

APPENDIX H: PROPEL US 30 WEST RESOURCE AGENCY, STAKEHOLDER, & PUBLIC INVOLVEMENT SUMMARY #1 (RASPI #1)



US 30 West

Resource Agency, Stakeholder, & Public Involvement Summary #1

May, 2023

Prepared By CDM Smith

This report was finalized prior to the issuance of several Executive Orders (EOs) and one United States Department of Transportation (USDOT) order, including:

- *Federal EOs: EO 14154, EO 14148, EO 14173, and EO 14281;*
- *State EOs: EO 25-49, EO 25-37, and EO 25-14;*
- *USDOT Order 2100.7*



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STUDY OVERVIEW

The ProPEL US 30 and 31 studies are an Indiana Department of Transportation (INDOT) initiative for transportation planning. These studies utilize collaborative planning and environment linkages (PEL) studies to consider environmental, community, and economic goals early in the planning process. Throughout the PEL studies, INDOT both seeks to offer communities and residents the opportunity to envision transportation solutions, as well as aspires to create smarter transportation systems that build stronger communities.

The ProPEL US 30 and 31 study areas span 180 miles across 12 counties. The ProPEL US 30 West study area extends from the city of Valparaiso to the eastern edge of Marshall County, between the cities of Plymouth and Warsaw. It includes Porter, Laporte, Starke, and Marshall counties.

This report provides a summary of the information provided at two (2) Stakeholder Advisory Committee meetings, one (1) in-person public information meeting, and one (1) virtual public information meeting, as well as the feedback collected from the public through December 31, 2022. It also includes the information presented and feedback received from three resource agency coordination meetings held in early 2023. Public feedback will continue throughout the remaining phases: Purpose and Need, Alternatives Analysis, and the completion of the PEL Study.

PURPOSE OF PUBLIC ENGAGEMENT

Engagement and feedback from residents, motorists, businesses, and other entities in the study areas form a vital component of the PEL study’s overall success. Along with the other study areas, the ProPEL US 30 West study team works to consistently gather public feedback throughout the planning process. The initial round of public engagement occurred in November 2022 as part of the Vision and Scoping phase of the ProPEL study. The purpose of these meetings was to:

- Introduce the concept of a Planning and Environment Linkage (PEL) study
- Define the ProPEL US 30 West study process
- Identify the specific goals of the ProPEL US 30 West study
- Help people understand how to participate in the ProPEL US 30 West study
- Solicit input on the fit and function of the study corridor (e.g., future corridor vision, specific transportation concerns, environmental resources of concern, as well as community goals)

Figure 1: Anticipated Project Timeline



OUTREACH AND ADVERTISEMENT

The US 30 West study team enacted various stakeholder and public outreach efforts to raise awareness of the ProPEL US 30 Vision and Scoping portion of the study, encourage participation from local communities, and solicit feedback during the public comment period. Figure 2 contains an overview of these efforts.

Figure 2: ProPEL US 30 West Outreach Efforts

Outreach Efforts		Date(s) in 2022
Stakeholder Advisory Committee Meeting	Held virtually	November 28 & 29
Public Information Meeting (PIM)	Held in-person	November 30
Virtual PIM (VPIM)	Held virtually	December 1
Website Information	www.propelus30.com	Went live October
Social Media	Facebook, Instagram, and Twitter	First posts began October
Press Release	To two local newspapers	November 17
Community Office Hours	Held in-person	October 27 & December 1
Stakeholder Emails		November 18

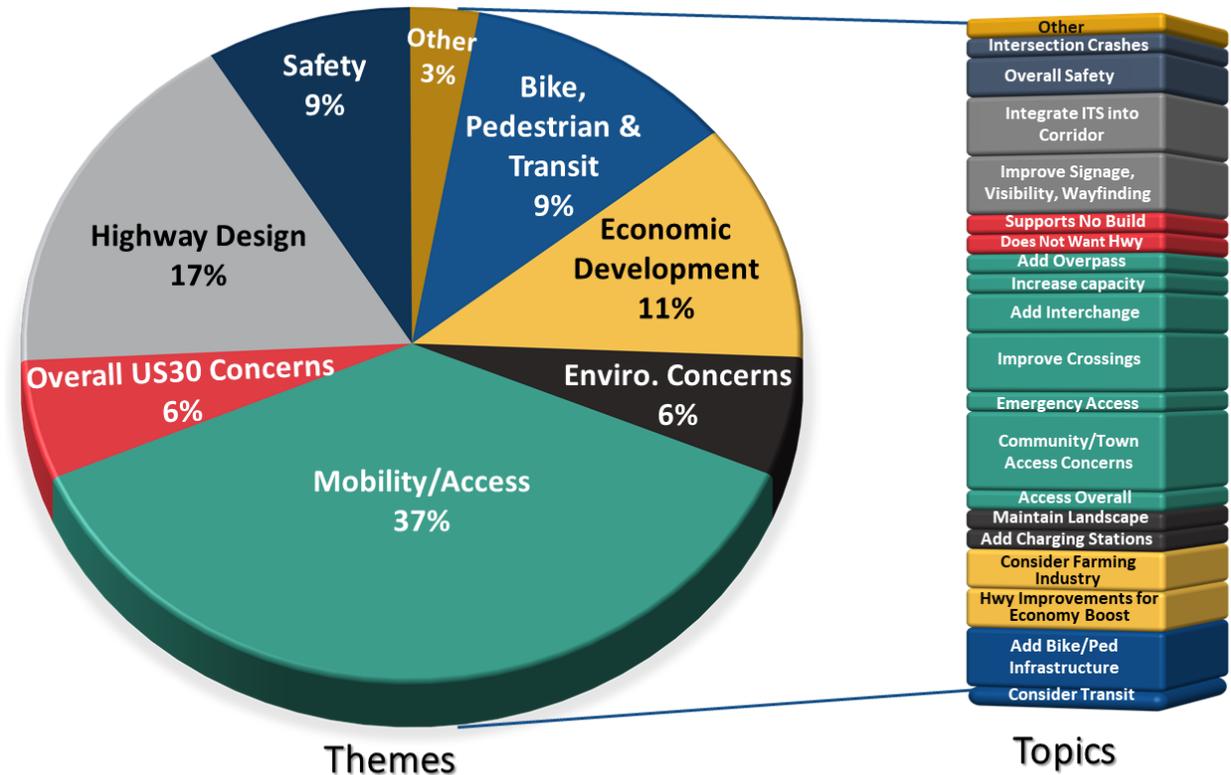
STAKEHOLDER ADVISORY COMMITTEE

The US 30 West study team established one stakeholder advisory committee (SAC), which included an array of representatives from local government agencies, community organizations, social service providers, emergency service providers, residents, businesses, and business organizations.

The US 30 West study team’s first round of stakeholder advisory committee (SAC) meetings was held virtually on November 28th and 29th. The first Stakeholder Advisory Committee meeting included individuals from multiple educational institutions including Marian University, Plymouth Schools, and Oregon-Davis Schools, representatives from local public services including the Knox Township Fire Department the City of Plymouth Police Department, and the Plymouth airport, as well as multiple representatives from the Michiana Area Council of Governments (MACOG). The second meeting included representatives from the Indian Nations Council of Governments (INCOG), which operates like other councils of governments in Indiana such as MACOG, the Porter County Regional Airport, the City of Valparaiso, and the Indiana Farm Bureau.

Figure 3 summarizes major themes discussed by SAC members at both meetings, alongside a breakdown of their concerns, subdivided by theme. Comments received by the various SAC members fell into eight primary themes. The stacked bar adjacent to the pie chart is a breakdown of the most common topics discussed: the larger the stack, the more frequently that topic was discussed during the meetings. The colors of the stacked bar chart on the right correspond with the theme colors depicted in the pie chart. Meeting presentation materials from the SAC meetings are provided in **Appendix A**.

Figure 3: SAC Meeting #1 Summary of Themes & Topics



November 2022

US 30 & 31 COALITION PRESENTATIONS

The ProPEL US 30 and 31 Advisor team met virtually with members of the US 30 and US 31 Coalitions on November 21, 2022 to provide an update on the studies, discuss community and stakeholder engagement activities, provide information on next steps, and answer any questions from attendees. Please see Appendix J for the meeting summary and presentation.

AGENCY COORDINATION EFFORTS

As part of the Vision/Scoping phase of the study, three coordination meetings were held with resource agencies, cultural resource stakeholders and federally recognized Tribes. These meetings included:

- November 30, 2022: Indiana Department of Natural Resources Division of Historic Preservation & Archaeology Coordination Meeting (Virtual)
- January 27, 2023: Resource Agency Meeting & Cultural Resource Stakeholder Meeting (Virtual)
- February 23, 2023: Tribal Partner Coordination Meeting (Virtual)

In general, the purpose of these meetings was to introduce the PEL study process, kick-off the ProPEL US 30 and US 31 studies (all four studies), discuss proposed analysis methodologies and to communicate specific next steps for the studies. Please see Appendix K for meeting summary and presentations.

PUBLIC INFORMATION MEETING (PIM)

The US 30 West study team held its public information meeting (PIM) in-person on November 30th at Oregon-Davis High School in Hamlet, IN. At the PIM, attendees had the opportunity to visit a variety of designated stations throughout the meeting location’s primary venue – the high school cafeteria – and share their ideas regarding various topics surrounding the PEL. Each station focused on a specific theme and offered maps and display boards that prompted attendees to engage with study team members, to write ideas on sticky notes, and/or vote on pre-written ideas with sticker dots.

While visiting one station, PIM attendees were asked to envision the future of US 30 West and how they would like to see the corridor function and fit into their communities. Visitors to this station viewed five large poster boards that had pre-written prompts asking people’s opinions related to a number of topics including:

- Transportation function
- Aesthetic/community character
- Economic development
- How local community members use the corridor
- What they want US 30 West to be like in 2035

Participants used sticky notes for written responses and sticker dots to select from a list of options provided on each board. Each sticky dot that was used to indicate support for an idea and each sticky note that was placed on a board or map were individually counted towards the total number of PIM comments received and used in the overall thematic analysis. Many PIM attendees commented more than once on the boards that were offered throughout the stations. **Appendix F** contains all primary printed materials for the PIM, and **Appendix G** contains all summary results from PIM attendee votes on the various boards available at the event.

The PIM also included a corridor issue identification station, which had large maps of the US 30 West study area. Participants received sticky notes and pens to make comments. The study team asked attendees to write down specific issues they have experienced on US 30 and US 31 and place them on the map in locations where they experienced the issue.

Lastly, in addition to the above comments, a group representing Starke County businesses and elected officials submitted an additional map illustrating recommended access improvements along US 30. These included new interchanges, overpasses, and frontage roads. The recommended improvement in the map focused on a presupposed “freeway” or access control option. The recommendations are summarized on Figure 4 below.

Figure 4: Starke County Representatives Improvement Map



While the focus of the PIM was on soliciting feedback from community participants and representatives from local organizations, the US 30 West study team also prepared a presentation for the public. All slides utilized in the PIM presentation are available also in the presentation materials from the SAC meetings, which may be viewed in the aforementioned **Appendix E**.

During the presentation, the study team shared with audience members an overview of the ProPEL study purpose, its process, how public feedback will be gathered and considered, and the importance of public feedback in the study process. The study team highlighted the need for public input on how the US 30 corridor fits and functions within the community.

In addition to the in-person PIM, the US 30 West study team conducted a virtual PIM event. This virtual component was available ‘on-demand’ from December 1st, 2022, through the end of the first public comment period, December 31, 2022. The virtual PIM was made available on the project website, allowed users to access the same information that was presented at the in-person PIM, and participate on their own schedule. Virtual attendees were also able to view a recording of the presentation that was given by the study team at the PIM.

PUBLIC ENGAGEMENT ATTENDANCE

Participants represented a wide range of interests and included residents, business owners, elected officials, school officials, emergency services members, community organizations representatives, and members of the US 30 Coalitions. A list of public comments received from both PIMA and community office hours is provided in **Appendix I**. Figure 5, below, details attendance counts for all events and meetings for the first public comment period covered under this report. The second US 30 West Resource Agency Stakeholder and Public Involvement Summary covers more meetings and attendance.

Figure 5: Public Information Meeting Dates and Attendance

Meeting Information	Total Attendees
Office Hours (October 2022 – May 2023)	40
November 2022 Stakeholder Advisory Committee Meeting #1	28
November 2022 Starke County Commissioners Meeting	20
November 2022 Public Information Meeting (PIM) #1 – Hamlet	101
December 2022 Virtual PIM #1	52
February 2023 Marshall County Commissioners Meeting	10
March 2023 Starke County Economic Development Corporation	6
March 2023 Economic Development Roundtable Discussion	13
April 2023 Farm Bureau Roundtable Discussion	9
April 2023 – Environmental Justice Discussion	5
Total Attendees	284

COMMENT SUMMARY

A total of 431 comments were received during the formal comment period (August 2022 through December 2022). The event that garnered the most comments during this period was the PIM (Public Information Meeting) with 288 comments received.

Following the conclusion of the comment period, CDM Smith staff applied a thematic analysis approach to discover patterns and common concerns across a wide-ranging set of comments and feedback. The analytical process was as follows:

1. Coding data – Every two or three lines of text within each comment was coded with handles that identified key words, concepts, images, and reflections. Codes, or topics are clear and concise phrases that are easily definable and can be identified across all media used in the analysis. The codes became the foundation for the themes.
2. Theme identification – From the initial coding, patterns emerged that represented the collective concerns from all comments and developed into themes. Codes help define similar sentiments that are expressed differently across comments and grouping codes help define themes.

There were multiple ways to submit comments during the first formal public comment period, summarized by Figure 6 below.

Figure 6: Public Comment Delivery Overview

Delivery Method	Comment Category/Event	# of Comments Received
Online	Study Launch	135
	Public Comment Period #1	
	Virtual Public Information Meeting	
Collected at Meeting	Office Hours #1	294
	Office Hours #2	
	Public Information Meeting	
E-Mail	Public Comment Period #1	1
Phone	Public Comment Period #1	1

The five themes for comments or concerns received during the public comment period consisted of the following hierarchy in popularity (a full breakdown of the comment summaries is available in **Appendix H**):

1. Access (32%)
2. Overall US Corridor (23%)
3. Safety (17%)
4. Economic Development (14%)
5. Mobility (5%)
6. Bike, Pedestrian, Transit (4%)
7. Other (3%)¹
8. Environmental Concerns (2%)

During the first phase of public involvement, concerns about access occurred frequently as the most common theme. In particular, communities along US 30 West repeatedly voiced their concerns regarding how any changes to US 30 West had the potential to impact access for communities, businesses, people, and emergency personnel. Specific access points along the corridor were cited in the public meeting and online comments. Safety was often mentioned along with access concerns. The major access and safety themes and hotspots were identified as:

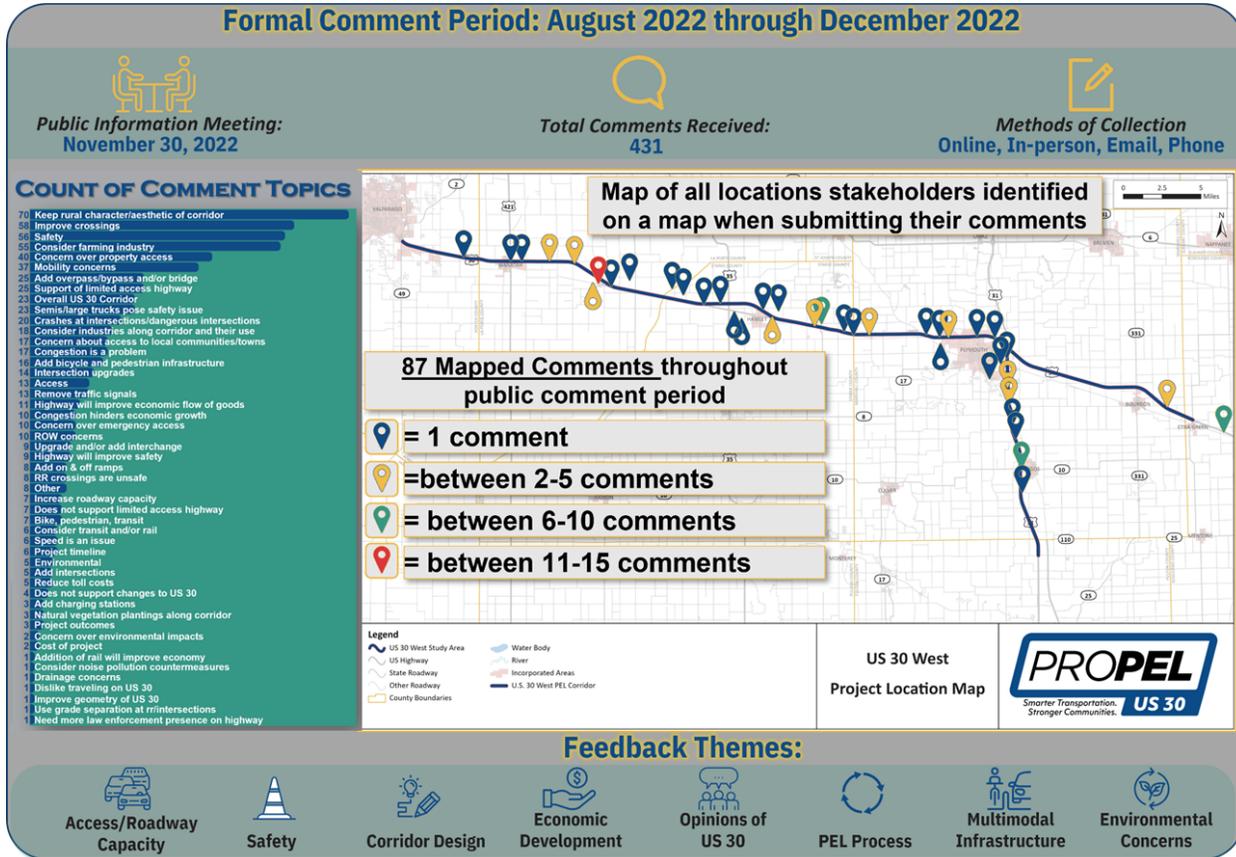
- Access to private properties along US 30 and US 31
- Access for emergency personnel
- How the agricultural industry will be able to access US 30
- Concern with towns being cut off from US 30
- Safety concerns at intersections and crossings along US 30
- Safety concerns at the intersection of US 31 and SR 110
- Safety concerns at and near the US 30 and US 31 interchange

Lastly, CDM Smith staff compiled all comments and feedback and conducted the thematic analysis. Figure 7 below depicts what consistent thematic elements emerged during the analysis. Within the infographic is a Count of Comment Topics (or codes), which is the number of times that specific topic was mentioned across

¹ “Other” may consist of comments regarding corridor design, the PEL process, environmental concerns, and other topics.

all comments. PIMA allows the public to assign their level of support to the project along with their comment, and that data was used to create the Favorability Index and Project Support Level charts.

Figure 7: Formal Comment Period Infographic



A list of comments received during the public comment period can be found in **Appendix H**. Comments were obtained from a variety of events, primarily consisting of the events discussed in the prior sections of this document.



