

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

**MEETING MINUTES
June 16, 2021**

Due to the public health emergency, the meeting was held partially virtually. Members of the public may watch the livestream of the meeting at:

<https://www.facebook.com/TippecanoeCountyIndiana> or
<https://www.youtube.com/watch?v=8ML2Ev6HmOY>

VOTING MEMBERS PRESENT

Scott Chandler (Bill Smith)	INDOT
Mitch Lankford	City of West Lafayette – City Engineer
Bryce Gibson (proxy for Marty Sennett)	CityBus
Jon Fricker	JTRP
Woody Ricks (proxy for Rob Hainje)	Tippecanoe County Sheriff’s Department
Stewart (Stu) Kline	Tippecanoe County Highway Engineer
Jeromy Grenard	City of Lafayette City Engineer
Adam Keyster	Purdue University Airport
Scott Anderson	Lafayette Police Department

VOTING MEMBERS ABSENT

Jason Philhower	West Lafayette Police Department
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NON-VOTING MEMBERS PRESENT

Mike Spencer	Tippecanoe County Highway Department
Kari Carmany-George	FHA
Melissa Patton	INDOT
David Griffiee	City of Lafayette
Aria Staiger	Area Plan Commission
Doug Poad	Area Plan Commission
Tim Stroshine	Area Plan Commission
Maureen McNamara	Area Plan Commission

John Fricker called the meeting to order and called the roll to establish members present.

I. APPROVAL OF MINUTES

Jeromy Grenard moved to approve the minutes from the May 19th, 2021 meeting as submitted. Stu Kline seconded and the minutes, as submitted, were approved by unanimous roll call vote.

II. ACCESS PERMITS

Scott J Chandler said there are two active permits to present. The first permit # 136579, the Speedway of US 52. There was a hydraulic review and comments sent back to the permittee. Those are currently being reviewed and modifications were made. Once the hydraulic information is finalized and submitted back through EPS, those will be reviewed, and if approved, then the permit should be ready for approval as well. We are getting close and just looking at the hydraulics of that particular site. The second permit is #148579, Yeager Rd Reconstruction project from Sagamore Pkwy to Cumberland Ave. There is a lot of lighting and pedestrian indicators from traffic signal work. Currently, comments were sent back to the designer for this and it is currently being updated based on the engineers’ comments and under review

status at this time. Those comments were sent back to the permittee in mid-May. INDOT has not received updated plans at this time. The last thing is there is movement on the property across from the Subaru plant on SR 38. It is not an official permit yet; it is in a conceptual design phase for a commercial or industrial build. Scott Chandler asked if there were any additional questions.

Jon Fricker asked if those two items will be appearing again next month.

Scott Chandler said yes, he believes so.

Jon Fricker thanked Scott Chandler.

III. Amend the FY 2020-2024 TIP

A. Wabash Center requests \$ 96,332 in section 5310 federal funds for a van replacement project.

Doug Poad said APC staff has received a request from the Wabash Center to amend the TIP, specifically to program a van replacement project. The transit section in INDOT put out a notice that they were receiving a request for these types of projects. On May 15th, 2021, APC staff found out they were approved, and they will be receiving federal funds to replace two minivans. The total cost of the project is \$96,332. Normally, these projects are funded at an 80/20 split, with 80% being federal funds. But for this round of requests, INDOT will be using the American Request Plan of 2021 federal funds so these projects will be funded 100% with federal funds. Since we are in a transition period between the 2020 and 2022 TIPs, this project will be added to both TIPs so that when the new one is eventually approved by the governor this project will already be programmed. APC staff is recommending approval of this amendment to the MPO Policy Board.

Stu Kline moved to recommend approval of the amendment to the FY 2020-2024 TIP. Bryce Gibson seconded. The motion was unanimously approved by roll call vote.

IV. APC PROGRESS REPORT

A. MPO UPDATE

i. Title VI

Tim Stroshine said that APC Staff has posted an update to the Title VI Plan on the county's webpage. APC staff are taking comments up until its adoption. As expected, not many comments have been received so far as it is a fairly technical document. APC staff would be happy to take any comments on that and are anticipating adoption in August. APC staff wanted to get it cleaned up and it also has a component covering APC staff's work with Carroll County as well, but it will need to be approved at one of the upcoming policy board meetings, likely in August.

Jon Fricker asked what does Title VI cover?

