

Technical Planning Committee
NIRPC Lake Michigan Room
YouTube Recording:
[8/6/2024 Technical Planning Committee \(youtube.com\)](https://www.youtube.com/watch?v=8/6/2024-Technical-Planning-Committee)
August 6, 2024
Minutes

Kevin Breitzke called the meeting to order at 10:03 a.m. with the Pledge of Allegiance.

Kevin Breitzke (Porter County), George Topoll (Union Township), Lisa Shrader (INDOT), Kay Nelson (Forum), David Wright (GPTC), and Dean Button (Hammond) were present.

Also present were Ryan Lisek, Scott Weber, Brian Snedecor, Terry Martin, Scott Pruitt, and Alex Olesker.

NIRPC staff present were Tom Vander Woude, Grace Benninger, Stephen Hughes, Charles Bradsky, Candice Eklund, Meredith Stilwell, and Flor Baum.

On a motion by Kay Nelson, second by George Topoll, the Technical Planning Committee (TPC) approved the June 6, 2024, minutes, as presented.

There were no public comments.

Planning

Tom Vander Woude spoke on the Cooperative Agreement for Coordination of Land Use-Transportation Planning in the Chicago/Gary/Lake County, IL-IN Urbanized Area. Federal regulations require MPOs to establish relationships with the State and public transportation agencies and to carry out a comprehensive metropolitan planning process. Shared urbanized bi-state areas include IN-MI (SWMPC) and IN-IL (CMAP). The cooperative agreement with Illinois and CMAP requires updating. On June 13, 2024, the CMAP MPO Policy Committee approved the contract, which was presented to the TPC. On motion by George Topoll, second by Dean Button, the TPC approved the recommendation of the agreement between NIRPC, CPAP, INDOT, and IDOT.

Stephen Hughes spoke on Resolution 24-08, Adopting the Transit Asset Management Group Plan (TAM Plan) for Small Providers. The TAM Plan is a guiding document that NIRPC and the subrecipients use to prioritize investment in transit vehicles, technology, and facilities. The plan includes vehicle and facility reporting forms and asset inventory. The FTA requires an update every four years. NIRPC staff updated the background information, which covers vehicle availability and how NIRPC plans to handle transit operator needs. There were discussions with the transit operators regarding the decision criteria and prioritization methodology, which will not change from the 2020 plan criteria if vehicles and funds are available for purchase. Vehicle prioritization will consider the useful life in years, miles, condition, and if it's revenue or non-revenue. Other assets, such as a bus stop, garage, gate, or pavement, are only eligible for replacement if either of the following criteria are met:

- Federal interest is met via useful life.
- The operator is willing to reimburse the remaining federal interest.
- The condition is such that replacement is necessary for continued operation (natural disaster, extreme vandalism, etc.).

For more information, contact Stephen at shughes@nirpc.org.

On motion by David Wright, second by Kay Nelson, the TPC approved to recommend Res 24-08 to the Commission.

Charles Bradsky presented Resolution 24-09: TIP amendment 24-02, 24-02.5. Amendment 24-02, 24-02.5 was released for a 21-day public comment on July 19 and will end on August 9. One individual requested a list of projects being sponsored by Schererville, and the list was emailed. No further communication was received. No comments were received from the Interagency Consultation Group (ICG). Concurrence was given for the projects on this amendment by ICG members on July 25, 2024. The TIP amendments have 71 projects that are either new, carried over from the 22-26 TIP, or have significant changes in either cost or scope. A summary of the projects was provided. INDOT has 52 projects that include the following:

- 10 pavement/roadway rehabilitation: One project deletion, 7 adding significant funds, one carryover from the previous TIP, and one new project.
- 11 intersection modifications: Two carryovers from the previous TIP, and nine adding significant funds.
- Two pedestrian enhancements: Adding significant funds.
- 23 bridge projects
 - 19 bridge rehabilitation (rehab): Four carryovers from the previous TIP, 14 adding significant funds, and one adding a new phase.
 - Three new bridges: One adding significant funds and two carryovers from previous TIP.
 - One bridge removal: Adding significant funds
- Two Intelligent Transportation Systems (ITS) projects: One new project and one adding significant funds.
- 4 other types of projects: Three new projects and one carryover from the previous TIP.

20 locally sponsored projects included the following:

- Two intersection improvements adding significant funds.
- One pavement rehab adding significant funds.
- Seven bike/ped enhancements: Two adding significant funds, four carryovers from the previous TIP, and one new project.
- Five bridge projects: Two new bridge replacements and three bridge inspections.
- Four roadway expansions: Three carryovers from the previous TIP and one adding significant funds.
- One “other type” of project that will carry over from the previous TIP.

Amendment 24-02.5 consists of three transit projects adding significant funds for NICTD and Michigan City Transit.

For questions or more information, contact Charles at cbradsky@nirpc.org.

On motion by Dean Button, second by George Topoll, the TPC approved to recommend Res 24-09 to the Commission.

Tom Vander Woude spoke on Resolution 24-10: Endorsing the use of Group I Chicago IL-IN Urban Area (UA) funding and Group II Valparaiso-Shorewood Forest UA funding for projects in either UA. The U.S. Census Bureau designates UAs based on population and housing data collected in the most recent decennial census. After the 2020 census, a portion of the Chicago IL-IN UA was carved out and designated separately as the Valparaiso-Shorewood Forest UA. At the start of the State fiscal year 2024, NIRPC’s highway funding was divided between two UAs. NIRPC now receives a separate allocation of Group II funds associated with the Valpo UZA. NIRPC’s TROC voted to recommend that NIRPC allow highway funding from the Chicago UZA and the Valpo UZA to be programmed interchangeably for projects in either of the UZAs, enabling the funds to be combined for NIRPCs project selection process though identified separately in the TIP. MPOs do not exclusively use UA population or geography as the basis for transportation project selection. The State and the MPOs

determine the boundary of the area for their planning and programming activities. For more information, contact Tom at tvanderwoude@nirpc.org.

On motion by Dean Button, second by George Topoll, the TPC approved to recommend Res 24-10 to the Commission.

Staff Updates and Reports from Planning Partners

Staff updates and announcements were made. Drive Clean Indiana shared updates. For more information, visit www.drivecleanindiana.org.

Adjournment

Hearing no further business, the meeting adjourned at 11:15 a.m.

The next TPC meeting is slated for September 10, 2024, at 10:00 a.m. in the NIRPC building.