US 30 West
Resource Agency, Stakeholder, & Public
Involvement Summary #1
APPENDICES

May, 2023

Prepared By CDM Smith



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APPENDIX A: PRESS RELEASE



INDOT to host public meetings for US 30 and US 31 corridors

INDIANAPOLIS – The ProPEL US 30 and US 31 study teams are asking for Hoosiers’ input as they begin Planning and Environmental Linkages (PEL) studies along approximately 180 miles of US 30 and US 31. The study teams will host six public information meetings to provide updates and gather input about the vision and scope for the planning studies, including local transportation needs and community priorities along the US 30 and US 31 corridors in northern Indiana.

Public information meetings will be held in each of the four study areas:

US 30 West

Wednesday, November 30, 2022

- 5-7 p.m., presentation at 6 p.m.
- Oregon Davis School (5990 N. 750 E., Hamlet, IN 46532)

US 30 East

Monday, December 5, 2022

- 5-7 p.m., presentation at 6 p.m.
- Sweetwater Sound (5501 US Hwy 30 W., Fort Wayne, IN 46818)

Tuesday, December 6, 2022

- 5-7 p.m., presentation at 6 p.m.
- Lincoln Elementary School (203 N. Lincoln St., Warsaw, IN 46580)

US 31 North

Thursday, December 1, 2022

- 5-7 p.m., presentation at 6 p.m.
- Rochester Community High School (1645 S. Park Rd., Rochester, IN 46975)

US 31 South

Wednesday, December 7, 2022

- 5-7 p.m., presentation at 6 p.m.
- Tipton County Fairgrounds (1200 S. Main St., Tipton, IN 46072)

Thursday, December 8, 2022

- 5-7 p.m., presentation at 6 p.m.
- Peru Jr. High School (30 Daniel St., Peru, IN 46970)

To accommodate those unable to attend the in-person public meetings, recorded presentations and opportunities to comment will be available after each meeting at ProPELUS30.com and ProPELUS31.com.

In addition to public information meetings, ProPEL US 30 and US 31 study team members are visiting communities on a regular basis to hold office hours. Office hours are informal, in-person conversations where residents, businesses and others interested in the studies can ask questions, provide input, and receive regular updates. The goal of community office hours is to make it easier for community members to interact with the study teams – at a time and location that is convenient for them. Community office hours will be held twice per month in each area and locations will vary. Dates, times and locations can be found on each study website, as well as on ProPEL US 30 and ProPEL US 31 social media pages.

ProPEL US 30 and US 31 is an INDOT initiative to streamline transportation planning using collaborative PEL studies to consider environmental, community, and economic goals early in the planning process. Through the PEL studies, INDOT aspires to create smarter transportation systems that build stronger communities. The studies span 180 miles across 12 counties and includes US 30 from Valparaiso to the Indiana/Ohio state line (excluding I-69 and I-469 around Fort Wayne), as well as US 31 between Hamilton County and Plymouth (excluding the Kokomo bypass). Counties within the study area include Allen, Fulton, Hamilton, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton and Whitley Counties.

Once the studies are completed in 2024, INDOT will evaluate results to identify and develop projects along these corridors.

More information about each study can be found on the websites and social media pages listed below.

ProPEL US 30:

ProPELUS30.com

Twitter: [@ProPELUS30](https://twitter.com/ProPELUS30)

Facebook: [@PropelU.S.30](https://facebook.com/PropelU.S.30)

Instagram: [@propelus30_31](https://instagram.com/propelus30_31)

ProPEL US 31:

ProPELUS31.com

Twitter: [@ProPELUS31](https://twitter.com/ProPELUS31)

Facebook: [@PropelU.S.31](https://facebook.com/PropelU.S.31)

Instagram: [@propelus30_31](https://instagram.com/propelus30_31)

Stay Informed

Get updates on INDOT projects and programs via:

- Facebook: facebook.com/indianadepartmentoftransportation
- Twitter: [@INDOT](https://twitter.com/INDOT)
- TrafficWise: 511in.org
- Mobile App: [iTunes App Store](https://itunes.apple.com) and the [Google Play store for Android](https://play.google.com/store/apps/details?id=com.indot)



About the Indiana Department of Transportation

INDOT continues to solidify the Hoosier State as the Crossroads of America by implementing Gov. Eric J. Holcomb's \$30 billion Next Level Roads plan. With six district offices and 3,500 employees, the agency is responsible for constructing and maintaining more than 29,000 lane miles of highways, more than 5,700 bridges, and supporting 4,500 rail miles and 117 airports across the

state. INDOT was recently ranked #1 in the United States for infrastructure in CNBC's 2022 "America's Top States for Business" ranking. Learn more about INDOT at in.gov/indot.

Customer Service

1-855-463-6848

www.indot4u.com

indot@indot.IN.gov

Title

APPENDIX B: PUBLIC NOTICE

NOTICE OF IN-PERSON PUBLIC INFORMATION MEETING

ProPEL US 30 hosting a public information meeting

in Hamlet for the ProPEL US 30 West Planning Study

The ProPEL US 30 study team asks for Hoosiers' input as it begins planning studies along US 30 and US 31. The ProPEL 30 Team will host a public information meeting for the ProPEL US West 30 Study located in Porter, La Porte, Starke, Marshall, and Fulton Counties.

The meeting's purpose is to seek public feedback and provide study information. The Study Team will review the study's goals and ask for public input on local transportation needs and priorities.

Place: Oregon Davis School Cafeteria, 5990 N 750 E, Hamlet, IN 46532

Date: November 30, 2022

Time: Open house from 5:00 PM - 7:00 PM Central Standard Time, presentation at 6:00 PM

The virtual meeting replay will be available by December 1 on the project website at <https://propelus30.com>.

In accordance with the Americans with Disabilities Act (ADA) the school cafeteria is accessible to persons with disabilities. However, if you require special accommodation, need additional information, or would like to comment on this project, please contact the project hotline at (574) 213-2797 or the website at propelus30.com.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.", approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012. Current INDOT Public Involvement guidance, in response to COVID-19, can be found at <https://www.in.gov/indot/4039.htm>.

NOTICE OF IN-PERSON PUBLIC INFORMATION MEETING

ProPEL US 30 is hosting a public information meeting in Hamlet for the ProPEL US 30 West Planning Study. The ProPEL US 30 study team is asking for Hoosiers' input as it begins Planning and Environmental Linkages (PEL) studies along US 30 and US 31. The ProPEL US 30 team will host a public information meeting for the ProPEL US 30 West Study located in Porter, La Porte, Starke, Marshall, and Fulton Counties.

The purpose of the meeting is to provide study information and seek public feedback about the vision and scope for the ProPEL US 30 study, including local transportation needs and priorities. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). The meeting will be held:

November 30, 2022, from 5 to 7 p.m. Central Standard Time
Presentation at 6 p.m.

Oregon-Davis High School Cafeteria (5990 N 750 E, Hamlet, IN 46532)

Meeting participants will have time to view project displays and speak with project representatives during an informal open house session before the presentation begins at 6 p.m. To accommodate those unable to attend, a virtual meeting replay will be available by December 1 on the project website at <https://propelus30.com>.

In the event of inclement weather resulting in hazardous driving conditions, please check the project website (<https://propelus30.com>) to learn of any postponement of the public meeting. If the public meeting is postponed due to inclement weather, it will be rescheduled for future date, time and location to be determined (TBD). Additionally, the public comment period would be extended.

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact Melissa Santley, (860) 808-2279 or santleym1@cdmsmith.com, in advance to coordinate services such as participation during the meeting, language, visual, and audio interpretation services.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1)) states:

"Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."

23 CFR 450.212(a)(7) states:

"Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.", approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012. Current INDOT Public Involvement guidance, in response to COVID-19, can be found at <https://www.in.gov/indot/4039.htm>.

November 10, 2022 PN341000 hspaxp

APPENDIX C: SOCIAL MEDIA POSTS

PUBLIC MEETINGS

US 30 WEST	US 30 EAST	US 30 EAST
NOVEMBER 30 WEDNESDAY	DECEMBER 05 MONDAY	DECEMBER 06 TUESDAY
LOCATION OREGON DAVIS SCHOOL	LOCATION SWEETWATER SOUND	LOCATION LINCOLN ELEMENTARY SCHOOL
TIME 5:00 PM – 7:00 PM	TIME 5:00 PM – 7:00 PM	TIME 5:00 PM – 7:00 PM
ADDRESS 5990 N. 750 E. HAMLET, IN 46532	ADDRESS 5501 US HWY 30 W. FT. WAYNE, IN 46818	ADDRESS 203 N. LINCOLN ST. WARSAW, IN 46580

PUBLIC MEETING

WHERE
Oregon-Davis High School
5990 N 750 E, Hamlet IN

WHEN
Wednesday November 30
5-7 pm CST
Presentation at 6 pm

Meeting Materials Available: 12/1
propelus30.com

HAPPY THANKSGIVING

OFFICE HOURS

JANUARY 12
THURSDAY

US 30 WEST

LOCATION
VALPARAISO PUBLIC LIBRARY

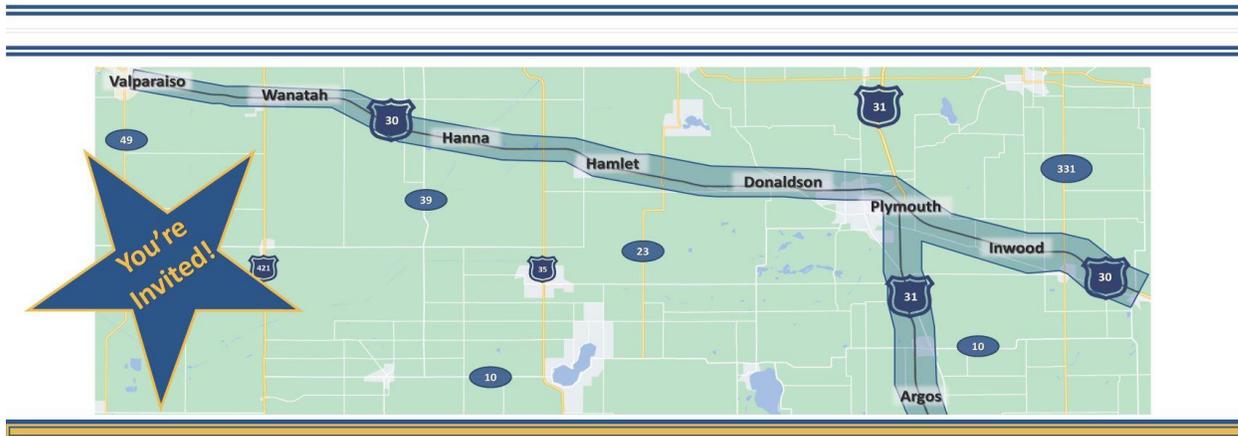
TIME
10:00 AM – 12:00 PM CENTRAL

JANUARY 25
WEDNESDAY

LOCATION
ARGOS PUBLIC LIBRARY

TIME
10:00 AM – 2:00 PM EASTERN

APPENDIX D: STAKEHOLDER EMAIL BLAST



Tell us about your ideas for the future of US 30 & US 31!

US 30 West Public Information Meeting

November 30, 2022, 5-7pm CST
 Oregon Davis School
 5990 N 750 E, Hamlet, IN

Meeting available
 online after 12/1:
ProPELUS30.com



APPENDIX E: STAKEHOLDER ADVISORY COMMITTEE MEETING

Request to join SAC and upcoming meeting:



Last week the ProPEL US 30 Study Team requested your participation in the Stakeholder Community Advisory Committee for the US 30 West ProPEL Study. You were recommended as a member who can provide important local insights to elevate your community's goals in the study's processes.

Attached is a fact sheet about ProPEL US 30. You may also visit <https://propelus30.com/> for more information and/or contact Melissa Santley with any questions about ProPEL US 30 and the Study Advisory Committee.

The first Committee meeting is scheduled for November 28th at 1:00pm Central Standard Time/2:00pm Eastern Standard Time. This meeting will be **virtual** through **Microsoft Teams**.

If you would like to participate in the meeting, please **open** the **attached** Outlook meeting invitation and accept the meeting using Outlook menu options to add it to your calendar. The attached meeting invitation also includes important information on how to access the meeting.

Hope to see you on November 28th.

The ProPEL US 30 West Study Team

Outlook Invitation:



Dear ProPEL Stakeholder Advisory Committee (SAC) Member:

The ProPEL US 30 Team is appreciative of your participation in the SAC. We look forward to working with you to prioritize your communities goals as we streamline a series of planning studies along the US 30 corridor. We would like for you to join us **virtually** for our 1st SAC meeting that will be held through **Microsoft Teams**.

Please accept or decline this meeting using Outlook menu options. Be sure to sign onto the meeting 5 minutes before the start to adjust any audio/video settings using this link: [ProPEL US 30 West SAC #1](#)

If you are unable to access Outlook, please call or email Melissa Santley at 860.808.2279 or santleym@cdmsmith.com to RSVP. Melissa will also be available to trouble shoot any technical issues related to accessing Microsoft Teams and can be reached by phone or email just prior and during the meeting. A meeting reminder will be emailed to all SAC members a day before the meeting.

Hope to see you on November 30th!

The ProPEL US 30 Study Team

Presentation:

US 30 WEST STAKEHOLDER COMMITTEE MEETING

The meeting will begin at 10:00am

Having technical difficulties? Contact Melissa Santley at:
santleym@cdmsmith.com or 860.808.2279



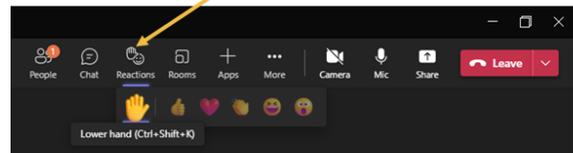
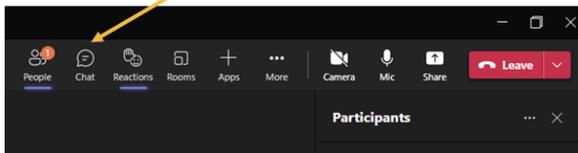
US 30 WEST STAKEHOLDER COMMITTEE MEETING #1



November 28, 2022

Welcome!

- Feel free to leave cameras on, but please mute your mic unless asking a question
- Comments and questions are welcome throughout the presentation
- Use the **chat function** to ask a question or **raise your virtual hand**



NOTE: Comments are visible to the entire group

3



PROJECT TEAM



- **Indiana Department of Transportation (INDOT)**
 - Project owner
 - Manages the planning process
 - Tasked with implementing study recommendations
- **CDM Smith Team**
 - C2 Strategic Communications
 - American StructurePoint
 - ASC Group
 - Completing outreach and technical work on behalf of INDOT

*INDOT is overseeing the work of **three other consulting teams** along the US 30 and US 31 corridors across the state*

5

STAKEHOLDER COMMITTEE



6

AGENDA



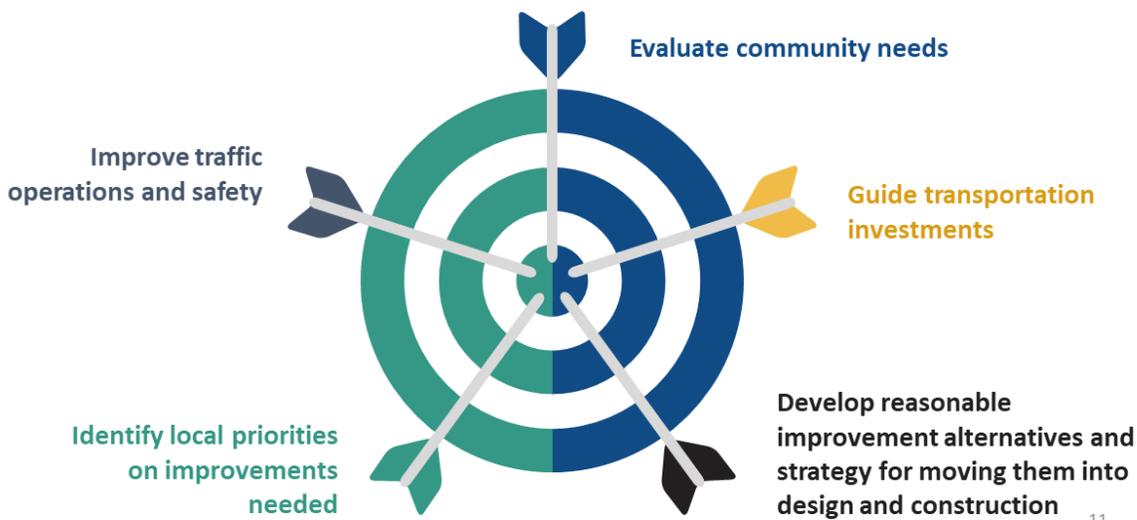
PLANNING PROCESS

PROPEL
Smarter Transportation. Stronger Communities. **US 30**

INDIANA DEPARTMENT OF TRANSPORTATION

NextLevel
ROADS

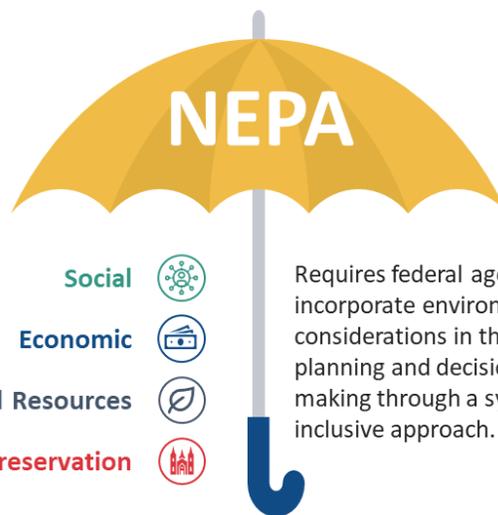
STUDY PURPOSE



11

THE NATIONAL ENVIRONMENTAL POLICY ACT

WHAT IS
THE NATIONAL
ENVIRONMENTAL
POLICY ACT?

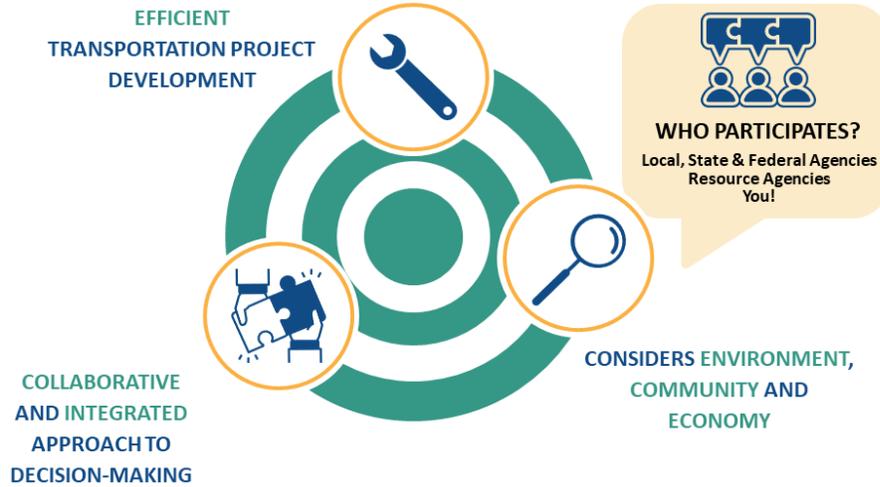


- Social**
- Economic**
- Natural Resources**
- Historic Preservation**

Requires federal agencies to incorporate environmental considerations in their planning and decision-making through a systematic, inclusive approach.