Tim Stroshine answered it specifically covers non-discrimination against individuals in a few different categories including low income, race, gender and the like.

ii. South Shore Clean Cities Update

Maureen McNamara introduced herself as the GIS Analyst for the Tippecanoe County Area Plan Commission. She said this past year's MPO Conference's theme was "Climate Solutions: At the Intersection of Land Use and Transportation Planning". And since then, staff has made efforts to participate in current sustainable initiatives and to learn more about how to integrate sustainability and resiliency into our transportation planning. Two of staff's efforts have been our involvement in the IU

Resilience Cohort as well as participating in the multi-phased development of the Greater Lafayette Climate Action Plan. Our staff attended the MPO Council Meeting in April and an opportunity to work with South Shore Clean Cities was presented that we felt was worth exploring. Carl Lisek, their executive director, gave a presentation at the meeting and expressed their upmost interest in working with MPOs around the state of Indiana. To introduce them briefly, South Shore Clean Cities is a 501(c)(3) nonprofit organization managed by Legacy Environmental Services, Inc. South Shore Clean Cities is one of the U.S. Department of Energy's more than 75 Clean cities coalitions and is the only Clean Cities coalition in the state of Indiana. They became a statewide agency on February 1st, 2021 so they will be increasing their staff as well as changing their name in the near future to reflect this change. South Shore Clean Cities builds partnerships with Indiana MPOs to advance affordable domestic transportation fuels, energy efficient mobility systems and other fuel-saving technologies and practices. The coalition achieves this in a number of ways, including the advancement of alternative fuels, alternative fuel vehicles and sustainable vehicle technologies such as electric vehicles and their charging infrastructure. The efforts reduce the nation's dependence on imported oil, improve air quality, support local jobs, drive economic development and promote improved quality of life. In 2020 alone, South Shore Clean Cities assisted its stakeholders with the successful acquisition of more than \$9.3 million in grant funds for more than 175 vehicles and pieces of equipment, including fueling and charging infrastructure. The nonprofit's stakeholders have displaced more than 93 million gallons of gasoline since 2009. That's the emissions reduction equivalent of removing roughly 180,000 passenger vehicles from the road for one year. South Shore Clean Cities specifically has had success with its Green Fleet program.

Tim Stroshine said the green fleet program is basically to get any kind of fleet of vehicles away from using diesel and gas and to using more sustainable methods of energy. They have had some success with doing that with fleets of buses, law enforcement, and the like. APC staff brought this up to the policy board last week and Mayor Roswarski mentioned that Lafayette has already started working with them, putting in an application for some electric garbage trucks. The mayor also gave some of the details of the funding that they were looking for with that. There also seemed to be some interest at the Policy Board meeting to get together a group of some of the local decision makers to pursue a more official county-wide partnership with South Shore Clean Cities, but that group has not been formed yet. Staff is looking to set up a time to meet and work out if this is something we want to spearhead as an MPO or if it something to leave up to the individual jurisdictions. Like Maureen McNamara mentioned, staff thinks this really falls in line with some of our planning objectives, especially the 2050 MTP that staff is working on. APC staff is glad there has been some local interest in the program. Staff will update this committee as more information is gathered.

iii. Climate Action Plan

Doug Poad said this will follow up on what Maureen McNamara introduced. The Greater Lafayette Climate Action Plan has entered Phase III and was kicked off several Saturdays ago. APC Staff has been involved in the data collection and number crunching as well as the public outreach/ input portion of the project. The Readiness Assessment was completed for the County and next month plan to present some information regarding that. Two interns, one for Lafayette and one for the county have been working with staff to gather transportation related data. They are looking at the impacts regarding ferries, airports, railroad transit and vehicular movements. The interns will be reaching out to various groups, agencies, departments to collect this data, so they can come up with the results to see where the county and Lafayette are standing in terms of air quality. Staff is guiding them with contacts so you may be receiving an email or call in the next month regarding that.

Doug Poad said in addition to public outreach, a website has been created: <https://greaterlafayetteind.com/climate-action-plan/>. All of the information regarding the Greater Lafayette Climate Action Plan is available on this website. There is a survey available on the website that was recently started so if you have the time, please take the survey. Phase IV will be when the plan is drafted and Phase V is implementation, both of which will be lengthy processes.

Scott Chandler said he would like to see the website and asked if there was a way to get the website distributed or if staff could include them in the minutes.

Doug Poad said he included it in the chat, and it will be included in the minutes.

