 5, Kalberer Road to Cumberland Avenue

##### County Highway Department:

- CR 150W, CR 500N to CR 600N
- CR 600N, at CR 50W
- Harrison Trail: along CR 600N between 150W and 50W and along 50W from 600N to the 3 schools

##### City of Lafayette:

- Big 4 Trail, portions of South 9th Street south of Kossuth Street and Kossuth Street from just west of 3rd Street to 9th Street

Doug Poad stated the City of Lafayette also included a project request to upgrade traffic signals for emergency vehicle preemption. This project is safety related and does not involve constructing, reconstructing, widening, or converting roads from a rural to urban cross section, therefore the policy is not applicable.

When compared to the policy, APC staff has found that all requested projects comply with the Complete Streets Policy. After any discussion, questions or comments, APC staff is asking this committee to make the determination that these projects do comply with the policy.

Bill Smith asked for clarification on the signal preemption and whether it is in this package.

Doug Poad explained signal preemption relates to the safety aspect of the traffic signal and not to road reconstruction. Therefore, due to the safety related topic, it falls outside of the Complete Streets Policy.

Stu Kline moved to recommend determination that the requested projects comply with the Complete Streets Policy. Bill Smith seconded, and the motion carried by unanimous voice vote.

Doug Poad continued to the projects that fall under the Carbon Reduction Program. The purpose of the program is to reduce transportation emissions. INDOT and the Indiana MPO's have worked together to develop a strategy report, with the draft report being published in December 2022. There are five activity categories that support carbon reduction: alternative fuels/energy efficiency, active modes, transportation demand management, technology solutions, and an unspecified category which includes projects or programs that can demonstrate a reduction of carbon emissions. APC staff compared the project list to these five activities. Most projects address active mode, and the signal preemption is a technology solution. After review, APC staff believes these projects are eligible for Carbon Reduction Program funds.

Doug Poad continued with the PROTECT Program, explaining the purpose is to make transportation more resilient to natural hazards, including climate change. There are seventeen eligible activities. APC staff reviewed the projects and determined they are also eligible for the PROTECT Program funds.

Ben Anderson moved to recommend determination that the requested projects meet eligibility for the Carbon Reduction Program and the PROTECT Program. Jeromy Grenard seconded, and the motion carried by unanimous voice vote.

## **V. ALLOCATION OF FY 2024-2028 FEDERAL FUNDS**

Doug Poad began by explaining the Infrastructure Investment and Jobs Act (IIJA), a new transportation legislation, requires a performance-based approach to decisions and allocations of funds. The safety performance measure requires local level review, and those are highlighted in the staff report. Adopted targets for each performance measure are also provided in the staff report. Data for Tippecanoe County, year 2022, was presented: twelve fatalities, eighty-nine serious injuries, three non-motorist fatalities and eight non-motorists with serious injuries. The requested projects will improve the road geometrics and improve safety for motorists. The Big 4 Trail and Harrison Trail projects will improve pedestrian and bicycle safety. The projects should contribute to the reduction of fatalities because we are improving the geometrics.

The next step of the review process includes eight performance measures. This includes whether the project is in the 2050 Metropolitan Transportation Plan, if it is on the financially constrained list, and if it has been previously programmed.

The Red Flag analysis review considers impacts to the social and natural environment. Items considered include site location, infrastructure, water resources, mining/mineral exploration, and hazmat concerns. Most of the requested projects have the same impacts and will need to be addressed in the NEPA process.

Additionally, the committee must review the anticipated effect of the projects as they relate to the 2050 Metropolitan Transportation Plan (MTP) performance measures. There are nine goals with many objectives and performance measures. A summary of APC staff analysis is listed in the staff report.