12

WHAT IS PLANNING & ENVIRONMENTAL LINKAGES?



13

PEL STUDY BENEFITS



14

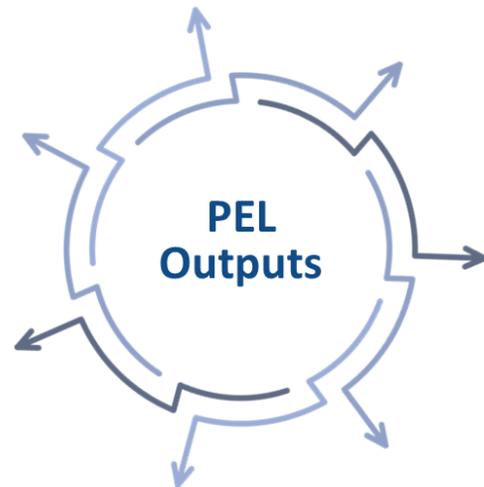
PROPEL PROCESS



15

ANTICIPATED PEL STUDY OUTCOMES

- Purpose and need
- Reasonable alternatives
- Preliminary assessment of impacts, potential permits, mitigation assessment
- Engaged and educated public and resource partner agencies
- Action plan to pursue reasonable alternatives



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STAKEHOLDER AND COMMUNITY ENGAGEMENT



LISTEN, LISTEN, LISTEN

- Stakeholder Advisory Committee
- Stakeholder meetings
- Project website
- Social media
- Four public meetings
- Bi-weekly office hours

ProPEL Fact Sheet

PROJECT FACTS

- The Indiana Department of Transportation is asking for Hoosiers' input on how to ProPEL the U.S. 30 and U.S. 31 corridor forward.
- The ProPEL U.S. 30 and ProPEL U.S. 31 studies seek to ProPEL our communities forward by using a collaborative approach to consider environmental, community and economic goals early in the process.
- With this planning study, communities and residents have an opportunity to envision their community's transportation solutions.

STUDY AREAS

- The studies span 180 miles across 12 counties.
- The project area includes U.S. 30 from Valparaiso to the Indiana/Ohio state line (excluding the Fort Wayne bypass), as well as U.S. 31 between Hamilton County and Plymouth (excluding the Kokomo bypass).
- It includes Allen, Fulton, Hamilton, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton and Whitley counties.

WHAT IS A PLANNING AND ENVIRONMENT LINKAGES (PEL) STUDY?

- A PEL study is a way for transportation agencies, such as INDOT, to make and document planning decisions.
- A PEL study precedes any construction decisions.
- A PEL study allows INDOT to better understand community needs and to develop alternative solutions that meet those needs.
- Throughout the studies, INDOT is asking for the public's help in identifying what they want the corridors to look like in the future.
- With help from residents, motorists, businesses and others, INDOT can build infrastructure to better serve our communities.

WHAT TO EXPECT

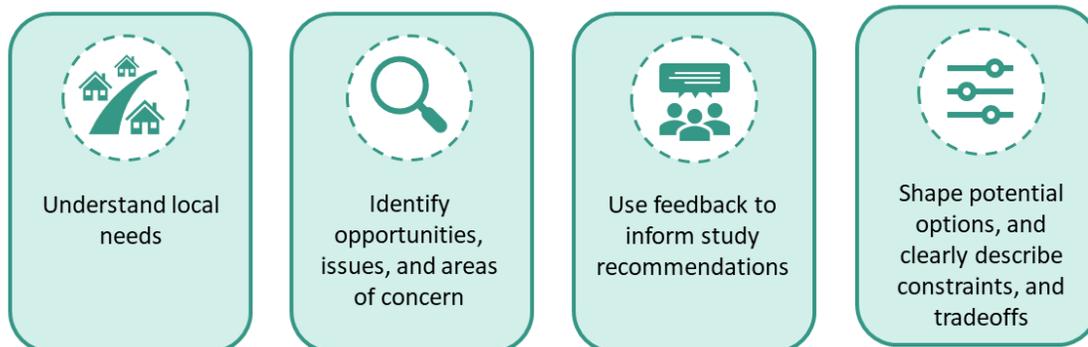
- The first round of public information meetings will take place Fall 2022.
- Public information meetings will be announced in multiple ways, including local newspapers, the project websites and social media.
- The PEL studies will be divided into four sections to closely consider different community values and priorities.
- The four studies will be closely coordinated so potential solutions work together to maximize the transportation benefits to the stakeholder communities and the traveling public.
- The studies will be completed by Fall 2024.

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ProPEL US 30 | propelUS30.com

Page | 17

HOW WE WILL USE WHAT WE LEARN



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ENVIRONMENTAL JUSTICE

1994 Executive Order established parameters for **fair treatment** and **meaningful engagement** of all people **regardless of race, color, national origin, or income** in federal transportation investments



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JUSTICE40 (Environmental Justice 2.0)



Established in
2021



Shifts focus to
distribution of benefits



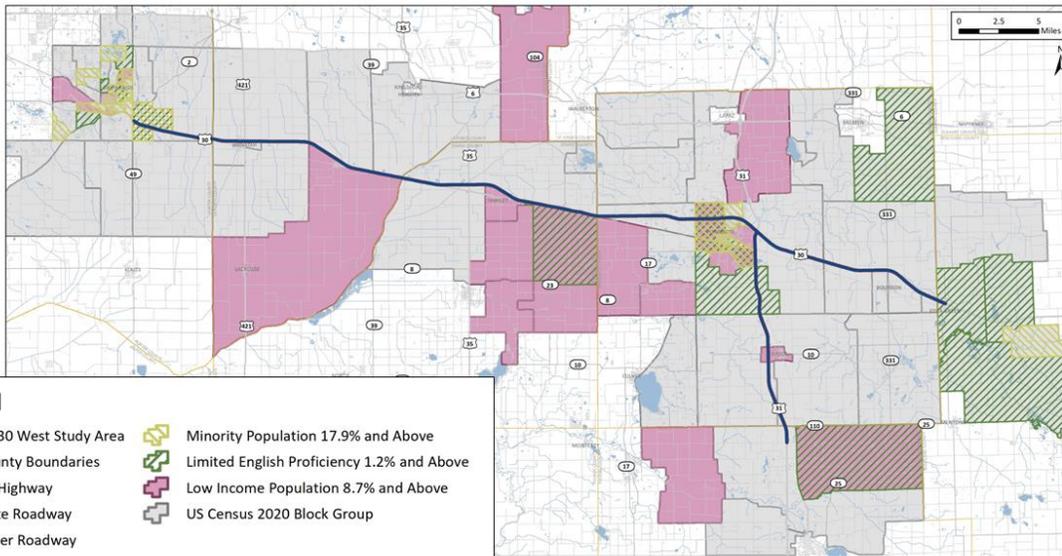
Expands the discussion to
disadvantaged communities

USDOT interim definition categories:

					
Transportation Access	Health	Environmental	Economic	Resilience	Equity

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ENVIRONMENTAL JUSTICE ENGAGEMENT



Legend

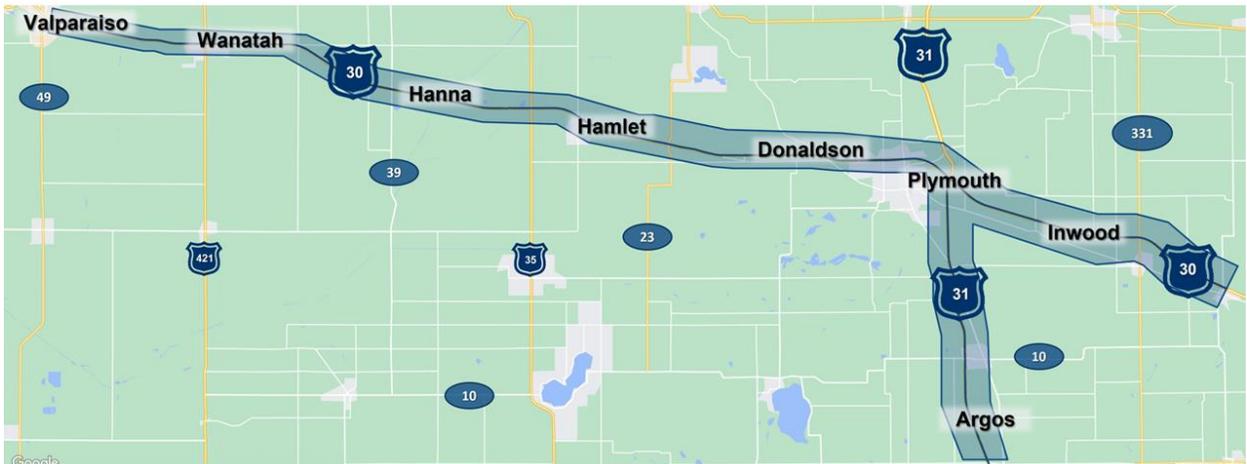
 US 30 West Study Area	 Minority Population 17.9% and Above
 County Boundaries	 Limited English Proficiency 1.2% and Above
 US Highway	 Low Income Population 8.7% and Above
 State Roadway	 US Census 2020 Block Group
 Other Roadway	
 Water Body	
 River	

Source: US Census Bureau (2020)
22

PROPEL US 30 WEST



US 30 WEST STUDY AREA



SCHEDULE



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VISION AND SCOPING



Engage community through website, Stakeholder Committee, public meetings, and office hours



Review local plans and prior studies

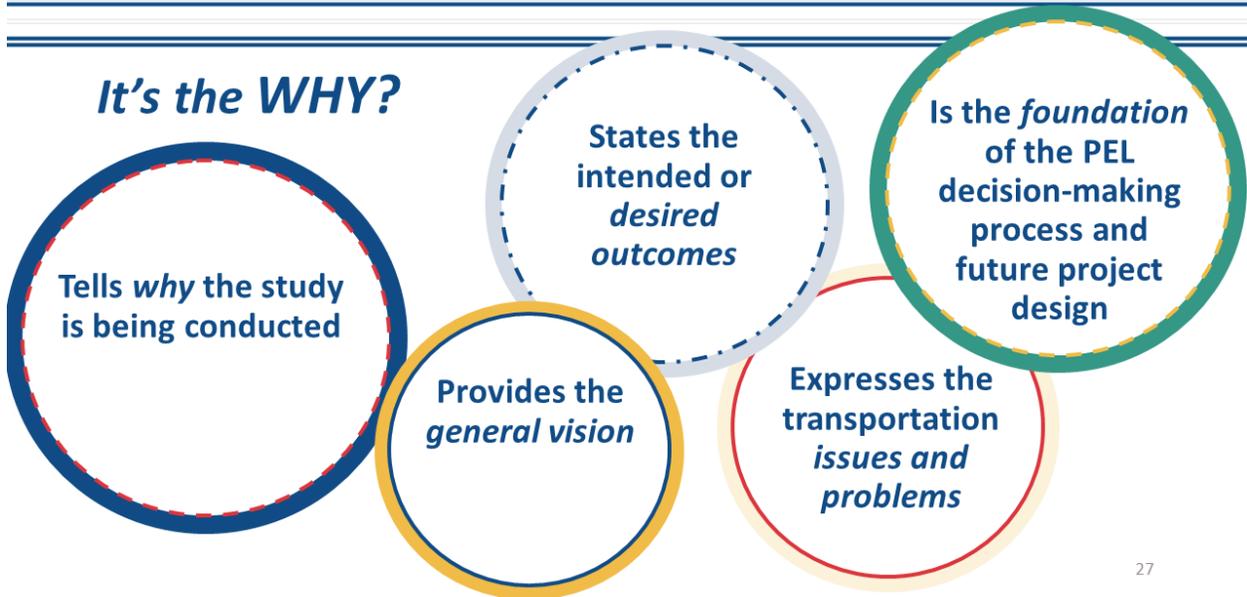


Analyze existing conditions:
*Transportation
Land use
Socio-economic
Environmental
Cultural
Noise
Environmental Justice*

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WHAT IS A PURPOSE AND NEED STATEMENT?

It's the WHY?



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ALTERNATIVES ANALYSIS



Develop and analyze potential improvements to meet the study purpose and need



Two-pronged approach

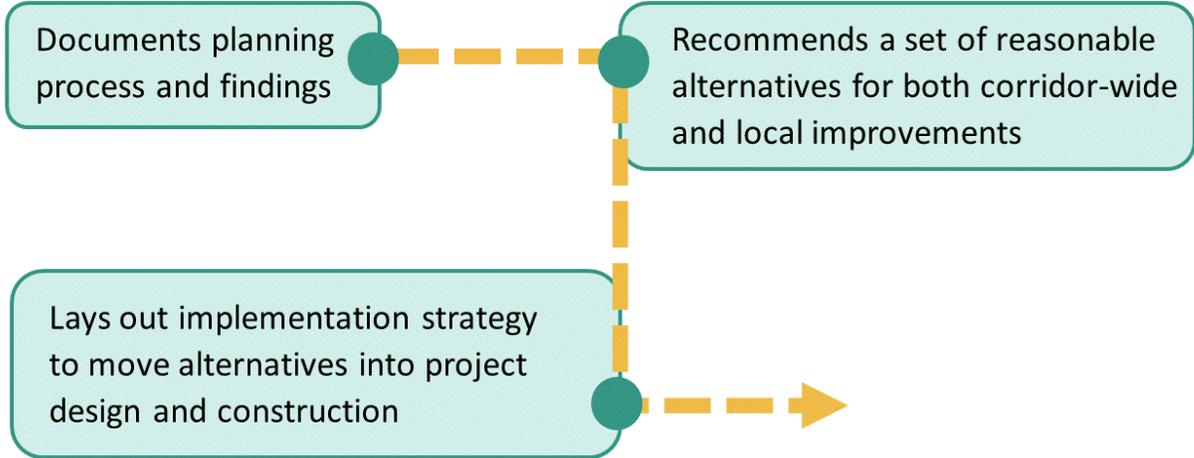
- Corridor-wide improvements
- Localized solutions



Start broad and narrow to a “reasonable” set of alternatives based on:

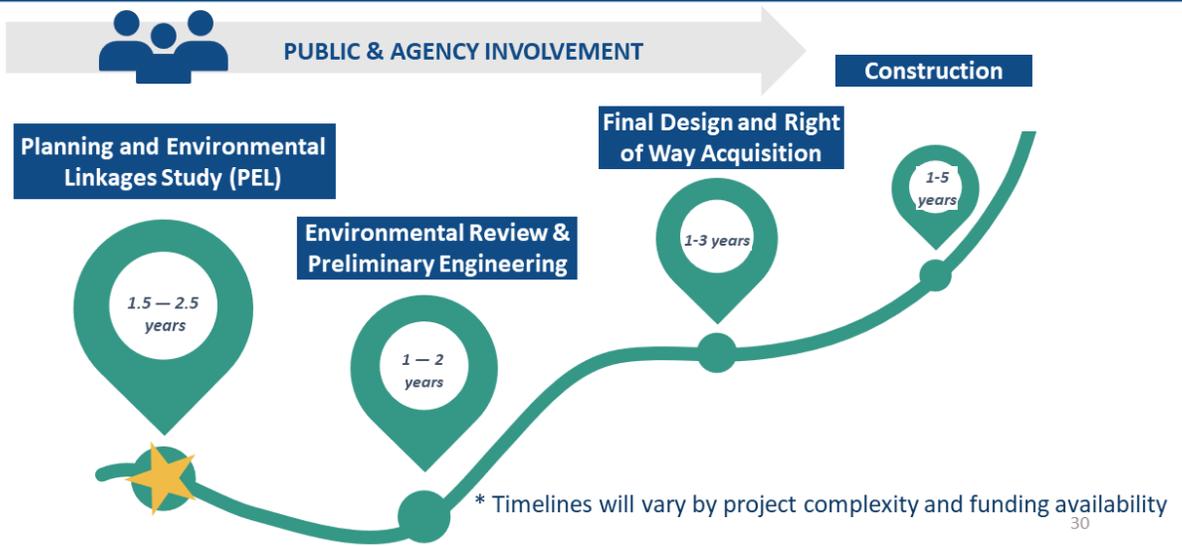
- Stakeholder and community feedback
- Technical analysis⁸

PEL STUDY RESULTS



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HOW DOES PEL STUDY TRANSITION TO PROJECTS?



DISCUSSION

Current Conditions & Future Vision



CORRIDOR ISSUES

- Where are your biggest safety concerns?
- Where are your biggest traffic/operations concerns?
 - Are new intersections or turns needed?
 - Are new signals needed?
 - What intersections need upgrades?
- What modes of transportation could be served better?
 - Bicycles and pedestrians
 - Transit service
 - Agricultural equipment
- Are there sensitive environmental resources along the corridor?



Source: CDM Smith
32

FUTURE VISION

- How should it operate functionally?
- How should it fit into the community?
 - Economic development
 - Environmental resources
 - Community aesthetics
- What changes are needed?
- What needs to be preserved?



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TRANSPORTATION FUNCTION

- Improve safety
- Better traffic flow
- Fewer turning and crossing conflicts
- More connections to local streets
- Options for biking and walking
- Support transit service



ECONOMIC DEVELOPMENT

- Encourage growth with increased capacity
- Support the operation of local farms and farming as an industry
- Improve access to local businesses
- Improve distribution of local goods to regional/national markets
- Make it easier to deliver goods to regional businesses and residents
- Support expanded tourism, including agritourism



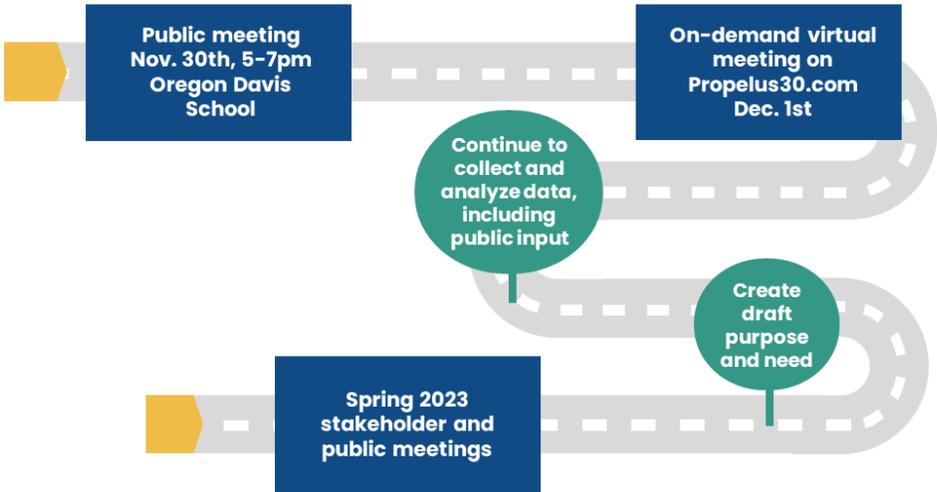
COMMUNITY CHARACTER & ENVIRONMENT

- Reflect rural character of area
- Support community character of local cities and towns
- Provide opportunities for attractive community gateways
- Wildlife crossings
- What are the special things about this study area that US 30 and 31 should reflect?