Jon Fricker said to contact Doug Poad via email if you have any more questions regarding the Climate Action Plan.

iv. Transportation Resource Guide

Doug Poad said this is an exciting project that was recently finished and goes along with the process of developing and updating the Coordinated Human Services Transportation Plan. The plan looks at transportation issues for disabled persons, elderly and low-income persons. Staff conducted a transportation survey, and having that information on hand, staff updated the transportation resource guide. It follows a similar format as last time and has information regarding CityBus, transportation services from non-profit agencies, and private transportation agencies. There is information as well about an organization that provides transportation for seniors followed by taxi services, ambulance, medical services, and out of town services. Overall, it is fairly comprehensive. The resource guide is available on the county's website and right now it is available in English and Spanish. Staff is currently working on having it translated into Korean and Chinese. Those two groups were also identified in the Title VI Plan under the limited English proficiency section and staff hopes those two additional translations will be up in the following month or so. If you would like paper copies, he will be glad to provide you with them. It is a trifold so when you fold it up, it is a pocket-sized guide.

Jon Fricker thanked Doug Poad.

v. FY '22-'26 TIP Update

Doug said the new TIP is still moving forward. It was presented to the Policy Board back in May. The document was then submitted to INDOT. Staff did receive questions and comments from the Federal Highway Administration and those have been submitted. There was one additional change staff was working on regarding total project costs. This is something new to our TIP. It basically shows the public or any reader of the TIP what the total project cost is including the engineering phase, ROW phase, and construction phase. For the local projects staff had all that information. Staff specifically would like to thank Crawfordsville for providing all of the information for the roughly 60 INDOT projects. All that information has been included in the document and is available on the county's website. If you would like a paper copy, contact staff. It is staff's hope that in the near future INDOT's STIP will be approved and then shortly after this document will be approved by the governor and included in the new STIP and be the official document.

vi. Federal Funding Obligations

Doug Poad said all of the FY 20/21 federal funds have been obligated. Staff wanted to update this committee of the status around the state. A lot of the other MPOs have also obligated all of their federal funds, though some have not. Specifically, the Terre Haute MPO has only obligated 11% of their funds, they still have \$2 million. The Bloomington MPO has obligated a bit over 81% of their funds. Part of NIRPC, Michigan City, has only obligated roughly 63%. Those three still need to obligate their funds, but other than that, the rest have obligated all of their federal funds.

B. INDOT 18-month Letting List

Doug said there has been no changes with any of the projects. Project 8-19 are all related to the widening of I-65, north of the Wabash River bridges. They are still on track for a November 11th letting. Project 23, Sagamore Parkway Tail, is still on track for a January 12th, 2022 letting. Project 26, a small structure

replacement on SR 26, was on a July 14th, 2021 letting but moved to a March 9, 2022 letting. Projects 30-36 are all new. The majority of them are on various state roads. The last one, project 36 is actually Tippecanoe County's Yeager Rd project. That is on an October, 13th of 2022 bid letting.

Doug Poad said the bid letting results for May had two projects. One was the I-65 pavement patching project that was awarded to Rieth Riley Construction for \$1.67 million. The estimated completion date is September 15, 2021. The second project is a traffic Signal Modernization project, located at various locations across the district. It was awarded to Michiana Contracting Inc. for \$699,628. Its estimated completion date is September 30, 2021.

Scott Chandler said on page one, the very first item, the type of work says roadway, but it should be pavement patching.

Doug Poad thanked him for the correction and said staff will be sure that is updated.

Jon Fricker asked if there was anything else about the letting list.

V. OTHER BUISNES

A. I-65 traffic Counts

Doug Poad said this is a side project he had been working on. There are three permanent traffic locations in Tippecanoe County. One is on US 231 around 800S and the other is one is on Sagamore Pkwy W. One is on I-65, but unfortunately this location has been affected by construction. The information presented is the permanent station counter just to the north in White County which is approximately 7.7 miles north of SR 43. Remembering back to last year about this time, when everything was being shut down due to the virus, many of you probably noticed that the traffic volume around the area significantly dropped. Doug said he decided to look at the permanent station counts and see what has actually happened. The graph shows count location data provided starting in August 2017 and continues through 2018, 2019, 2020 through to early June 2021. The line patterns follow a similar pattern throughout the years, but starting in March 2020, the red line for 2020 drops down. This is the impact on interstate traffic due to COVID. It basically starts on March 13th/ 14th, 2020 and the traffic count was 47,848 vehicles per day and then dropped to 33,021. The lowest point occurred on April 12th 2020 with 13,586 vehicles per day. The low points happen on the weekend and highs during the week. Basically, in March, April and May 2020 the traffic dropped and then started to climb back up. You can see the drop on July 4th, 2020 when people actually took the no-travel recommendation and stayed home. The traffic count for that day was 20,289 vehicles on the interstate. Looking to the right of the graph, there is a significant increase in all years, travel related to Thanksgiving. The blue, green, yellow and orange lines have significant increases in this period, but the red had a drop on Thanksgiving Day 2020 with only 26,741 vehicles. And similarly, you can see a similar drop on Christmas Day 2020 with 22,081 vehicles. So, people were not visiting relatives as they perhaps normally would. Looking at the purple lines, especially March, April and May, it appears the traffic counts on the interstate are basically at pre-COVID levels. Looking at the far left, the purple line had several drops basically in January and mid-February which were all related to snow/ice events. On March 25, 2021 there was a large amount of traffic with 59,318 vehicles. So, yes there was an impact on the interstate, but it appears we are back to pre-COVID levels.