Doug Poad continued with the available funding for the Surface Transportation Block Group (STBG) federal funds. There is a little over \$4 million available each fiscal year, beginning in 2024. In 2027 and 2028, we are to use the 2026 amounts. Because of a prior trade, we need to repay NIRPC \$1.2 million in fiscal year 2024. We are using those borrowed funds for the Yeager Road project. Our MPO will be receiving \$616,477 in fiscal year 2025 due to a trade with the Evansville MPO that occurred in April 2019. With the adoption of the 2040 MTP, it was recommended that 10% of this community's STBG funds should go to non-motorized projects, that are not part of a larger road project. Over the next five fiscal years, 10% would be \$2.1 million. The Big 4 Trail and Harrison Trail projects qualify for this 10% set-aside. Funds for Transportation Alternatives, Carbon Reduction and PROTECT programs were also outlined.

The project requests totaled over \$44.5 million, and we are only allocated \$32.2 million. Unfortunately, that means we cannot afford to pay for everything. Project details for the City of Lafayette, the City of West Lafayette and Tippecanoe County were outlined in the staff report. These details include the fiscal year in which they are requesting federal funds, for which phase, and the amount being requested.

INDOT requires our federal funds to be financially constrained, meaning we cannot carry over any funding balances. We can borrow money from MPO's, showing them as a trade, but must show when those funds will be paid back.

To begin the discussion, APC staff reviewed the project requests, along with the performance measures, and developed a first-cut funding allocation scenario. Doug Poad stressed that the scenario is not a recommendation but was designed to start the discussion. APC staff looked at each project, but specifically for the 'big three' projects, Morehouse Road, South 9<sup>th</sup> Street, and Soldiers Home Road, and reviewed construction cost and right-of-way cost and found a means to fully fund those three requests. The scenario was able to meet the requested construction years for each project; 2024-2025 for Morehouse Road, the following year for South 9<sup>th</sup> Street and 2028 for Soldiers Home Road. Then the right-of-way requests were reviewed. Funds are needed for South 9<sup>th</sup> Street and Soldiers Home Road. Based on what was requested, the scenario was able to accommodate the right-of-way requests for both projects but required the northern part of Soldiers Home Road to be split into two years. In accommodating the 'big three' projects, and working to meet the construction and right-of-way requests, it requires three trades with other MPO's. The staff report outlines these trade amounts. Year 2027 shows a positive balance of over \$3.1 million. The committee can proceed with this allocation or can begin moving things around. The balance can also be left in case there's any need. The City of Lafayette or Tippecanoe County could use this balance to construct either trail system, as an option as well. If we are looking to fund the trails along with the other requested projects, the trail projects would get higher priority because we have not met the 10% set-aside amount. The downside is the jurisdiction would have to pay for preliminary engineering and right-of-way.

Stu Kline asked to remain financially constrained, with the projects we can afford, how much additional funding is available.

Doug Poad said \$3.1 million in fiscal year 2027.

Stu Kline added that we are thinking more towards trails because of the constraint.

Doug Poad said correct, with the 10% set-aside. The Harrison Trail (county) was requested for construction in 2025 at just over \$2 million.

Stu Kline asked what year we were referring to.

Doug Poad said 2027, which is the later half of 2026 and first half of 2027 (state fiscal year). He continued with the assumption that the priority would be funding the construction of the 'big three' projects and then funding the right-of-ways. He asked the committee if that was correct, and they agreed.

Ben Anderson asked if the \$3.1 million can be used or if it can carry.

Doug Poad said we can leave it as is and leave it blank for now, as it is out to 2027, or we could show it as a trade to another fiscal year but would need to select which project and year.

Ben Anderson stated he assumed Phase 2 of Soldiers Home Road isn't shown because it is listed for 2029.

Doug Poad said that assumption is correct, as this TIP addresses fiscal year 2024 – 2028.

Bill Smith said he heard one option is to not allocate the \$3.1 million in 2027 to anything. Should there be overruns or other items, could trading funds be available to help cover costs in the early years?

Doug Poad said it is very rare that we would trade more than a year. For example, the funds we are borrowing from NIRPC for the Yeager Road project, we are repaying them in FY 2024.