VISIONING TO PURPOSE AND NEED



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FULL PEL STUDY TIMELINE



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STAYING IN TOUCH

- Talk about the project and share what you hear
- Share the project website: <https://propelus30.com/>
- Host office hours
- Invite the study team to speak
- How do you prefer to meet – virtually or in person?



Tell us about your ideas for the future of US 30 & US 31!

US 30 West Public Information Meeting

November 30, 2022, 5-7pm
Oregon Davis School
5990 N 750 E, Hamlet, IN

Meeting available
online after 12/1.
[PropELUS30.com](https://propelus30.com)



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UPCOMING OPPORTUNITIES TO ENGAGE

- Public meeting
 - Oregon-Davis High School
 - Wednesday, Nov. 30th
 - Open house 5:00pm-7:00pm CST
 - Presentation at 6:00pm
- Virtual meeting available at Propelus30.com on Dec. 1st
 - Walk through stations
 - Ask questions
 - Share feedback with team
- Office hours Dec. 1st
 - 9am-1pm Plymouth Library



Source: C2 Strategic Communications

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THANK YOU

Visit the website at propelUS30.com

Join us on social media at:

- [Twitter.com/PropelUS30](https://twitter.com/PropelUS30)
- [Facebook.com/PropelUS30](https://facebook.com/PropelUS30)
- [Instagram.com/propelus30_31](https://instagram.com/propelus30_31)

US 30 West Stakeholder Committee Meeting #1

Marian Hull
hullmm@cdmsmith.com
(215) 872-1766

Brett Lackey
lackeybw@cdmsmith.com
(317) 829-9619



November 28, 2022

Meeting Notes:

MEETING NOTES

Date: November 28, 2022, 1PM-2:30PM CST

Re: Stakeholder Advisory Committee Meeting #1 (East)

In Attendance:

<i>Sandra Flum</i>	<i>INDOT</i>
<i>Laura Hilden</i>	<i>INDOT</i>
<i>Cindy Mauro</i>	<i>INDOT</i>
<i>Drew Passmore</i>	<i>INDOT</i>
<i>Jonathan Wallace</i>	<i>INDOT</i>
<i>Steven Minor</i>	<i>FHWA</i>
<i>Kari Carmany-George</i>	<i>FHWA</i>
<i>Stacey Osburn</i>	<i>HNTB</i>
<i>Brett Lackey</i>	<i>CDM Smith</i>
<i>Marian Hull</i>	<i>CDM Smith</i>
<i>Krista Goodin</i>	<i>CDM Smith</i>
<i>Betsy McCleery</i>	<i>CDM Smith</i>
<i>Lina Xie</i>	<i>CDM Smith</i>
<i>Melissa Santley</i>	<i>CDM Smith</i>
<i>Will Wingfield</i>	<i>C2 Strategic</i>
	<i>Communications</i>
<i>Barbara Smithers</i>	<i>Intrucking</i>
<i>Bill Bennett</i>	<i>Oregon-Davis Schools</i>
<i>Brandon Berger</i>	<i>Plymouth Schools</i>
<i>Linda Yoder</i>	<i>United Way</i>
<i>Tori Chessor</i>	<i>Starke County</i>
<i>Bill Sheley</i>	<i>Plymouth Airport</i>
<i>Kenny Pfof</i>	<i>Knox Twnshp Fire Dept.</i>
<i>Clyde Avery</i>	<i>Marshall Co. EMA</i>
<i>David Bacon</i>	<i>Plymouth Police Chief</i>
<i>Allyson Ragan</i>	<i>MACOG</i>
<i>James Turnwald</i>	<i>MACOG</i>
<i>Caitlin Stevens</i>	<i>MACOG</i>
<i>Edwin Buswell</i>	<i>KIRPC</i>
<i>Joseph Heidt</i>	<i>Marian Universitv</i>

GENERAL SUMMARY

The first Stakeholder Advisory Committee (SAC) Meetings for ProPEL US 30 West were virtually held through Microsoft Teams on November 28th and November 29th. The ProPEL US 30 West SAC members have been divided into two groups: members located on the eastern part of US 30 West, and members located on the western part of US 30 West. This meeting summary covers the SAC meeting on November 28th which was held for SAC members located on the eastern part of US 30 West.

Will Wingfield, of C2, welcomed attendees to the SAC Meeting, provided an overview of the Microsoft Teams virtual meeting platform and facilitated introductions of the study team and SAC members. He then set up expectations for the meeting which was to describe the Planning and Environmental Linkages (PEL) process and to listen to the SAC member's input. W.Wingfield then handed the presentation to Brett Lackey, of CDM Smith.

PRESENTATION

B. Lackey kicked off the presentation by describing the SAC member roles and responsibilities during the PEL study. The study team will depend on SAC members to:

- Advise on local transportation needs
- Share information from the SAC meetings with their constituents
- Relay their constituent's needs and feedback to the study team
- Act as a conduit between the study team and the community

He then provided an overview of the study area and discussed transportation agencies use of the PEL, its process, benefits, and anticipated outcomes.

- Purpose of a PEL study
 - Considers environment, community, and economic goals
 - Provides a collaborative and integrated approach to decision making
 - Streamlines transportation project development
 - Encourages early, meaningful public engagement
 - Expedites the National Environmental Policy Act (NEPA) requirements for all transportation projects through the development of:
 - Purpose and need statement for the corridor
 - Reasonable alternatives
 - Preliminary assessment of impacts, potential permits, mitigation assessment
 - Engaged and educated public and resource partner agencies
 - Action plan to pursue reasonable alternatives

B. Lackey concluded by stating that once the PEL studies are complete, the NEPA process and preliminary design can start immediately. He then handed the presentation to Marian Hull of CDM Smith to talk about community and stakeholder engagement efforts.

M. Hull talked about the role that stakeholder and community engagement has in the PEL process and the multi-pronged effort to reach stakeholders and individuals. Efforts include:

- Development of a stakeholder committee

- Four public meetings
- Project website
- Social media
- Bi-weekly office hours
- Four stakeholder meetings

M. Hull let SAC members know that the study team is available for one-on-one and group meetings with important stakeholders and community groups. Each outreach strategy provides opportunity for people to provide feedback on their needs and wants for US 30 West. M. Hull then opened the floor for convenient venue suggestions along the corridor for office hours and overall feedback.

Linda Yoder of the United Way suggested the Marshall County United Way as a venue for office hours, and one SAC member suggested the Hamlet Public Library. Bill Bennett of Oregon-Davis Schools suggested more SAC representation from Starke County.

M. Hull then discussed the concept of Environmental Justice (EJ) and how it states that all people, regardless of race, color, national origin, or income, must receive fair treatment and be meaningfully engaged in any transportation investment by fair treatment. She then presented a map of documented EJ communities within the study area and asked SAC members for insight into organizations or individuals that could connect the study team with those groups. The following are some suggestions for EJ outreach that were brought up by SAC members:

- Joseph Heidt of Marian University/Ancilla College said that 75% of the students at his university are economically disadvantaged and 40% of the students are minorities. He questioned if these students are counted as a part of EJ population because they are only in school for part of the year.
- Linda Yoder works with organizations that serve Latino populations. Additionally, the United Way has a 'Community Table' that address social services in Marshall County on the 2nd Monday of every month.
- Marshall County Council on Aging
- Adult Education Programs
- Starke County Council on Aging and food pantry
- Marshall County Crossroad
- Childcare providers
- Norma Rodriguez in Plymouth

Krista Goodin of CDM Smith presented on the data collection efforts to date and timeline of PEL activities. She walked SAC members through the vision and scoping process, development of a purpose and need statement, alternative analysis and how PEL studies transition to transportation projects. K. Goodin concluded by passing the presentation to M. Hull who then led a discussion with the SAC members on their reaction to the presentation and any comments about US 30 West.

DISCUSSION

M. Hull framed the discussion with the SAC members by asking them to talk about areas that need attention along US 30 West, their future vision for the corridor, and general concerns.

The following areas were identified as places needing attention by SAC members:

- Railroad tracks on US 30 and Elk Road
- Railroad track intersection on US 31 south of Plymouth
- Many crashes at intersection of US 30 and Pioneer Rd.
- Access for student commuters to Ancilla College – specifically north of campus and Union Road at US 30

M. Hull then asked the SAC about their future vision and general concerns for the corridor:

- Bill Bennett of Oregon-Davis Schools is very concerned about how changes to US 30 will impact access for Starke County. He feels that upgrading the road to interstate standards will limit access points and hurt the local economy and school access. He then asked if there is a no-build option for US 30 and Sandra Flum of INDOT responded that no-build is a possibility.
- Linda Yoder of United Way mentioned that Crossroads Regional Planning Team is studying bicycle and pedestrian access and wants to make sure the study team is looking at non-vehicular modes of transport during this process.
- Agriculture cycles effect traffic data and MACOG would be happy to share their traffic data with the study team.
- James Turnwald of MACOG said that interstate upgrades are welcomed if access is balanced.
- Starke County and the town of Wanatah are under the expectations that improvements to US 30 will cut off access to towns.

1. ADJOURN

B. Lackey wrapped up the meeting reminding everyone about the upcoming public meeting and the next project milestones that will lead to drafting the purpose and need statement. He reiterated the project timeline and brought up ways for the SAC to stay in touch in between meetings.



ProPEL US 30 West Stakeholder Advisory Committee (SAC)
 SAC Meeting
 Date: Mon 11.28.2022
 Time: 1PM-2:30PM (CST)

Attendees:			
Will Wingfield	Sandra Flum	James Turnwald	Andrew D Passmore
Marian Hull	Barbara V Miller	Bill Bennett	Steven Minor
Brett Lackey	Stacey Osburn	City of Plymouth- Bill Shelly	Allyson Ragan
Melissa Santley	William Bennett	Kenny Pfof	Edwin Buswell
Betsy McCleery	Brandon Berger	Clyde Avery	Joseph Heidt
Lina Xie	Cindy E Mauro	David Bacon	Caitlin Stevens
Krista Goodin	Linda Yoder	Kari Camany-George	Laura Hilden

Collin Merkel	Tori Chesser	Jonathan Wallace	Don Parker
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1. Welcome and Introductions
2. ProPEL US 30 West Presentation
3. Open discussion: options for hosting office hours
 - a. Hamlet public library
 - b. Linda Yoder- offer facility located right off US 30 for either virtual or in-person meeting for audience of about 42 people
4. Melissa to send follow up information regarding office hours and public meetings to members of this SAC meeting
5. Suggestion: include individuals representing Stark County as part of our SAC?
6. Open discussion: identify EJ communities
 - a. Joseph Heidt- 75% of their university's students identified as economically vulnerable
 - i. , Are these students identified as the same as being residents of the university?
 - ii. How and are they being counted as part of EJ?
 - b. Multiple food pantries in the area and can be reached out to
 - c. Marshall County Council on Aging
 - d. Adult Education Programs
 - e. Linda Yoder- can offer contacts on how to reach out to Latino populations
 - i. Community Table organized through United Way, addressing social services in Marshall County, is hosted 2nd Monday of every month and are hybrid meetings (virtual/in-person) at 10 am
 - f. Community services for Stark County including food pantry and service for seniors
 - g. Marshall County Crossroad
 - h. Childcare providers
7. Open discussion: identify corridor issues
 - a. Safety concerns: railroad tracks across US 30 and the intersection at Oak Rd
 - b. Railroad track intersection on US 31 south of Plymouth
 - c. Union Rd and 30- ease of access to the north of the university where students are heavy commuters
 - d. Pioneer Dr and US 30 also have heavy accidents and safety issue
 - e. 40% of Ancilla College students commute on a daily basis
 - f. Access in Stark County
 - i. Additional access is needed because limited access will hurt the local economy and cut off access to local schools
8. Open discussion: future vision
 - a. Traffic flow of students- safety to accessing the university and surrounding public facilities
 - b. Around Oak Rd and Pioneer Dr
 - i. Reminder: account for commercial and industrial changes
 - c. Crossroad regional planning team- putting in biking and walking trails
 - i. Reminder: making it easier to move without vehicles
 - d. Harvest season Oct 1st to Nov 15th
 - i. Consideration: when counting traffic and vehicle count, excluding this period of the year would be a loss of significant data
 - e. James Turnwald- offer to provide traffic data their organization collected for 3 of the counties in our study area

- f. Keep access to schools and do not want the highway to cut off that access
 - g. The town of Wanatah- how much and how badly would the town be cut off if the highway is needed to be put around the town?
9. Open discussion: ongoing SAC meetings
Two members support for hosting meeting virtually

APPENDIX F: PUBLIC INFORMATION BOARDS

US 30 West

WHAT IS THE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROGRAM?

PEL is a program that agencies use to make transportation investment decisions that are informed by:

- Community, environmental, and economic goals
- Data collected and analyzed during the planning process
- Ideas provided by citizens

EFFICIENT TRANSPORTATION PROJECT DEVELOPMENT



Who Participates
Local, State & Federal Agencies
Resource Agencies
You!

CONSIDERS ENVIRONMENT, COMMUNITY & ECONOMY

COLLABORATIVE & INTEGRATED APPROACH TO DECISION-MAKING

PEL Benefits

- Gives flexibility to agencies
- Encourages early, meaningful public engagement
- Promotes environmental stewardship
- Reduces delays in implementation

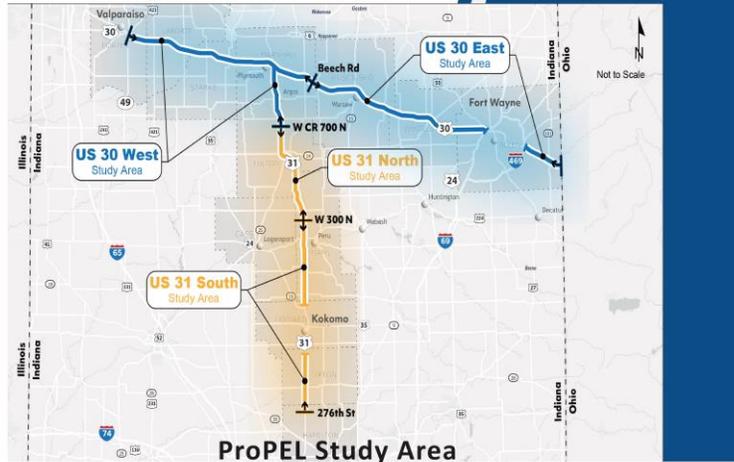



US 30 West

TOGETHER, WE CAN PROPEL INDIANA FORWARD

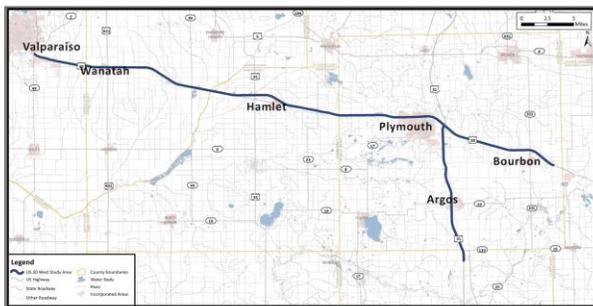


ProPEL is an INDOT initiative to streamline transportation planning using collaborative PEL studies to consider environmental, community, and economic goals early in the planning process. The US 30 and US 31 PEL studies will provide context to ProPEL Indiana forward and uplift communities through smarter, safer infrastructure.



US 30 West

PROPEL US 30 WEST STUDY



With the public's input, INDOT can build infrastructure to better serve our communities.

- The ProPEL US 30 West Study will help INDOT to better understand local communities' transportation needs.
- The study will examine mobility, safety, economic development, land use, environmental impacts, and other factors along the corridor.
- Feedback from the public is vital to the project.
- Tell us how you use US 30 and US 31, and what you think they should look like in the future.



US 30 West

CORRIDOR ISSUES

- Where are your biggest safety concerns along the corridor?
- Where are your biggest traffic concerns along the corridor?
- Are new intersections or turns needed? How should they function?
- Are new signals needed?
- Are there intersections that need to be upgraded? If so, how?
- What locations need better transit service and bicycle and pedestrian access?
- Are there sensitive environmental resources along the corridor (wetlands, cemeteries, historic properties, etc.) that should be preserved?
- What are some areas of the corridor you avoid and why?



?
Tell us what you think here:

💡
You can also write your ideas directly on the maps on the table!



US 30 West

VISION FOR THE FUTURE TRANSPORTATION FUNCTION



What would improve travel along US 30 West?

Improved safety

Better traffic flow

Fewer turning & crossing conflicts

Options for biking and walking

More connections to local streets

More/improved transit service

OTHER IDEAS?



US 30 West

VISION FOR THE FUTURE
AESTHETICS/COMMUNITY CHARACTER

OTHER
IDEAS?



How could US 30 & US 31 reflect the local area?

Show rural character of the area

Support the community character of local cities and hamlets

Provide opportunities for attractive city & hamlet gateways

Provide safe crossings for wildlife



NextLevel
ROADS



US 30 West

VISION FOR THE FUTURE
ECONOMIC DEVELOPMENT

OTHER
IDEAS?



How should US 30 & US 31 support the local economy?

Improve access to local businesses

Support expanded tourism/agritourism

Encourage growth w/increased roadway capacity

Improve distribution of local goods to regional/national markets

Support the operation of local farms & farming as an industry

Make it easier to deliver goods to regional businesses and residents



NextLevel
ROADS



US 30 West

VISION FOR THE FUTURE
HOW DO YOU USE THE CORRIDOR?



Where do you go?

Local Travel

Regional Travel

Favorite thing/concerns about driving on US 30 & US 31



NextLevel
ROADS

WHAT
NEEDS TO
CHANGE?



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Stronger Communities. **US 30**

US 30 West

VISION FOR THE FUTURE
IMAGINE IT IS THE YEAR 2035



What do you want US 30 West to look like in 2035?

It is 2035, how would you like to finish this sentence:

“The best decision made in 2023 for US 30 West was ...”



NextLevel
ROADS



Write your ideas
on a sticky note
and place your
responses in the
box under each
prompt.

PROPEL
Smarter Transportation.
Stronger Communities. **US 30**

APPENDIX G: PUBLIC INFORMATION MEETING SUMMARY

The following boards and questions contain results from PIM attendee votes in response to visioning exercises. The first PIM provided visioning exercises and the following materials provide both prompts and public responses. Many PIM attendees commented more than once on the boards that were offered throughout the stations.