Jon Fricker asked if he could see these graphs on the recording.

Aria answered that it is included in the packet as well as it will be shown on the recording and on YouTube or Facebook as well.

B. In-Person Meetings

Tim Stroshine said the committee needs to decide if they will go back to fully in-person meetings or if it is even something allowed. One of the issues is the state statute is making a distinction between public meetings and public hearings. So, depending on which category this would fall under, that will impact whether or not we are required to go back to in person meetings. Staff has e-mailed its legal counsel to try to resolve that portion of the issue. For the sake of discussion, if this committee assumes, they have

the choice between resuming fully in-person meetings or a virtual hybrid, what are people's thoughts regarding these options.

Jon Fricker said this is interesting because there are pros and cons. Jon Fricker asked the committee to speak up and give their opinions. Jon Fricker then asked if the Board of Works room is available.

Tim Stroshine said the Board of Works room is still available at this time, but because the meetings have been streamed to allow for public involvement, it has been in the county building since all the streaming equipment is located there.

Jon Fricker said that is one issue then.

Stu Kline said personally he would like to see it go one way or another. He doesn't really like the hybrid. He comes over to the Tippecanoe Room, but then there is reverb, so he goes back to office and the sound is better, but then he isn't seeing anyone who is live in the Tippecanoe Room. He recommended going one way or another and would personally prefer live.

Jon Fricker said one vote for live, and his vote is also against hybrid because he is easily confused.

Stu Kline said hybrid is fraught with potential problems.

Scott Chandler agreed with Stu Kline. Hybrid can be complicated, unless technology can be improved to correct what Stu Kline has mentioned, he is in favor of face-to-face and would be willing to do that.

Jon Fricker said the basic trade-off is driving and parking and so on. So, it is more convenient, in some cases, to sit at home or in the office and do it (conduct the meeting). The interaction is easier from one room.

Aria Staiger said in the near future there may be some technical upgrades to the technical side of things, but at this point is not finalized.

Jon Fricker asked if it is possible to put displays on the screen in the Tippecanoe Room.

Aria Staiger said yes.

Jon Fricker said that would then improve that aspect of it.

Tim Stroshine said one other thing to consider if the committee returns to in-person meetings is if they want to go back to the Board of Works room or stay in the Tippecanoe County building. He thinks a lot of that question is probably going to come down to what they want to do about streaming. If there is some way to work things out with Lafayette's IT department to run a stream from there, then it wouldn't be an issue. But he isn't sure about that and it is something to consider. It is also something the committee should decide on before the next meeting. So, expect some emails about this, especially after hearing back from legal.

Jon Fricker said yes, legal is one issue and the technical capabilities of each place. Even if it isn't a requirement, is streaming still a good way to conduct business.

Tim Stroshine said yes, the reason why a lot of government meetings have been streamed is to allow the public adequate access to participate. That was especially relevant when the facility was closed to outside people coming in, which is much more open now since COVID numbers are better. So, the committee probably could just allow people to come in and sit out in the chairs much like we do, for example, for our APC meetings. That should probably be adequate to provide public participation just as pre COVID before the streaming.

Jon Fricker said he would like to conduct a non-binding straw poll of the voting members so staff will have some guidance to take with legal. Jon Fricker said the options are in-person, remote or indifferent.

There was no objection to this suggestion. The votes were as followed:

Scott Chandler: In-person

Mitch Lankford: In-person

Bryce Gibson: In-person

Jon Fricker: In-person

Woody Ricks: Indifferent

Stu Kline: In-person

Jeromy Grenard: In-person

Adam Keyster: In-person

John Fricker said that everyone who voted was in favor of in-person, for what that is worth. He thanked everyone for participating and for staff putting that on the agenda.

The format for next meeting is TBD and will be decided before next meeting.

VI. CITIZEN COMMENT

There was a one-minute pause to allow for public comments. No comments were made.

VII. ADJOURNMENT

The next meeting is July 21, 2021.

John Fricker adjourned the meeting at 3:21 pm.

Respectfully Submitted,

Maureen McNamara
GIS Specialist

Reviewed By,

David L. Hittle
Executive Director