Bill Smith asked for examples on how that money can be used if it is not allocated. He asked if it is not allocated for the trails, what is the value in holding it there without allocating it?

Doug Poad said these large projects are only estimates. We could leave those funds open. There are trades shown between other MPO's. When we do our next round of the TIP, in two years, we could look at those and move it to either South 9<sup>th</sup> Street or Soldiers Home Road in case the current estimates are significantly under.

Bill Smith continued by saying that is the value in not allocating. On the flip side, there's the 10% set-aside and the trails fit into that, but if we allocate the money for the trails now, that leaves a lot less money for the other alternative. He asked if those were the correct alternatives being described today.

Doug Poad said correct, but with doing the trails, it would mean the City or County would have to do the engineering and right-of-way with local funds. That is the downside. He asked Stu Kline and Jeromy Grenard to share their thoughts.

Jeromy Grenard said he was reminding Stu Kline of the percentage of funds that the county has requested versus the percentage the City of Lafayette has requested.

Stu Kline jokingly responded that the key word is requested, not received. He then asked Jeromy Grenard if there is still an open end to the trail and whether the trail will ever get to the city. He added his trail is for the safety of the children going to the nearby schools. He said trails are a tough one. He believes CR 150 and the roundabout are both outside of the urbanized area and asked Doug Poad if that was correct.

Doug Poad said it is interesting in terms of our group two funds, that they are supposed to be used in the urbanized area, but there is an option to flex those out to the planning area.

Stu Kline said he is going the other way. If it is outside of the urbanized area, there's always a possibility on either of those projects for group four funds. He said the trail project will never get group four funds. In both situations, the trails are the projects needing cash.

Doug Poad said the City of Lafayette only included preliminary engineering (PE) and right-of-way numbers in their request and did not submit a construction number.

Stu Kline added that neither of those (PE and right-of-way) are fundable.

Doug Poad said that is correct. If we want to fund the 'big three' projects, there are not enough funds to cover the trails.

Stu Kline asked Jeromy Grenard how much he thought construction would cost.

Jeromy Grenard estimated \$3.5 million. He said if we use it for construction of the trail, then the City of Lafayette would be paying for PE and right-of-way with local funds. He said there is PE and right-of-way in the fiscal years before that.

Doug Poad said the amount of money needed to construct Morehouse Road, even with the two phases, made us need to borrow money for the second phase in 2025. In this scenario, funds are being shifted from safety. As another option to fund PE for trails, we could reduce the PE or right-of-way costs, like a 70/30 percent split, instead of the usual 80/20 percent, and that could free up some federal funds. The downside would be paying more for the project with local funds.

Stu Kline said that brings up the other piece of math. He said we have \$3.1 million and that's for the 80/20 percent match.

Jeromy Grenard asked if we make one decision versus the other, are we able to amend.

Doug Poad said yes, we can change.

Jeromy Grenard said he is going to put his hand up for the Big 4 Trail construction funds, with the City of Lafayette locally funding the design and right-of-way.

Tim Stroshine asked Doug Poad what amount would be needed to get to the 10% set-aside.

Doug Poad said it is \$2.1 million. If we put the full amount, or most of it in, that would qualify.

Tim Stroshine added if we put in at least \$2.1 million of this \$3.1 million, we could leave \$1 million floating.

Doug Poad said we could even bump it up higher to make sure it's more than 10%. He asked Jeromy Grenard what amount should be programmed in.

Jeromy Grenard replied with the full amount of \$3.1 million but added that he's not the only voice on the committee.

Ben Anderson asked what happens if the projects ahead come in higher, like Morehouse Road or South 9<sup>th</sup> Street, coming in higher than what is programmed. How does that trickle down in terms of pushing? He added that construction for Soldiers Home Road is programmed for 2028, but depending on the next four winters, the road may not make it to 2028. If we allocate, and something comes in high, he doesn't know if we can potentially keep pushing Soldiers Home Road back. How does it work if we don't have enough money to afford the previous jobs that may be higher than we anticipate?