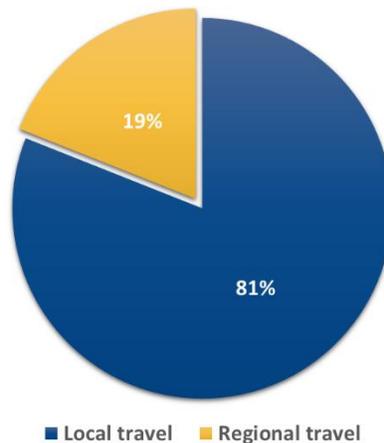
Board 1: Vision for the Future – Imagine it is the year 2035 (No image)

Q: What do you want US 30 West to look like in 2035? (No further questions asked)

- “Safe, well maintained and no tolls.”
- “Safer highway.”
- “Limited access highway with fewer stoplights.”
- “Quit putting band aids on the roads, use money for what we have.”
- “A purpose and need statement that protects existing businesses and residents from any disruptions, and a design that provides opportunities and mobility along corridor.”
- “Eliminate all stop lights.”
- “Interchanges at east side of Plymouth.”

Board 2: Vision for the Future – How Do You Use the Corridor?

Q1: Where do you go? (59 responses)

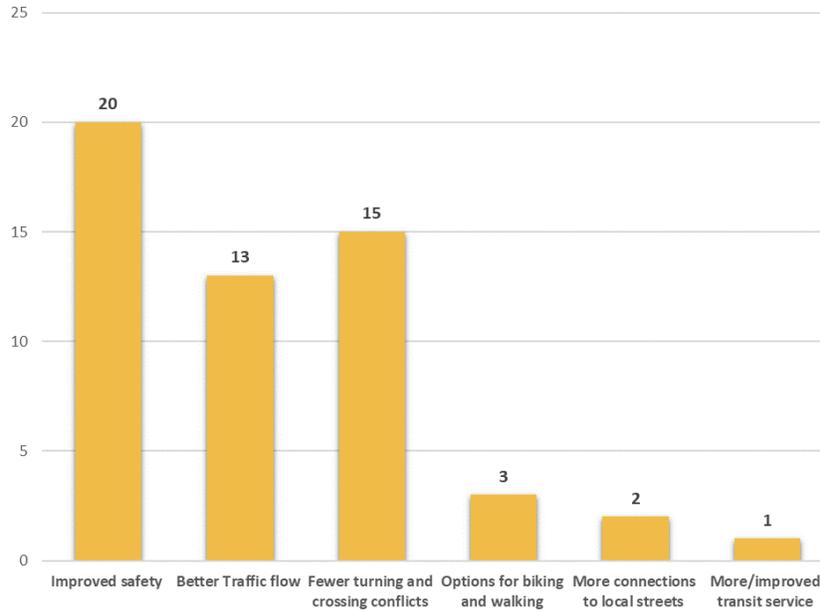


Q2: What is your favorite thing or biggest concern about driving on US 30 and US 31? (No image)

- “Safety concerns at intersections.”
- “The number of semi-trucks already on Highway 30 and school bus safety.”
- “Crossing 30 with agricultural equipment, which requires all east/west traffic to be clear – hard to find anymore.”
- “Stay to old road and rail areas so don't have to split up land and take land to new road, be concerned about agricultural travel and what roads need to be open.”
- “I like being able to drive straight from anywhere north of US 30 to south of US30 in a straight shot.”

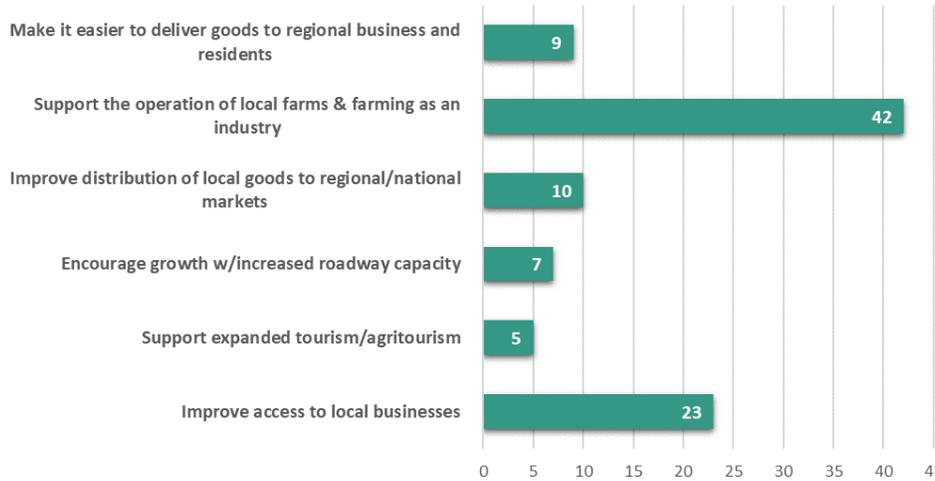
Board 3: Vision for the Future – Transportation Function

Q: What would improve travel along US 30 West?



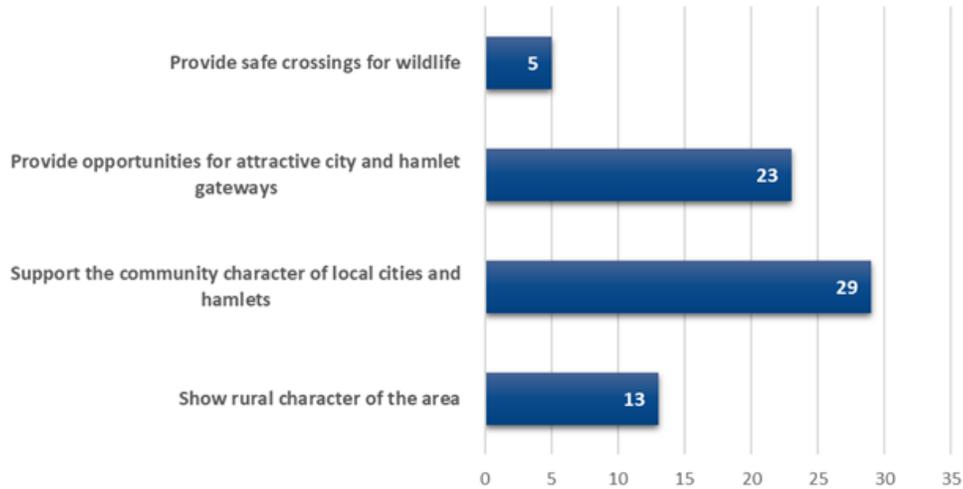
Board 4: Vision for the Future – Economic Development

Q: How should US 30 and US 31 support the local economy?



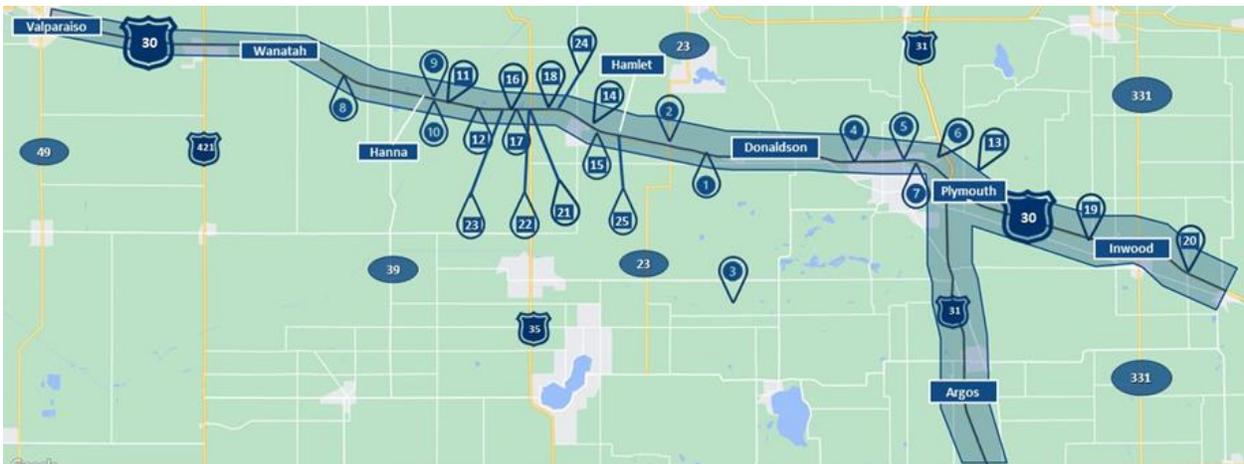
Board 5: Vision for the Future – Aesthetics/Community Character

Q: How could US 30 and US 31 reflect the local area?



Appendix D

During the PIM, the US 30 West study team provided a rolled-out map of the study area at a station and respondents were able to provide comments directly on the map. The map below highlights participants’ corridor issue identifications during the PIM. Participants could place sticky notes along the corridor map, highlighting specific issues they have identified or experienced along US 30 West. The numbered table below the map corresponds to the number callouts placed upon the map. (Please note that comment text in the table reflects submission content verbatim)



Comment Number	Comment Text
1	Overpass needed at 1100 E at US 30.

2	Interchange needed at SR 23 and US 30.
3	Need access for Ancilla College at Union Road.
4	Interchange needed at Pioneer Dr. and US 30.
5	Interchange needed at Oak Rd and US 30.
6	Plymouth Goshen Trail at US 30 is a safety concern.
7	Right angle crashes and crossing fatalities have occurred here.
8	<p>Several issues noted at this location by campground owner at this location:</p> <ul style="list-style-type: none"> • US 30 and Thompson Road intersection in Hanna has no 'left turn only' lane heading east bound that has resulted in many accidents. (Our customers turn here, and we get safety complaints). • There is no safe pedestrian crossing from north to south side of town in Hanna. Many students and teens cross the highway by foot and bike. • Increased noise on highway could affect business.
9	At grade rail crossing at this location is dangerous.
10	Tanker trucks and school buses must make a complete stop in Hanna at US 30 and railroad tracks, while other traffic proceeds at 60 miles per hour.
11	Need for emergency access (fire, ambulance) and farm access on both sides of the highway.
12	Poor line of sight.
13	Improve a north/south roadway east of US 31, so people east of US 31 will have a more direct access.
14	Need an overpass at 50 E and US 30.
15	Don't take my house! Turning lanes are needed. I fear being rear ended turning off highway.
16	Exit lane needed at Frontage Road and US 30.
17	Would like to keep 300 E open.
18	Steep ramp for trucks.
19	Need an overpass for Fir Road and US 30 in Bourbon Township.
20	A truck stop is going in at this intersection, which has had several fatal accidents in the past due to gentle curve at the intersection (Beech Road and US 30)
21	Dangerous intersection between semis and school buses.
22	Bucket factory (Norton Packaging) gets a lot of traffic regularly. Other option for them is to come in from E 500 North, but E 500 North would need a lot of work to make that feasible.
23	Co-op and businesses at this location need semi access.
24	Old US 30 to merge to 30 toward Plymouth.
25	Semis cannot make the turn from US 30 to SR 23 and then directly onto E 500 North if going into Hamlet.
No Number	<p>A few sticky note comments were placed on the maps that referenced the corridor in general:</p> <ul style="list-style-type: none"> • Add community ponds, parks, and wildlife areas on US 30 easements. • Put access roads along highway to allow crossing of country roads. • Get local impact.

	<ul style="list-style-type: none"> • Good access to Hanna.
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APPENDIX H: COMMENTS SUMMARIZED

The table below lists all summarized comment categories from comments received through the active comment period in 2022.

Theme	Topic	Total Topics	% of All Topics	Study Launch	Office Hours #1	Office Hours #2 Plymouth Public Library	US 30 West Public Information Meeting	Virtual Public Information Meeting	Public Comment Period #1
Bike, Pedestrian, Transit	Bike, Pedestrian, Transit	7	1.0%	0	0	0	6	1	0
	Consider Transit and/or Rail	6	0.9%	1	0	0	2	2	1
	Add Bicycle and Pedestrian Infrastructure	16	2.3%	3	0	0	1	1	11
Economic Development	Economic Development	0	0.0%	0	0	0	0	0	0
	Addition of rail will improve economy	1	0.1%	0	0	0	0	0	1
	Congestion hinders economic growth	10	1.4%	0	0	0	7	0	3
	Consider farming industry	55	7.8%	1	0	0	45	0	9
	Consider Industries Along Corridor and Their Use	18	2.6%	0	0	0	11	0	7
	Highway will improve economic flow of goods	11	1.6%	3	0	0	0	0	8
Mo bilit ty/ Ac	Environmental	5	0.7%	0	0	0	5	0	0
	Add Charging Stations	3	0.4%	1	0	0	1	0	1
	Concern over Environmental Impacts	2	0.3%	0	0	0	0	0	2
	Consider noise pollution countermeasures	1	0.1%	0	0	0	0	0	1
	Drainage concerns	1	0.1%	0	0	0	1	0	0
	Natural Vegetation Plantings along Corridor	3	0.4%	0	0	0	1	0	2
	Mobility	37	5.3%	0	0	0	37	0	0

	Access	13	1.9%	3	1	2	1	2	4
	Add intersections	5	0.7%	0	0	0	0	0	5
	Add on & off ramps	8	1.1%	1	0	0	1	0	6
	Concern about access to local communities/towns	17	2.4%	0	0	0	8	2	7
	Concern over emergency access	10	1.4%	1	0	0	1	0	8
	Concern over property access (business or personal)	40	5.7%	1	0	1	26	3	9
	Improve crossings	58	8.3%	3	0	0	33	5	17
	Intersection Upgrades	14	2.0%	1	0	2	0	0	11
	Upgrade and/or add Interchange	9	1.3%	0	0	0	3	0	6
	Increase roadway capacity	7	1.0%	0	0	0	7	0	0
	Add overpass/bypass and/or bridge	25	3.6%	4	0	0	2	0	19
	Congestion is problem	17	2.4%	0	0	0	1	2	14
Overall US 30 Corridor	Overall US 30 Corridor	23	3.3%	0	0	0	23	0	0
	Dislike traveling on US30	1	0.1%	0	0	0	0	0	1
	Does not support changes to US30	4	0.6%	0	0	0	2	0	2
	Does not support limited access highway	7	1.0%	2	1	0	1	0	3
	Improve geometry of US30	1	0.1%	0	0	0	1	0	0
	Keep rural character/aesthetic of corridor	70	10.0%	0	0	0	65	1	4
	Reduce toll costs (to encourage semis to use toll road)	5	0.7%	1	0	0	2	2	0
	Remove traffic signals	13	1.9%	2	0	0	2	0	9
	ROW Concerns	10	1.4%	0	0	0	2	0	8
	Support of limited access highway	25	3.6%	4	0	0	1	0	20
	Use grade separation at rr/intersections	1	0.1%	0	0	0	0	0	1
Safety	Safety	56	8.0%	5	1	0	25	4	21
	Crashes at Intersections/Dangerous Intersections	20	2.9%	3	0	0	4	1	12
	Highway will improve safety	9	1.3%	3	0	0	0	0	6
	Need more Law Enforcement Presence on Highway	1	0.1%	1	0	0	0	0	0
	RR Crossings Unsafe	8	1.1%	1	0	0	1	1	5

	Semis/Tractor Trailer/Large Trucks pose safety issue	23	3.3%	2	0	0	5	3	13
	Speed is an issue	6	0.9%	3	0	0	0	0	3
Other	Project Outcomes	3	0.4%	0	0	1	0	0	2
	Project Timeline	6	0.9%	1	0	1	0	0	4
	Cost of Project	2	0.3%	0	0	1	0	0	1
	Other	8	1.1%	1	0	0	4	1	2
	Total:	701							

APPENDIX I: LIST OF ALL COMMENTS RECEIVED

The table below lists all comments received through the active comment period in 2022. Some cells may contain multiple comment submissions from the same individual. (Please note that comment text in the table reflects submission content verbatim)

#	Comment	Event
1	To much stop and go through cities. By pass cities and have limited access.	Study Launch
2	We travel to Wisconsin frequently and use hwy 30 from Fort Wayne. There are so many stoplights along this route along with a lower speed limit, that makes the trip annoying. It would be nice having some sort of bypass or even an interstate just north of these cities. Chicago is a major destination for many. An upgrade is long overdue.	Study Launch
3	IT SHOULD NOT TAKE THAT LONG FOR A STUDY.	Study Launch
4	US 30 West is a nightmare to travel to and from work daily (Columbia City to Warsaw). Semi's traveling at high speeds along with several stoplights presents a DANGEROUS work trip & back home. Semis should be rerouted back to 80/90, maybe lowering the cost of tolls would help.	Study Launch
5	Planning for the future as well as the present is very important. Beneficial (financial and environmental) benefits including a separated bicycle/pedestrian path along with highway changes would enhance the project. Also including electric vehicle recharging stations along with plans to create areas for the possibility of hydrogen refueling as that technology move forward would cause less strain on businesses and travelers .	Study Launch
6	Worst idea ever. There are 2 schools between Valparaiso and Plymouth who use 30 daily. There are several accidents every year.	Study Launch
7	600 west at US 30 is a school crossing and the entrance to Hanna In. 46340. What are the proposed crossing solutions for these roads to have exits and entrances from US 30?	Study Launch
8	I look forward to more detailed information.	Study Launch
9	Converting US 30 to interstate standards is way overdue. At least 50 years overdue, in fact. It should have been the route of Interstate 80 (I-80/I-90 between the Chicago metro and the Cleveland metro is the longest concurrency in the US). Fort Wayne is one of the largest cities in the US which has only one interstate route serving it, even though it is midway between Chicago, Columbus, Indianapolis, and Detroit. In addition, SR 49 from US 30 to the Toll Road should have been included. There should be no at-grade intersections whatsoever between Fort Wayne and Chicago. On a totally different note, Indiana is one of the worst bicycling states in the US, and bicycle	Public Comment Period #1

	accommodations should be required on every non-freeway INDOT roadway in the form of paved shoulders.	
10	US 30 should be a freeway from the Fort Wayne to Valparaiso. This will be overall safer to the driver on the road as there no will need to do unnecessary stops. Also it will it bring more commerce to the area as more trucks and businesses will want to pass through.	Study Launch
11	I am concerned about the Rt. 30/King Rd in Marshall County interchange. Since all traffic is funneled onto that intersection from 9th and King north of Rt. 30 as well as traffic from the Pilot Truck Stop, 9th and King south of Rt. 30, it is a heavily traveled intersection. We have many bicyclists (not just Amish) and horse/buggy travelers at that interchange as well. It is also a regular occurrence to see semi-trucks ignore the stoplight on Rt 30 and blow through the intersection. When we moved into the county five years ago, the neighbors cautioned us about that intersection as soon as we met them. It is a VERY dangerous intersection to cross, especially on a small vehicle like a bicycle. I would like to see an overpass or underpass so travelers can safely cross Rt. 30 as well as on-and-off ramps so King Road traffic can access Rt. 30 as the heavy volume of traffic is accustomed to do there. If this can't be accomplished, a bike/buggy bridge over or under Rt 30 would be nice. A "J turn" at that intersection will not help those of us on bicycles (I'm not Amish, I simply like to ride my bike for transportation) to cross Rt. 30 safely.	Public Comment Period #1
12	While recognize that 18 wheel trucks need to use HWY 30, itâ€™s really county road that actually is a 4 lane highway. Too many times have I seen trucks blow through lights and that is how a lot of major accidents occur. I would like to see the hwy elevated at the hwy 30 and IN 9 intersection That intersection is a mess in terms of traffic. Be nice to eliminate the intersection and have on and off ramps. Also as a whole Hwy 30 needs to be a 3 lane hwy.	Public Comment Period #1
13	It should be done yesterday! Letâ€™s get it done now!	Public Comment Period #1
14	Make it safe, copy Ohio, state and rural roads.	Public Comment Period #1
15	You need to look at the area from 49 to IL state line on RT 30. It's so congested. Please do something like what did for 31 in the Carmel area and around Kokomo. I'm from Kokomo and still have family there and in the Indy area but moved to Valparaiso in 2000. Another awful area is US 41/Indianapolis BLVD from RT 30 to 80/94. It's grown so much in the last 30 years. I'm not too concerned about 30 going east to 31 and then 31 south as I am about the congestion in Valparaiso and also Lake County. That is so much worse.	Public Comment Period #1
16	Access to US 31 needs to be a priority for the south side of US 30. I live just off 11th Road in Marshall County. 11th road is the primary connector for the south side of Plymouth. There are many housing divisions that use 11th road. If the road is closed then you would need to drive through Plymouth to gain access. As we look farther south, an overpass needs to be installed at HWY 10. That is a very dangerous intersection that needs attention very soon.	Public Comment Period #1
17	Trucks disregarding red traffic signals in Plymouth and Warsaw	Public Comment Period #1
18	It is VERY hard to cross US 30 now if you wish to go to Hamlet, Indiana, since Semi's are allowed to use this road instead of paying the tolls to use the TOLL ROAD. We are a farming community so it you close our roads to cross for the farmers to go to the Elevator to take their products it is going to be farther for the farmers to go to get to	Public Comment Period #1