Doug Poad said in the past, if the bids come in higher, we examine where we can pull federal funds from. For example, with Yeager Road, we have an X amount and that is it. If the bids are higher, then Stu Kline will have to make the decision to either re-bid the project or accept it and the County pays more for the project. He asked Stu Kline what the percentage was for the Klondike Road project.

Stu Kline said he thought it was less than 70 percent.

Doug Poad pointed out that it has not been a traditional split of 80/20. Looking at this scenario, we are locking in 2024 for sure and for 2025 we are pretty good. In the next two years, we will develop a new TIP, so that will make us revisit this again. Projects will continue to move forward. The City of Lafayette will be moving the South 9<sup>th</sup> Street project and West Lafayette will be moving the Soldiers Home Road project. If we do program the Big 4 Trail, and come back for the next TIP development, those larger projects will receive top priority.

Stu Kline added Kathy Eaton-McKalip of INDOT always has excess federal dollars to use. We have the ability on group four, to say we are underfunded and reference the unallocated funds that are available. With open conversation, maybe the MPO could go in and ask for additional allocation.

Doug Poad said he would like to be able to do that, but the answer has been no. He is not sure why, because the extra funds are there.

Stu Kline added that he has been told the MPO's are one of the under-spenders and that's the reason for the unallocated funds. But this MPO is always right up against it, paying 70% local, because we don't have any money.

Doug Poad said there are other MPO's that don't spend their money. For example, the Terre Haute MPO will be losing their funds. Kathy Eaton-McKalip will be taking over their federal funding allocation and doing the work for them. There is also discussion that INDOT would handle the allocation of funds for Kokomo and Columbus. He added that our MPO always requests money and always spends it. We are always on the top.

Stu Kline added that we allocate down to the dime and more. When projects come in over, we end up having to carry the extra 10-20 percent locally. He thought the Klondike Road project ended up being an

extra \$2 million out of local funds. He added that he would like to have additional time to talk about the trail projects. He asked if we had to decide right now on the \$3.1 million.

Doug Poad said we can allocate it right now. We can come back and discuss this topic next month, however, keep in mind the February 2023 submission date of our draft TIP. We can change it afterwards, but the TIP must be completed by May 2023.

Tim Stroshine offered to host a meeting with the County and City representatives to sort out the specifics ahead of next month's meeting.

Stu Kline said he would like to investigate other funding options and talk about it again.

Doug Poad summarized this session. The first draft that was presented is what would be the recommended allocation we move forward with, and at this time, the available money for 2027 would be penciled in at the Big 4 Trail. We will revisit this scenario next month, after everyone has had additional time to review the numbers.

Stu Kline moved to recommend the first draft allocation, with plans to revisit the scenario at the February 15, 2023 Technical Transportation Committee Meeting. Ben Anderson seconded, and the motion carried by unanimous voice vote.

*Stu Kline and Mike Spencer left the meeting room at 2:58pm.*

Doug Poad moved to the Safety funds portion of the allocation process. Highway Safety Improvement Program (HSIP) funds and Section 164 Penalty Federal funds are available to us. We can flex half of the HSIP funds to the STBG funds if we need to and have already planned to do so. The only project requesting safety funds is the emergency vehicle preemption project with \$108,000 in 2025 and \$1.08 million in 2026. To fully fund the project, as part of the trade we will do with the STBG funds, we will need \$108,000 to fully fund the signal preemption project. We can afford both phases and have a balance of funds in 2025 at \$458,560. If the South 9<sup>th</sup> Street or Morehouse Road projects have any safety related aspects, we could possibly use these funds as well.

Ben Anderson asked if the preemption project could grow in scope or cost.

Doug Poad said if the project grows in cost, we could possibly borrow funds from either the year before or the year after. Or the project could be split into two phases, with one phase falling in one year, and the second falling in the next year. We have enough, either before or after, to grow the project if needed or if possible. If West Lafayette wanted to join in and join Lafayette, we could program Lafayette the first year and West Lafayette the following year.

Ben Anderson added that he and Jeromy Grenard have had brief conversations. Our public safety as MPO's are crossing the river and West Lafayette has the same signal system, so we could look at doing something holistically that would benefit both cities.

Jeromy Grenard added that the City of Lafayette would be in favor of that. If the project was phased, priorities could be addressed on both sides the first year and then second tier priorities the second year.

Doug Poad asked the Committee if the recommendation is to show a second phase in 2027.

Ben Anderson said yes, or if we need to consume the balance, West Lafayette's amount would not be as substantial as the City of Lafayette.

Doug Poad said there is over \$800,000 available in 2027. He proposed programming \$750,000 for the project to include the City of West Lafayette.

Ben Anderson said \$750,000 was about the same amount of the quote they were provided.

Doug Poad proposed the recommendation to keep the outlined scenario as presented and add a second phase for emergency vehicle preemption in 2027 for \$750,000.

Jeromy Grenard asked Ben Anderson if he would need preliminary engineering funds.

Ben Anderson said yes, if it is possible, add funds for PE to the line item in 2025.

Doug Poad said there are funds to do that and proposed adding \$75,000 more to the line item for PE.

Ben Anderson positively acknowledged the \$75,000 addition.

Doug Poad clarified that the line item of \$108,000 in 2025 will be increased by \$75,000 for PE. There will be two phases to the project with one being in 2026 at \$1.08 million and the second phase in 2027 at \$750,000 for construction.

Jeromy Grenard moved that the allocation for 2025 be increased by \$75,000, the project becomes two phases, and \$750,000 will be allocated for 2027 construction. Ben Anderson seconded, and the motion carried by unanimous voice vote.

Doug Poad concluded the work session with INDOT projects. There are a limited number of opportunities available for the Technical Transportation Committee to recommend INDOT projects. APC staff reviewed INDOT's project list. One recommendation is widening I-65 to six lanes, north and south of what has been completed or still in the process of being completed. Special 52 requests follow the report that was done by HNTB. The Northern Connector road is the extension of what we once called 231. This year we are adding two requests, State Road 38, and US 52, for sidewalk construction. INDOT now has a program to fund sidewalks. Last year we met with INDOT but have not heard if either of those requests were funded. We would like to continue to make these recommendations in the TIP, to encourage INDOT to continually look at these projects as this community's priority.

Ben Anderson moved to approve the INDOT recommendation in the TIP. Jeromy Grenard seconded, and the motion carried by unanimous voice vote.

## **VI. APC PROGRESS REPORT**

### **A. MPO UPDATE**

#### **i. 2023 Traffic Counts**

Aria Staiger began by saying traffic counts are done yearly. Historically we have had a three-year cycle, where every three years the same locations are counted in the county and two cities. Typically, our cycle would lead 2023 counts to be the same locations as 2020 counts, but in 2020 and 2021 we changed our usual locations. In that two-year span we completed a study of different locations in the cities so there would be good data for our transportation and mileage model. This caused the three-year cycle to be broken and would cause us to go back to 2017 for our 2023 locations. This presents a good time to examine the locations we are counting; identify why we are counting them and perhaps revise the process. A lot of transportation planning is moving towards data-based planning with data-based decisions for what we are doing. We should consider if we are interested in using historic traffic count numbers or crash data or functional classification for roads to help determine what locations to count in the future, as opposed to just using the same locations we have always done. The proposal is to move towards data-driven decisions, with the addendum that if we change count locations, they will probably be substantially similar to historical ones because we count in areas with lots of crashes and heavy traffic. APC always accepts the Committee's feedback and suggestions.