	Hamlet, Indiana. Also it would be defrimental for our FIRE DEPARTMENT if they have a FIRE CALL north of US 30. This could mean loss of life if they have to take an alternate route to get to a fire. It seems like always, you worry more about the \$\$\$ you would receive than the lives of the RURAL PEOPLE who live in the affected areas!!!!	
19	South route around Warsaw would easily Double as a state rd 15 bypass on west side of Warsaw too with little additional cost.	Public Comment Period #1
20	Eliminate traffic lights so we can have a straight shot to Chicago!	Public Comment Period #1
21	THIS "CORRIDOR" IS NOT a well thought out plan. For 1. thing there are the small towns that will become ghost towns (example Route 66 in OK, TX, NM and AZ) and THAT was a PARKWAY, and an interstate that turned them into ghost towns (there are even EXITS for those town and still they were abandoned by the people, businesses and factories. 2. What you're proposing has NO EXITS FOR THE TOWNS, PEOPLE OR COMMERCIAL TRAFFIC. 3. THIS IS RURAL AREAS farmers own and tend fields on BOTH SIDES OF THE "CORRIDOR." WHAT DO YOU "PREPOSE" for them to purchase equipment for BOTH SIDES OF THE "CORRIDOR", HIRE PEOPLE on the OTHER SIDE OF THE "CORRIDOR" to plant, tend, harvest and take "HIS" crops to the market ON THAT SIDE OF THE "CORRIDOR." 4. What about EMERGENCY VEHICLES? HOW DO YOU PREPOSE THEY ENTER AND EXIT YOUR "CORRIDOR"? OR ARE THEY SUPPOSED TO COME ON AT THE Valparaiso EXIT for an accident 30+ MILES AWAY. SAME WITH THE US 31 CORRIDOR, EMERGENCY VEHICLES would have to go 5-7 MILES just to get on your CORRIDOR and then drive BACK THE 5-7 MILES PLUS THE MILES TO THE ACCIDENT. REMEMBER THE GOLDEN HOUR. 5. As this is RURAL COMMUNITIES our CHILDREN ARE BUSED TO AND FROM OUR SCHOOLS. HOW DO YOU PREPOSE THE BUSES GET FROM ONE SIDE OF YOUR "CORRIDOR" TO THE OTHER WERE THE SCHOOL IS LOCATED? 6. We are SMALL communities BUT WE still have an abundance of factories and farmers THAT NEED TO DELIVERY THEIR PRODUCTS. YOUR CORRIDOR NEEDS TO BE RECONSIDERED	Public Comment Period #1
22	I have lived in the Hanna community most of my life. I currently live within 300 yards of US 30. Any changes in the corridor will have a profound effect on my life and that of my community. I believe that any improvements for US 30 on the basis of safety are needed, and I would support them. I also believe that each local community should have major inputs on any changes. Listen, listen, listen. We know our community best and we will have good ideas about changes.	Public Comment Period #1
23	Upgrading this section of US 30 is critical to Wabash County's economic and community development goals as this is the main corridor connecting Wabash County to Chicago, traveling from US 24/IN-114 West to US 31 then north to US 30, then west to IN-49 or I-65. Upgrading this route to Interstate Standards is critical to the northern Indiana region.	Public Comment Period #1
24	Incorporate electric vehicle charging roadway. Make crossing Highway 30, north and southbound traffic, easier and safer without drastic disruptions to east-west travel. Consider agricultural equipment that travels on Highway 30 and especially that crosses Highway 30.	Public Comment Period #1
25	Valparaiso, Plymouth, Warsaw and Columbia City are parking lots every time we travel to Chicago. They need bypasses. I feel especially sorry for the trucks. If the stop lights were coordinated, maybe it wouldn't be quite so bad, but they seem haphazard in their operation. What company would want their trucks traveling that route? Very inefficient for time and fuel. Thanks	Public Comment Period #1

26	I fully support the US 30 initiative. The traffic continues to slow on the corridor, exacerbating an already challenging supply chain environment. Safety is suffering. We must look to the future and understand that the course we take today will greatly impact the future economic health of this region!	Public Comment Period #1
27	Need intersection at SR 110 and US 31. Also need to study US 31 in Marshall County. Need intersections at SR 10, County RD 13, and Lincoln HWY.	Public Comment Period #1
28	Having US 30 as a limited access freeway would be a significant benefit to Indiana, particularly the northern half of the state. It would increase the economic flow of goods, increase Hoosier safety by reducing fatal accidents, and drive further economic development all along that corridor. I fully support this study and hope it results in creating an interstate freeway between Ohio and Illinois across that entire corridor.	Public Comment Period #1
29	I wish there was a safer way to get to and from Plymouth to Grovertown.	Public Comment Period #1
30	I should be dead in thirty years. You have my blessing for building anything after that v	Public Comment Period #1
31	I think the Highway 30 if it goes forward should start before the busiest intersections of Valparaiso, West of the 49 Bypass. Stoplights on 30 going thru Valpo are very congested during certain times of day with all types of traffic.	Public Comment Period #1
32	I know many of us who live in the Warsaw area want to see something done about the heavy traffic we deal with on 30 daily. There have been rumors for awhile of an alternate route to be built that would take a lot of the traffic, especially semis, around 30. We have had many accidents, many involving semis. I would very much like to see something done to divert some of this traffic to a different road that so many of us locals need to use every day.	Public Comment Period #1
33	I understand and appreciate the need to improve the US 30 corridor. The areas around Columbia City, Warsaw, and Plymouth are bottlenecks that are slowing traffic and commerce growth. The corridor has too much traffic for the design and ultimate safety of those traveling along the route.	Public Comment Period #1
34	We need an intersection at old 30 for growth of Plymouth on the east side), 13th Rd (for one of the largest dairies in the state), SR 10 and 110), and 11th RD. Also, an access road from 13th RD to the Old 31 intersection to Plymouth.	Public Comment Period #1
35	Speed (in excess of 70 mph) Given the increasing geographic area and number of horse-drawn buggies and the looming necessity of bike travel the corridor would do well to account for this traffic in future plans and designs.	Public Comment Period #1
36	The fact that the restriction stretch so far along US30 all at once is making driving on 30 and accessing it challenging and unsafe. The fact that additional sections are being added without any sections being completed is making it more and more difficult to get to and from my place of employment and back home. It is also creating issues for my patients who are expressing difficulty and frustration with being able to drive to/from our clinic.	Public Comment Period #1
37	We have been extremely pleased with the "freeway/interstate" approach to what was completed on the far north part of US 31; from US 30 to the south side of South Bend. this has shaved over 10 minutes off my commute and I think US 31 should be completed similarly all the way to Indianapolis. Not stop lights, railroad tracks, adding on/off ramps, etc. It is hard to tell exactly what is being proposed from the websites so I am hopeful and I am commenting on the correct subject.	Public Comment Period #1

38	Reduce risk to motorists along route 30 from route 49 to route 35. The truck weight and width is an important factor to consider when the area is residential. Speed also is a large factor of crashes with many being high speed at times when visibility is not strong (weather or atmospheric)	Public Comment Period #1
39	Start treating 30 like a highway instead of a city street -- please get rid of the dumb traffic lights - especially in Warsaw and Columbia City. 30 is one of the most annoying "highways" to drive on. With all the stop lights it's just like driving in stop and go traffic. Please stop allowing development right along 30 which make traffic lights necessary. If a stop light is necessary please install a big round-about so that traffic can continue to move instead of the constant stop and go traffic pattern that currently exists.	Public Comment Period #1
40	There are too many stop lights; too much of the road goes through cities and it continues to be built up and slow traffic even more. Trucks go too fast and cause too many rear end collisions.	Public Comment Period #1
41	I respectfully request that INDOT not go forward with this project. But instead maintain what we already have.	Public Comment Period #1
42	I hope that the part about listening to people is true, because past experience does not support this. We farm on both sides of 30 and we are not the only ones. The "turns that have been discussed in connection with moving farm equipment from one side to the other seems like accidents waiting to happen. Semi traffic is not controlled now with stop lights, I can't imagine how out of control it will be without.	Public Comment Period #1
43	Your site does not state what kind of feedback your are looking for. And if you are, it is not well explained to present comments on. Below are some of my random comments on the current state of US 30 since I don't know what the goal of this study is. 1) it divides Warsaw/Kosciusko/and the biking community. No easy way to cross over as a bicyclist and therefore routes all stay above or below the line. 2) lots of truck traffic 3) resurfacing is done too often on the same stretches of road. If the road is that beat up that quickly, the construction work being done is not of high enough quality to handle the traffic load. 4) ways to reduce the amount of traffic on 30 should be considered, without adding on a lane, building a bypass, etc. Get to the root on why there is more traffic and find ways to reduce it. Lots of great studies done showing that "adding one more lane" and other tactics to help traffic flow actually hurt and do the opposite. I believe Houston, TX area can show why more lanes doesn't help. 5) there are already enough stop lights in the sections that pass through towns and along the road in general. Do not add more. 6) if you are serious about taking comments into consideration, please seriously consider all the environmental factors, including preserving green space, exhaust emissions if cars are required to be able to travel between the north and south parts of the county, construction congestion, mowing costs/ for the grass in the divider, and more. 7) consider replacing the grass that needs to be mowed in the divider/median area with plants that do not require upkeep to save on maintenance costs.	Public Comment Period #1
44	I am a daily commuter from Warsaw to Plymouth, IN by way of U.S. 30 and Old Highway 30; in addition I occasionally drive (4-6 times a year) from Warsaw to IN-49 / Valparaiso, IN. After seeing the positive impact the U.S. 31 corridor improvements have made, particularly on drive time and safety, I would very much like to see similar improvements on the U.S. 30 corridor. I do believe that keeping U.S. 30 on its current route is the best solution in the long term and not a by-pass of any type nor direction around any municipality. This to be accomplished by eliminating traffic signals at the current road and state highway intersections in the use of grade separation bridges and underpasses, to use J-style turns to eliminate intersections and still allow access in	Public Comment Period #1

	rural areas where grade separations are not feasible - that are fully accessible by larger farm equipment, to consider/allow/create light-weight-rated buggy, bicycle and pedestrian bridge structures in areas that have higher concentrations of that mode of transportation, and to consider/create wildlife access bridges or tunnels in an attempt to reduce vehicle-animal collisions. In established cities such as Plymouth, Wanatah, and Valparaiso, these corridor improvements need to include local parallel access infrastructure for businesses, deliveries and non-highway, non-vehicle, and farm traffic. I do believe that making U.S. 30 a limited access highway is in our best interest for safety in vehicle flow, by eliminating traffic signals / intersections and include the access-road structure needed to supplement the improved corridor.	
45	I am opposed to making US-30 a limited access highway. People living along the area (including myself) likely want less traffic rather than more. I want to preserve the rural nature of my community. We should also be investing in renewable transportation systems (i.e. electric trains) rather than furthering our investment in fossil fuel driven enterprises such as highways. With the Toll Road so close to the north, this project would be a major investment with major environmental and community costs with little value-add as far as convenience. I do agree that US-30 could be made much safer, but this does not seem like the right approach. It will significantly hinder the quality of life of those living within close proximity to it. I would much rather the road be removed in its entirety and have traffic redirected to the Toll Road than see it turned into a limited access highway.	Public Comment Period #1
46	An overpass needs installed at the Plymouth-Laporte/30 crossing in Marshall County. That light turns red every 15 minutes due to the high volume of traffic crossing 30, causing many accidents	Public Comment Period #1
47	I think that the limited access highway concept needs to be done. Truck traffic will increase. What that should do is decrease fatal accidents. As far as environmental considerations. We don't too much in the way of wetlands in this portion. I have seen some right-way within the project needlessly wide. A waste of farmland. Try as much as possible hold the current route.	Public Comment Period #1
48	I don't live near US 30, but I use it every day. I don't think it should be a highway, but safety and access points should be looked at.	Study Launch
49	Call with Lee Nagia - 219.508.3449 Brett Lackey of CDM Smith placed call Mr. Nagia is a Farmer, Engineer, and School Board Member who is located in Hamlet. Access is Hamlet's biggest concern US35 and US23 are too far from Hamlet Hamlet must have more interchanges otherwise the school will be cut off Especially important not to cut off fire and police and school located in Hamlet Thinks Hamlet will die if cut off by poorly placed interchanges CR 600 E " good location for an interchange or overpass Old HWY 30 " good location for an interchange or overpass 300 E is a major N-S road " good location for an overpass What if local counties or towns acquired the right-of-way in advance for the interchanges?	Public Comment Period #1
50	Please move this process along in a timely matter. Bicycle and pedestrian trails need to be considered. Our businesses need to move product and employees in an efficient and SAFE manner. US 30 near & through Warsaw is currently NOT SAFE.	Public Comment Period #1
51	North east and west Indiana has only one good route to the west - U.S. 30. The by-passes around Columbia City, Warsaw, and Plymouth are filled with businesses slowing traffic. An "I" system is needed badly. I would suggest that it join I65 and again by-pass all of the congestion occurring after IN 49 on U.S. 30 presently.	Public Comment Period #1
52	Wants to know why they want to designate as a limited access highway when it was designated as than when it was built in the 60's. We are going backwards. There are signs calling it a limited access highway. If they get rid of the businesses on the	US 30 West Public

	highway what are the people supposed to do with their investment. When our farm machinery on 35 to get across 30. There is nothing more dangerous than farm machine on a highway like that.	Information Meeting
53	For the US 31, improve US 15 from Goshen to Us 24. So, the people in that area don't come in that area, but south. They could improve US 15 and get the people to Indianapolis quicker. On the West get an alternative route to US 65. Make the interstates more accessible to the people. On these roads they cut off, they need access roads alongside the highway. So, the local people can get across. Make a simpler and easier route for the semis to get to Illinois to Ohio.	US 30 West Public Information Meeting
54	I think they should consider charging stations. If we are thinking toward the future, we need to be prepared.	US 30 West Public Information Meeting
55	She owns the Discount Carpet Warehouse Center next to US 30 and Yogi Bear. She's curious what will happen to her business, and access. Traffic counting was during off peak times. Something needs to happened at US 30 and Oak Road.	Office Hours #2 Plymouth Public Library
56	Would you consider reaching out the individual post offices through US 30 and 31? They could provide insight on access points along the corridor.	Office Hours #2 Plymouth Public Library
57	Original plan was to run veterans pkwy in front of INDOT office. I think Pioneer needs to be left open, Oak Road, not much you can do with. Lincoln Highway access to Plymouth. Access from 31 to Lincoln Highway would be extremely appropriate.	Office Hours #2 Plymouth Public Library
58	Our farm land is adjacent to US 30. When INDOT first came in wanting to put in J-turns we were strongly against and my husband would like to attend your next office hours in Plymouth.	Office Hours #2 Plymouth Public Library
59	Consider a configuration such as I127 north of Lansing, MI. That is a freeway for awhile, from that area and actually travelled on that corridor in Nov., and may work for this situation	Public Comment Period #1
60	Comments regarding Propel US 30 West Project I am a lifelong resident of the Hanna community and currently live about 300 yards from the highway. I understand the need for changes and also the disruption it will cause in our community. Local input is vital in making this project a win/win for all. With all that in mind, I offer these comments: *Convenient access to our Hanna community is vital. Currently there are 4 close access points off 30, Thompson St., east Volk Rd (Old 30), 1350 S, and 450W. Thompson Street is currently the main access and is the main street in Hanna. Any of these access points might work for an interchange into town. *Safety is a key concern. Many of our local citizens have been injured or even killed at these crossings. The current highway 30 is very difficult to navigate and cross. *The Indiana and Chesapeake Railroad crossing near Thompson St. will be a very difficult engineering problem to solve. Although the railroad is used very little (maybe twice per day), it is within 50 feet of Thompson Street and poses a real danger when busses and chemical trucks must stop on 30. Also at that same intersection is the Hanna Barns for the La Porte County Highway Department. *Limited access 30 will cause many logistical problems for our local farmers, fire department, service vehicles, and emergency vehicles. *Fewer crossings could mean that the land around any future interchanges would become valuable for any economic development. A Hanna interchange could bring a much-needed convenience station, food store, housing, or other development to our community. I ask that all these things be considered as plans move forward, and that the ideas and comments of other local citizens be listened to. We want to be a part of the decision-making process.	Public Comment Period #1