Aria Staiger continued by saying 2020 was budgeted for 100 counts in Lafayette and 50 counts in West Lafayette. Actual counts totaled 80 in Lafayette and 40 in West Lafayette to allow for some adjustments if recounts were necessary. She hoped those count numbers would be acceptable for each city moving forward.



Jeromy Grenard asked if it was on the part of the City that the traffic counts were reduced from the 100 budgeted to the 80 that were conducted.

Aria Staiger said they only scheduled 80 locations in case recounts had to be taken. It sounded as though Lafayette had the capacity to do 100 counts total, but APC did not want to budget every single one and then not have time left to recount if there were errors.

Jeromy Grenard believes the City has more capacity for counts than what they are being asked to do. He proposed selecting 80 and then start looking at locations that fell off the list to see if they are still desired locations to keep on the list.

Aria Staiger said there are some locations that have not been counted since 2002 and 2006.

Ben Anderson added that the City of West Lafayette has installed a lot of mile-vision cameras at the intersections that produce counts and information. There is opportunity to use this information in a better way. He offered to have a conversation afterwards that could help provide access to this information.

Aria Staiger said she would reach out to both City officials after the meeting to continue the conversation.

#### ii. **Thanksgiving Traffic Counts**

Doug Poad presented data of traffic counts from the past year that have been taken along I-65 at mile marker 186, just north of the Tippecanoe County line. The big spikes that are shown represent the Thanksgiving holiday weekend travel. A second graph was presented to show the Thanksgiving holiday weekend traffic counts from 2017 through 2022. Wednesday prior to the holiday and Sunday after the holiday are the worst two days to travel on I-65. The Wednesday prior shows an average traffic count in the mid 60,000's and the Sunday after, in 2021, registered over 70,000 vehicles a day.

*Stu Kline and Mike Spencer returned to the meeting room at 3:14pm.*

#### iii. **Census Urban Area Boundary Update**

Doug Poad said after the 2020 census occurred, the information will be used to determine the urban area population. The 2020 census reported 157,100 persons in our urban area. The 2010 census population was 147,725. The census numbers are showing our urban area only growing by roughly 10,000 persons, and we know that is not right. If we looked at specific populations for the cities and county for the 2020 census, they are considerably lower than the American Community surveys or our population projections based on new dwelling units and apartments. The boundary file is not yet available, but when it is, it will be shared with this committee. The next step is to work with INDOT and the Federal Highway Administration to develop an urbanized area boundary. This is the boundary area where we mostly use our group two funds and where the County can pull from group four funds for areas outside of the boundary. In the past we have tried to keep the line close and in so that the County has a better opportunity of drawing down other funds.

#### **B. INDOT 18-Month Letting List**

Doug Poad began by hoping the Yeager Road project would be on the bid opening for January 19, 2023. In addition to this local project, district-wide traffic signal modernization, a project on I-65 and two projects on US 231 are also on the list with a January 19 letting date. The US 231 project for auxiliary lanes was on a November 2022 letting but the bids came in too high. The McCutcheon pedestrian safety project was awarded to Milestone for \$1.296 million. The engineer estimate was \$1.25 million. Project #7-9 were on the December bid letting and have been moved to February 2023. Project #14, a district-wide project, was moved from an April to May bid letting. Project #22 (Morehouse Road Phase 1) is shown at a November 15, 2023 bid letting and Project #23 (Bridge 527) is on a December 13, 2023 letting.

#### **VII. OTHER BUSINESS**

None.

**VIII. CITIZEN COMMENTS**

There were none.

**IX. ADJOURNMENT**

The next meeting will be February 15, 2023.

Ben Anderson moved to adjourn. Stu Kline seconded, and the meeting was adjourned by unanimous voice vote.

The meeting was adjourned at 3:13 PM.

Respectfully Submitted,  
Kristina Lamb  
Recording Secretary

Reviewed By,

A handwritten signature in black ink, appearing to read "D. Hittle". The signature is stylized with a long horizontal stroke at the end.

David L. Hittle  
Executive Director