61	Comment regarding Propel US 30 West Project I am a board member of the La Porte County Park Foundation. We are constantly looking for a prime park property in southern La Porte County for the next county park. That could mean undeveloped property containing riparian forest, untillable land, or wetlands that could be made into a parkland and preserved for public use. As the US 30 project progresses, should you need mitigation land near the work sites, please keep us in mind. Contact Park Superintendent, Jeremy Sobecki, at rangerjeremy@csinet.net or me. Thanks for your consideration.	Public Comment Period #1
62	"Not in Favor" (collected from comment box)	US 30 West Public Information Meeting
63	Vision for the Future Board - sticky note responses to the prompt: "Favorite thing/concerns about driving on US 30 & US 31" I like being able to drive straight from anywhere north of us 30 to south of us 30 in a straight shot	US 30 West Public Information Meeting
64	Vision for the Future Board - sticky note responses to the prompt: "Favorite thing/concerns about driving on US 30 & US 31" Enter/exit traffic flow	US 30 West Public Information Meeting
65	Vision for the Future Board - sticky note responses to the prompt: "Favorite thing/concerns about driving on US 30 & US 31" Safety concerns at intersections	US 30 West Public Information Meeting
66	Vision for the Future Board - sticky note responses to the prompt: "Favorite thing/concerns about driving on US 30 & US 31" Least favorite/most concerning: The amount of semi trucks already on hwy 30 and schoolbus safety	US 30 West Public Information Meeting
67	Vision for the Future Board - sticky note responses to the prompt: "Favorite thing/concerns about driving on US 30 & US 31" Concern: Amount of semis using us 30 and not taking the toll road because of cost and school bus safety	US 30 West Public Information Meeting
68	Vision for the Future Board - sticky note responses to the prompt: "Favorite thing/concerns about driving on US 30 & US 31" Crossing 30 with agricultural equipment which requires all east/west traffic to be clear. hard to find anymore	US 30 West Public Information Meeting
69	Vision for the Future Board - sticky note responses to the prompt: "Favorite thing/concerns about driving on US 30 & US 31" Stay to old road and rail areas so don't have to split up land and take land to new road, be concerned about agricultural travel and what roads need to be open	US 30 West Public Information Meeting
70	Vision for the Future Board - sticky note responses to the prompt: "Where do you go?" Local travel: 48 responses Regional travel: 11 responses	US 30 West Public Information Meeting
71	Vision for the Future Board - Transportation Function / Sticky note responses to the prompt: "What would improve travel along US 30 West?" Improved safety- 21 Better traffic flow - 13 Fewer turning & crossing conflicts - 15 Options for biking and walking - 3 More connections to local streets - 2	US 30 West Public Information Meeting

	More improved transit service - 1 Someone wrote "overpasses"	
72	Vision for the Future Board - Economic Development / Sticky note responses to prompt: "How should US 30 & US 31 support the local economy?" Improve access to local businesses - 23 Support expanded tourism/agritourism - 5 Encourage growth w/increased roadway capacity - 7 Improve distribution of local goods to regional/national markets - 10 Support the operation of local farms & farming as an industry - 42 Make it easier to deliver goods to regional business and residents - 9	US 30 West Public Information Meeting
73	Vision for the Future Board - Aesthetics/Community Character / sticky note responses to the prompt: "How could US 30 & US 31 reflect the local area" Show rural character of the area - 13 Support the community character of local cities and hamlets - 29 Provide opportunities for attractive city and hamlet gateways - 23 Provide safe crossings for wildlife - 5	US 30 West Public Information Meeting
74	Vision for the Future Board - Imagine it is the Year 2035 / sticky note responses to the prompt: "What do you want US 30 West to look like in 2035?" Safe, well maintained and no tolls	US 30 West Public Information Meeting
75	Vision for the Future Board - Imagine it is the Year 2035 / sticky note responses to the prompt: "What do you want US 30 West to look like in 2035?" Safer Highway	US 30 West Public Information Meeting
76	Vision for the Future Board - Imagine it is the Year 2035 / sticky note responses to the prompt: "What do you want US 30 West to look like in 2035?" Limited access highway with fewer stoplights	US 30 West Public Information Meeting
77	Vision for the Future Board - Imagine it is the Year 2035 / sticky note responses to the prompt: "What do you want US 30 West to look like in 2035?" Quit putting band aids on the roads, use money for what we have	US 30 West Public Information Meeting
78	Vision for the Future Board - Imagine it is the Year 2035 / sticky note responses to the prompt: "What do you want US 30 West to look like in 2035?" Less holes please!	US 30 West Public Information Meeting
79	Vision for the Future Board - Imagine it is the Year 2035 / sticky note responses to the prompt: "What do you want US 30 West to look like in 2035?" No semis, otherwise rt. 30 is fine	US 30 West Public Information Meeting
80	Vision for the Future Board - Imagine it is the Year 2035 / sticky note responses to the prompt: "What do you want US 30 West to look like in 2035?" Less holes please! Interchanges at 600, hwy 35 and hwy 23 in starke county, 600 is a must for town of hamlet and O-D schools!	US 30 West Public Information Meeting
81	Vision for the Future Board - Imagine it is the Year 2035 / sticky note responses to the prompt: "What do you want US 30 West to look like in 2035?" A purpose and need statement that protects existing businesses and residents from any disruptions, and a design that provides opportunities and mobility along corridor from...	US 30 West Public Information Meeting

82	Vision for the Future Board - Imagine it is the Year 2035 / sticky note responses to the prompt: "What do you want US 30 West to look like in 2035?" eliminate all stop lights	US 30 West Public Information Meeting
83	Rollout Map comment: Interchange @ 23 Ambulance and Fire Department	US 30 West Public Information Meeting
84	Rollout Map comment: community ponds, parks, and wildlife areas on easements of US 30	US 30 West Public Information Meeting
85	Rollout Map comment: Put access roads along highway to allow crossing of county roads	US 30 West Public Information Meeting
86	Rollout Map comment: Need access for Ancilla College at Union Road	US 30 West Public Information Meeting
87	Rollout map comment: need interchange for Oak and Pioneer Road	US 30 West Public Information Meeting
88	Rollout map comment: problem with right angle crashes/crossing fatalities near Plymouth Goshen Trail	US 30 West Public Information Meeting
89	Rollout map comments from camping business owner: current issues: intersection of hwy 30/thompson in Hanna, there is no turning left turn only lane heading east bound that has resulted in many accidents. (our customers turn there, and we get safety complaints)there is no safe pedestrian crossing from north to south side of town in Hanna. Many students and teens cross the hwy by foot and bike.increased noise on hwy could affect business	US 30 West Public Information Meeting
90	rollout map comments all located at us 30 in Hanna: at rail crossings are dangeroustanker trucks and school buses coming to a complete stop at hanna and 30 railroad tracks, while other traffic go 60mphneed good access to Hannalimprove a N/S Roadway East of US 31 (15) so people east of US 31 have a more direct access.poor access for emergency responders and farmers on both sides of us 30bad line of sight at us 30 in Hanna	US 30 West Public Information Meeting
91	rollout map comments in Starke County near Yellowstone Trail: Don't take my house! Need turning lanes - fear of being rear ended, turning off highwayneed an egress near 50 E	US 30 West Public Information Meeting
92	rollout map comments: need exit lane at frontage rd and us 30would be nice to keep 300 E openneed an overpass at 30 and fir road (Bourbon) to get on and off, very busy road	US 30 West Public Information Meeting
93	rollout map comments for Hamlet: concern w/town being cut offco-op and businesses in town need semi accessold us 30	US 30 West Public

	merge to 30 toward plymouthBuckley Factory gets a lot of semi traffic regularly, other option for them is to come off 35 but 500 would need a lot of work	Information Meeting
94	I live near US 30 in NWI and travel it frequently and just want to keep updated on the project	Public Comment Period #1
95	Rollout map comments for Hamlet: concern with town being cut offco-ops and businesses need semi accessold us30 merge to 30 toward plymouthBuckley factory gets a lot of semi traffic regularly, other option for them is to come off 35 but 500 would need a lot of workdangerous intersections with school buses and semissemis cannot make the turn from hwy 30 to hwy 23 and then directly on to 500 if going to hamlet	US 30 West Public Information Meeting
96	rollout map comment for Bourbon township: truck stop going in at this intersection has had several fatal accidents in the past due to gentle curve at the intersection beech rd/us 30	US 30 West Public Information Meeting
97	Will there be frontage roads that allow access to businesses along the corridor? Will lanes be added for truck travel and better traffic flow? There need to be fewer traffic lights to allow for better traffic flow.	Public Comment Period #1
98	Copy Wisconsin Highway system. And Ohio signage and intersections.	Public Comment Period #1
99	Please do not close all Plymouth exits. There is nothing that kills a town faster than shutting it off from the major thoroughfares. The City is in a great location with its 30/31 connections. The ease of that intersection and being able to get from Chicago to Ft. Wayne or South Bend to Indy, makes Plymouth the perfect place to build. Please do not let the town die due to bad planning on the highways.	Public Comment Period #1
100	My opinions and concerns: How many families will be forced to sell? This is over reach. How much will our taxes go up? Because they will. How many communities will be cut off? Indiana has a hard enough time fixing what they already have, why on earth add more on your plate?	US 30 West Public Information Meeting
101	I'm a 35 yr truck driver that has been dealing with State Rd 30 way to long.Making it a Interstate should have been done before now.Indiana resident with Common Sense	Public Comment Period #1
102	As a property owner north of US 30 near Union road my concern is not being cut off from safely crossing 30 to get to Ancilla college at Union road and crossing at Queen road to get to Plymouth. The semi truck traffic has increased substantially since the leasing of the toll road. Making it increasingly difficult to cross US 30	Virtual Public Information Meeting
103	Thank- you for the prompt response. I would like for a team member or members to see in person the unique situation here at 7655W US 30 in Wanatah. Our farm is a Hoosier Safe-T 800Mhz radio site for the ISP & INDOT and several other state agencies. When they change the microwave dishes, antennas or helipad line they bring in a huge crane capable of reaching 500â€™™. This crane barely fits in the existing crossover and driveway. Police have to escort it and stop all lanes of 30 when it arrives. There is no way that it could access the tower from a frontage road. The State widened this crossover recently to give the crews more room. The lifespan of this tower is 50 years. Maybe you could out and take some pictures. My cell is 219-608-9545. Available anytime. Thank- you.	Public Comment Period #1
104	Most significant concern is maintaining access from the north side of US 30 to the south side of US 30. We would like to see at least 5 access points north-south, at the following places: SR 23, CR 1100 E, CR 750 E, CR 600 E, and US 35.	Virtual Public Information Meeting

105	<p>I am submitting this on behalf of the Northern Indiana Passenger Rail Association Subject: ProPel US#30 Talking Points from NIPRA I. The US #30 upgrade to a limited access highway planning effort should be combined with the proposed passenger rail line closely paralleling the US #30 highway between Fort Wayne and Valparaiso, Indiana. II. INDOT is looking at pursuing three passenger rail corridors, one of which is the line from Chicago to Fort Wayne paralleling US #30. III. Combining these two transportation projects will save funding and be a far better and more efficient planning effort for northern Indiana. IV. The US #30 upgraded highway will be primarily for trucks hauling goods between the Chicago area and northern Indiana east to Fort Wayne. It will loop population centers and clusters all across northern Indiana from Valparaiso to Fort Wayne serving warehouses and product distribution centers. V. The Northern Indiana Passenger Rail project will serve cities and towns across northern Indiana. It will be a transportation option for residents from Fort Wayne and central Ohio west to Chicago. This project will serve people and it will drive economic development in the center of each community with a scheduled stop for passengers. VI. Both of these projects will benefit the state of Indiana with the US #30 upgrade primarily benefiting businesses and the adjacent passenger rail project serving the transportation needs of residents and communities across northern Indiana and promoting downtown economic development in each community. VII. Significant federal funding is available for both the US #30 highway upgrade and for the Northern Indiana Passenger Rail project. It just makes sense to combine these two important transportation projects to double the long-term economic impact benefit. VIII. Additional funding for the Northern Indiana Passenger Rail project may well be secured from the state of Ohio as the line is proposed to run east of Fort Wayne to Columbus, Ohio and potentially on to Pittsburgh, Pennsylvania. IX. The Northern Indiana Passenger Rail Association (NIPRA) urges INDOT to combine these two very important transportation projects for the benefit of business, communities and residents across northern Indiana and because it will significantly improve and upgrade the transportation infrastructure of the Hoosier state. Fred Lanahan President Northern Indiana Passenger Rail Association (NIPRA) Fort Wayne, Indiana tel. 260-456-2590</p>	Public Comment Period #1
106	<p>I drive from Fort Wayne to Columbia City almost everyday and back. Honestly this road is not overserved enough by cops. You have to do 70-80 to not get ran over</p>	Study Launch
107	<p>How far south from 30 on 31 is your study area? I think it is very important to have off ramps on highways 10 in Argos and 110 south of culver to 31, south of 30. There have been doing many accidents and deaths on those two intersections. If you build a bridge on 10 and 110 over 31, please also study bike path lanes so that it can connect someday to the culver bike paths.</p>	Study Launch
108	<p>Can you also study and find the expansion of the nickel plate rail trail from Rochester to culver?</p>	Study Launch
109	<p>Do not make US 30 a (limited access) highway. We don't need to inconvenience Indiana residents for the sake of out of state drivers, not to mention the slowing down of emergency services because of a much longer response time and distance, because of limited crossings.</p>	Study Launch
110	<p>As farmers, we would like to know what's happening since we farm property on both the North and South side of US30.</p>	Study Launch
111	<p>This is a MAJOR east/west corridor in Northern Indiana. Hoosiers in this part of the state deserve this upgrade. It would lead to major economic growth and improve safety. I'd like to see this upgraded to a freeway in the long term, but we should focus on improving the high accidents/crash zones, particularly in the traffic signal areas between the major cities. I would like to see an upgraded US 30 corridor to freeway standards within the Plymouth area. This would require a lot of work, but it will be</p>	Study Launch

	worth it in the long run. As for US 31 within the Marshall County area, this stretch of highway would be relatively easy to upgrade since the railroad crossing is already planned for construction starting in 2023. The one intersection on US 31 in that stretch, in particular, that should get the priority for an interchange treatment is the SR 10 intersection in Argos.	
112	This needs to be upgraded to an interstate. Fort Wayne is growing at an expedient rate and allowing another interstate to flood into Fort Wayne will only increase safety but allow for easier access to our amazing city. With that it will bring more jobs for Hoosiers to allow more industrial growth to the already booming U.S 30 Corridor. Also when planning please keep Public Transit in mind as the most dire need to this city is better public transportation.	Study Launch
113	My family and several other residents of southern La Porte County (Hanna, Union Mills, Wanatah) would love to see a bridge for our students, bus drivers, and parents crossing Hwy 30 on 600 to get to South Central school. There isn't even a flashing light, and the safety of our children should be the #1 priority.	Study Launch
114	My family and several other residents of southern La Porte County (Hanna, Union Mills, Wanatah) would love to see a bridge for our students, bus drivers, and parents crossing Hwy 30 on 600 to get to South Central school. There isn't even a flashing light, and the safety of our children should be the #1 priority.	Study Launch
115	The train tracks with the crossing gates on route 30 in Hanna are a dangerous spot, semi tanker trucks having to coming to a complete stop where the speed limit is 60 mph; something really needs to be improved there. Are there plans to make this area safer?	Study Launch
116	The flowchart schedule indicates "Purpose and Need" occurring in "Spring/Summer 2022," I assume it should read Spring/Summer 2023.	Public Comment Period #1
117	I'm concerned about access points on the corridor. Marian University at Ancilla will need access near Donaldson.	Public Comment Period #1
118	From my subdivision at 11th and King roads in Marshall County, we can access Plymouth town via Lincoln Highway or 11th Road. I am certain the 11th road intersection with US 31 will be part of this plan. I do not care if it's a J-turn, an R-cut a bridge or a tunnel, just don't close this crossing down. Further, I can hear the highway from my house, about .7 mile away from US 31. It is certain to get louder once this highway is improved. I would request plantings, sound barriers, berms and beautification to improve both the look of this residential and light industrial area and also to cut down on noise pollution from the highway.	Public Comment Period #1
119	So this study is south of 10& 31 where there has been several accidents!!!! When are you going to do something to prevent accidents at 10&31 and 110&31?!!!!!!	Public Comment Period #1
120	I have lived at the corner of King road and 11th for many years. I have seen many accidents at 11th and 31 mostly due to the closing of 9a road. People are forced to turn south from 9a and then they come to 11th to turn back north on 31. This is a huge problem along with all of the trucks from both the gravel pits and asphalt company. There needs to be a bridge going over 31 on 11th road to eliminate these issues. Safety is the biggest concern. Simply closing 11th will cause issues for many people commuting not to mention the safety concerns from emergency vehicles. King and 11th see large amounts of traffic connecting to south Michigan street.	Public Comment Period #1
121	I would be interested in knowing what the current plans are for exits or overpasses on both US 30 and US 31. Ideally there would be several overpasses as people regularly cross 31 at 11th Road to get to church or to access Michigan Road into Plymouth. I think the current connecting point of 31 and Michigan Road should be an	Public Comment Period #1

	interchange/exit towards Plymouth. As far as US 30, there needs to be an exit at the Oak Road intersection for US 30 travelers, but also an overpass so that Oak Road traffic can continue to access the shopping center. Queen Road needs an exit and overpass for access to Swan Lake Golf Resort and Yogi Bear campground. Over near Donaldson (Ancilla/Marian) area there should probably be exit and overpass as well for students & faculty to access the college. Thank you for your time.	
122	One of my biggest pain points as someone who is trying to travel by bike instead of by car whenever possible is that there is no safe way to cross from one side of my city (Warsaw/Winona Lake) to another. Many of my frequent destinations (preschool, parents' house, groceries, hardware store) are on the other side of 30 from me, and there is no bike-friendly crossing anywhere. I almost always end up making those trips by car instead, especially if I'm transporting my child. I'm really hoping improvements can be made: At minimum, pedestrian- and bike-friendly crossings, but ideally access/frontage roads would also be designed to put people first instead of cars. Divided bike lanes, and a de-emphasis on overabundant parking, would give walking and biking families a lot more confidence and make our cities more humane. Thanks so much for all you're doing to improve transportation in our state!	Public Comment Period #1
123	Why isn't the area to US30 in Marshall county part of the study? This is the most dangerous section of the entire northern section. Indiana 110, Indiana 10 and the railroad crossing by 13th Rd are deadly. You spent TONS of money in the Indianapolis area and we have received NOTHING. This study needs extended to US 30 in my opinion.	Public Comment Period #1
124	This "WEST CORRIDOR" is FUCKED UP. To have no EXITS from VALPORAISO to the EXIT AT US 31. IS so idiotic it's laughable. No EXITS for ALMOST 40 MILE, REALLY. WHAT HAPPENS IN AN EMERGENCY how do the police, Fire Departments, ambulances and tow trucks get on you brainstorm of a "CORRIDOR" ? HOW ABOUT VEHICLES NEEDING GAS OR FUEL how do they get off to the stations? The smaller town are FUCKED. THEY WILL BE DYING JUST LIKE ON ROUTE 66.. YOU AREN'T THINKING ABOUT THE SMALLER FACTORIES, AND HOW THEY WILL SHIP THEIR PRODUCTS AND RECEIVE THE MATERIALS TO CONTINUE MANUFACTURING THEIR PRODUCTS. AND WHAT ABOUT THE FARMERS THAT OWN AND FARM PROPERTY ON BOTH SIDES OF US 30. WHO EVER THOUGHT THIS FIASCO OF A "CORRIDOR" IDEA UP HAS TO MANY YEARS WITH HIS HEAD IN A BOOK A CLASS ROOM AND NO I REPEAT NO COMMON SENSE AT ALL WHAT A FUCKING JOKE OF AN IDEA Even interstates have a FEW EXITS TO THE TOWN AND TRUCK STOPS	Public Comment Period #1
125	Although the us 30 project is needed. We live at the corner of highway 30 and 12b road and are very concerned what the plan is at that corner as we have only one way out our driveway .	Public Comment Period #1
126	There are many crossings at grade. Some more used than others. The main crossings for school busses need to be addressed as I am sure you have done. Many homes along the route. Are feeder roads part of the plan and over and under passes for important crossings?	Public Comment Period #1
127	There are many crossings at grade. Some more used than others. The main crossings for school busses need to be addressed as I am sure you have done. Many homes along the route. Are feeder roads part of the plan and over and under passes for important crossings?	Public Comment Period #1
128	My group operates 46 Pizza Hut restaurants in Indiana (mostly in northeast Indiana, including along US 30 from New Haven to Plymouth, IN. We also own 38 Pizza Huts near Madison, Wisconsin and Rockford, Illinois. Though some of our restaurants are on or near to US 30, I am in favor of bypassing these restaurants with an interstate-like freeway. I believe the overall economic benefit to the business development far outweighs the short-term impact our stores. Members of our team will regularly travel	Public Comment Period #1

	to Illinois and Wisconsin to support our new teams. The travel using US 30 can be slow, and sometimes dangerous with the frequent intersection between the Ohio line and Valparaiso. The toll road is also not a good alternative, especially depending on time of day.	
129	*Please email me when local public meetings are scheduled to discuss these plans. 1. J-Turns should be the standard for grade level intersections. Current intersections with insufficient traffic to need a J-Turn should either be closed or provided with an overpass. 2. The current cloverleaf intersection at US 30 and US 31 should be modified such that a. the exit and merging lanes are lengthened significantly b. 9A Road should be fully incorporated into the newly modified intersection at US 30 and US 31. 3. All traffic lights should be eliminated by using J-Turns or other interchange structures. 4. Bike and pedestrian pathways (with sufficient width to accommodate 2-way traffic) should be established alongside the entirety of both the US 30 and US 31 corridors. 5. In order to beautify the corridor and reduce the need for mowing, native plants should be strategically planted along the entire corridor. Proper placement would also encourage the use of the bike and pedestrian pathways. 6. These improvements would enhance the quality of life and encourage continued economic development. 7. Assure that charging stations for electric vehicles are sufficient for future needs and accessible.	Public Comment Period #1
130	NO BiPASS. Keep the current alignment and create grade separation urban interchanges. If that means purchasing strip development properties adjacent to the right-of-way, so much the better. In Marshall County create pedestrian crossings at Pine and Oak Roads at a minimum.	Public Comment Period #1
131	The areas of US 30 that encounter congested traffic such as Columbia City, and Warsaw should have elevated sections that would allow through traffic that accommodates tractor trailer traffic. The many traffic signals reduce thru traffic and slows down vehicles, and increases the risks of accidents. It would be costly in the short term but be beneficial in the long term.	Public Comment Period #1
132	I DO NOT want to See US 30 turned into a super highway for the trucking industry. I use US 30 nearly every day and every day I am taking my own life into my hands as truckers BLOW through DEAD RED stoplights with absolutely NO consideration for the residents of the area. Truckers SPEEDING is another issue. There have been WAY TOO MANY FATALITIES along US 30 between cars and Semis. A car will always lose against a Semi. The truckers HAVE I-80 & I-90 USE THEM!!	Public Comment Period #1
133	As a farmer in Marshall County, I am against replacing all stoplight intersections with J-turns. Each intersection needs to be evaluated as far as location, amount of traffic on the intersecting road, and location of nearby businesses that might attract heavy traffic at times. An example is the King Road intersection in Marshall county. Because there is a truck stop at that intersection, and the fact that King Road carries a fair amount of daily traffic, replacing the stoplight with a J-turn would be creating a very dangerous situation since a number of semis as well as farm equipment would be attempting to use this J-turn. The same goes for the stop lights at Oak Road and Pioneer Drive intersections: they should not be replaced with J-turns for safety reasons. I know there are other options to get rid of stoplights other than the full cloverleaf overpasses that can be utilized instead of J-turns. They are more expensive, but much safer at these more hazardous intersections. My problem with J-turns at these hazardous intersections that I have named, is that semis will start backing up on the turn lanes and possibly overflow into the traffic lanes. Wide farm equipment will not fit completely into the turn lanes of the J-turns and will hang out into the traffic lanes, creating a collision possibility. The bottom line is that I think some of the proposed J-turns need to be replaced with the more expensive overpasses, but utilize roundabouts at the exit/entrance ramps instead of cloverleaves to reduce cost and	Public Comment Period #1

	waste of land resources. A J-turn at the Plymouth/LaPorte Trail stoplight is fine since there are no current businesses there and semis rarely use this intersection.	
134	As one of the many hazmat haulers that must stop at the RRX north of Argos, I am very interested in having changes made to the crossing sooner than later. Two of our companies trucks have already been rear-ended while stopping at the tracks in the last several years. Speaking as a fuel truck driver who was driving on of those trucks that got rear-ended at the railroad crossing, and currently must stop there 2-4 times per day, something definitely needs to be done soon to prevent more loss of life and serious injuries. I watch way more for vehicles coming up fast behind me, than for the rare train on those tracks. Wether the solution is shutting down the tracks, or building an overpass, I strongly believe the RRX needs to be the highest priority in the next steps of US 31 corridor.	Public Comment Period #1
135	US 30 (West) General: 1. I believe US 30 should be limited-access, or at least traffic-signal free, between Valpo and Ft. Wayne. We need interchanges at various intersections particularly where there are currently three-color traffic signals (and eventually at SR 23 in Starke County). This is consistent with much of US 30 in Ohio. 2. Not every intersection which currently has a three-color traffic signal may be able to have an interchange (i.e. current at-grade intersections in Plymouth). How will that be handled? 3. Some of the current intersections (i.e at US 421, at SR 39, and at SR 23) have a nearby railroad track with parallels US 30. How will that be handled when making these interchanges? 4. Do any of the current interchanges (at SR 49, US 35, SR 17, US 31, and SR 331) need upgrading? 5. Would diverging diamond interchanges, single-point interchanges, or interchanges with roundabouts (or dog bone roundabouts, like in Carmel) be considered? 6. How will access to local communities be addressed? Valparaiso: 1. Could the ramp from e/b US 30 to n/b SR 49 (which carries e/b SR 2) be converted into a fly-over ramp? Hamlet: 1. Would there be an interchange with CR 600 E.? Or would e/b US 30 traffic need to exit onto US 35 (2 miles away), and w/b traffic need to exit onto SR 23 (3 miles away) to get to Hamlet? Grovertown: 1. In order to build an interchange at SR 23 with US 30, would one of the alternatives be to "straighten" SR 23 (as there is a jog in the road both north and south of US 30)? Or would that have too negative of an impact on the community? 2. Are there above-average accident rates on SR 23 at both its east and west junctions with CR 500 N? Donaldson: 1. Would there be an interchange at Union Rd.? It would be 3-1/2 miles east of SR 23, and 5 miles west of Pioneer Dr. " two potential interchange locations. Plymouth: 1. Currently, there are three-color traffic signals at Queen Road/Old US 30, Pioneer Dr., and Oak Rd. " and existing interchanges at SR 17 and US 31. How will the access to Walmart and other shopping areas on Oak Rd. and Pioneer Dr. be handled? 2. Would it be feasible " or not feasible " to have an interchange either with Oak Dr. or with Pioneer Dr.? US 31 section 1. I believe this segment of US 31 should be limited-access, or at least traffic-signal free. 2. Would there be a full interchange at SR 10, and at SR 110? 3. Would there be a partial interchange at Michigan Rd. south of Plymouth (north of 12B Rd.)? If feasible, my initial thought is to have access from s/b Michigan Rd. to s/b US 31, and a flyover ramp connecting n/b US 31 to n/b Michigan Rd. 4. Would diverging diamond interchanges, single-point interchanges, or interchanges with roundabouts (or dog bone roundabouts, like in Carmel) be considered? 5. How will access to local communities and businesses be addressed?	Public Comment Period #1
136	I am an owner of a trucking company based in Fort Wayne, IN. The company name is JAT of Ft. Wayne, Inc. We have been in business for almost 50 years and operate primarily in the NE & NW Indiana region. Throughout our history, a disproportionate number of our higher severity accidents have been along the US 30 corridor. We have been involved with Conexus attempting to push efforts to turn the corridor into more	Public Comment Period #1

	<p>of an "interstate" model with less lights and crossroads where these accidents typically occur. Because of the massive amount of truck traffic that utilizes this corridor, the likelihood of accidents involving large trucks is statistically significant. When large trucks are involved in such accidents, the severity of those accidents increases exponentially. I believe it is in everyone's best interest (both the motoring public as well as motor carriers) to make every effort to transform this corridor into more of an "interstate" model with limited access via exits. I have never seen the actual data, but would conjure a guess that US 30 is likely one of the more high frequency and lethal highways that we have in the state as it relates to accidents. If you have data like that on individual stretches of roads, I would appreciate if you could pass that along to me. Thank you for considering my comments.</p>	
137	<p>Is there a project that includes SR 11 at Argos and SR 111 on the Marshall/Fulton line? These are the real problem areas!</p>	Public Comment Period #1
138	<p>If you don't include on & off ramps at the Lincoln Highway where there is already grade separation, you will severely limit the City of Plymouth's economic development. (also include an interchange at the Michigan Road / US 31 intersection with an access road parallel to US 31 from 9th Road to Michigan Road)</p>	Public Comment Period #1
139	<p>Asking INDOT to please consider overpasses or another option for two high crash areas on the US 30 West project. US 30 and Oak Road in Plymouth by Walmart has deadly crashes some including semi trucks. The other location is US 30 and Hwy 10 in Argos. The crossing of that intersection is extremely dangerous. At one point J Turns were considered but there are many trucks and school buses that cross there and J Turns would not help that area. Again, an overpass or something else would minimize deadly crashes in that are happening throughout the year. Would either of these be a possibility for this project?</p>	Public Comment Period #1
140	<p>Asking INDOT to please consider overpasses or another option for two high crash areas on the US 30 West project. US 30 and Oak Road in Plymouth by Walmart has deadly crashes some including semi trucks. The other location is US 30 and Hwy 10 in Argos. The crossing of that intersection is extremely dangerous. At one point J Turns were considered but there are many trucks and school buses that cross there and J Turns would not help that area. Again, an overpass or something else would minimize deadly crashes in that are happening throughout the year. Would either of these be a possibility for this project?</p>	Public Comment Period #1
141	<p>I would like for both US30 and US31 to become limited access with a speed limit of 65mph if not higher. I would like to have a county road overpass at roughly 1 mile increments in order to not cause local traffic issues.</p>	Public Comment Period #1
142	<p>Like in Ohio, US30 should have been reserved as a limited access road, instead of the boulevard of traffic signals that it has become. It is the only legitimate highway between Fort Wayne and Chicago - the Indiana toll way is well out of the way. I realize that the merchants, etc., in the many small towns along the route would oppose a limited access road, but that is the way it should be. The current state of US30 shows the backwardness of Indiana, for sure.</p>	Public Comment Period #1
143	<p>I am a member of the public that needs more time to analyze the project but will gift my input.</p>	Public Comment Period #1
144	<p>The amount and type of traffic justifies a limited access expressway. For safety reasons there should be no intersections, or cross traffic.</p>	Public Comment Period #1
145	<p>US 30 should be converted into a freeway. There are too many accidents and traffic is huge problem. To increase business and reduce accidents US 30 should be freeway.</p>	Public Comment Period #1

146	US 30 should be converted into a freeway. There are too many accidents and traffic is huge problem. To increase business and reduce accidents US 30 should be freeway.	Public Comment Period #1
147	I was notified that discussions have begun regarding closing the US 31 crossing at 11th Rd in Plymouth. I am the President of Kuert Concrete, Inc. that operates a ready-mix concrete facility off of 11th Rd bordering US 31. This crossing is essential for our operation, as our ready-mix trucks will primarily access US 31 to complete deliveries. In addition to our operation, we are also neighbors with Irving Materials, Inc. and Stockberger, who also rely heavily on the 11th Rd crossing for heavy truck traffic into their sand and gravel operations off 11th Rd. Diverting all of this heavy truck traffic down King Rd will not be favorable for the homeowners in the subdivision at the corner of King Rd. and 11th Rd. Please notify me of any future public discussions regarding the closing of this intersection.	Public Comment Period #1
148	I understand that comments have begun regarding the closing of the US 31 crossing at 11th Rd in Plymouth. My name is Brad Webb, I am the President of Kuert Concrete, Inc. We operate a ready-mix concrete facility at the corner of 11th Rd and US 31 in Plymouth. The closing of the 11th Rd crossing would be detrimental to our operations, as we access US 31 off of 11th Rd to complete the vast majorities of our concrete deliveries. Our neighbors, Irving Materials, Inc. and Stockberger, also rely heavily on this crossing for heavy truck traffic into their sand and gravel operations on 11th Rd. In my opinion, rerouting all of this heavy truck traffic down King Rd would also not be favorable for the homeowners that live in the subdivision on 11th Rd and King Rd. Please notify me if there is more public discussion regarding this crossing, as I would like to make sure our concerns are heard. Thank you	Public Comment Period #1
149	Please provide a safe way to cross us 30 in Warsaw, as I have to bike across a super dangerous highway daily.	Public Comment Period #1
150	There is no safe way to cross 30 on a bike.	Public Comment Period #1
151	The first order of business should be the part of the project at State Road 110 and 10 in Marshall County. These intersections along with the train tracks at 13th Rd are extreme safety hazards. These need attention ASAP as for some reason they were not a part of the US 31 project. We in this area are tired of no action in this part of the state. Please consider the severity of the safety that is compromised at these locations as a "must do now" agenda item.	Public Comment Period #1
152	How will this affect me and my property? Rt 30 is my backyard.	Public Comment Period #1
153	Please DO NOT allow any more advertising billboards along US 30 (or any highways in Indiana). Not only do they detract from the natural beauty, but the electronic ones that change every few seconds are a safety hazard. If other states can do it, why can't Indiana? Also, use concrete or longer lasting material for the roadway. Asphalt does not last long enough, in my opinion. Thanks!	Public Comment Period #1
154	I live right on US 30 in the Wanatah area. There's not room for an access road and my house and business. Are you talking about bulldozing my house with this? What about my buildings for my business that sit right on US 30? US 30 is already a limited access road.	Public Comment Period #1
155	Farmground. Concerned how this will impact our drainage that goes to Kanka Key. If you are taking consideration drainage and who is being involved in that.	US 30 West Public Information Meeting

156	Instead of spending all this tax money on roadwork why don't we just raise the speed limit 5mph?	Public Comment Period #1
157	Once the study complete, what improvements would be considered and can you explain the a general idea of what the financial burden would be for the the city and the county?	Office Hours #2 Plymouth Public Library
158	I can only say that it is about time. I feel that the entire corridor from Valparaiso to the Ohio line need to be upgraded. I live and worked in Plymouth In. for over 40 years and feel with all of the heavy truck traffic on US 30, there should not be any stoplights. These are only accidents waiting to happen. Plymouth and Warsaw both need limited access bypasses built around the town areas, along with upgrades to major county road crossings, such a simple on - off ramp design similar to the one placed at US31 and Veterans Parkway in Plymouth. There might be a few county road crossings that possibly could be eliminated. With the proximity of the old 2 lane US 30 running parallel to current 4 lane, the old road in some cases could be used as an local access road to get traffic to an exchange. Another example would be similar to US31 and 9th road crossing near Plymouth, allowing limited access to west and east bound US30 lanes. I have the same feelings for the US31 corridor from Plymouth to Indianapolis. Stoplights need to be eliminated. Then controlling and eliminating road crossings. At some point highway safety has to outweigh convenience. In both of these corridor, there are some rail crossings that need to have the roadway built up and over the tracks rather have a grade crossing, I seen and heard of a lot of accidents because of the current crossings. Lastly, because the entire area concerned is mostly agriculture, that to me is even more reason to have freeway roads instead of open access roads.	Public Comment Period #1
159	If it's not broke don't fix it. I lived through the US31 crap. You guys took a lot of farm ground. The farm around the Tyler road and shivley was trash now you are having problems with that part of the new road. I live a half mile south of 30 I don't want to live through another hell hole like it was on 31. Just fix the stop lights in Valparaiso and Warsaw problem solved.	Public Comment Period #1
160	US 30 should begin a change to an interstate highway system from the Indiana/Ohio state line to the Chicagoland area.	Public Comment Period #1
161	Our driveway is on US 31 between Marshall county Rd 12B and 13th Rd, east side of Highway 31. We have been told there is no plan for us to have access in or out of our driveway at this time 12800 Michigan Rd Plymouth,IN	Public Comment Period #1
162	A year ago, a "michigan left" was installed in Coesse (30W and S 500 E). My comment is that this has made that intersection much safer and easier to cross, because you only have to look one direction when attempting to get across/turn left onto 30. I drive 30 W daily to work and I was involved in an accident at this intersection a few years back before the change. I can see how much better the new method is. I would be a proponent of using this method at other intersections as well.	Public Comment Period #1
163	I'm concerned if it goes south I'll lose my property. If it was to do that do I get bought out at market value?	Public Comment Period #1
164	The crossover and entrance to our farm at 7655W US 30 needs to be kept as it is due to the fact that our farm is a Hoosier Safe-T radio tower site for the State of Indiana 800Hz Public Safety radio system which is used by ISP, INDOT and many other federal , state and local public safety entities. A large crane is brought in by the State to change the antennas and service this 500 ft.tower. The crane needs this entrance to access the tower and this is why the State widened our crossover lately. It could not make the turn from an access road. This tower has a 50 year lifespan.	Public Comment Period #1

165	Would like to meet with a representative of Propel US 30 in person at my farm @ 7655W US 30.	Public Comment Period #1
166	I don't live near US 30, but I use it every day. I don't think it should be a highway, but safety and access points should be looked at.	Office Hours #1
167	Vision for the Future Board - Economic Development / sticky note responses to the prompt: How should US 30 & US 31 Support the local economy?	US 30 West Public Information Meeting
168	Vision for the Future Board - Transportation Function / sticky note responses to the prompt	US 30 West Public Information Meeting
169	Vision for the Future Board - Aesthetics/Community Character / sticky note responses to the prompt: "How could US 30 & US 31 reflect the local area" Show rural character of the area - 13 Support the community character of local cities and hamlets - 29 Provide opportunities for attractive city and hamlet gateways - 23 Provide safe crossings for wildlife - 5	US 30 West Public Information Meeting
170	Vision for the Future Board - Transportation Function / Sticky note responses to the prompt: "What would improve travel along US 30 West?"	US 30 West Public Information Meeting
171	Vision for the Future Board - sticky note responses to the prompt: "Where do you go?" Local travel: 48 responses Regional travel: 11 responses	US 30 West Public Information Meeting
172	Vision for the Future Station - Lower the toll rates so the interstate truck traffic uses the toll road as designed instead of using US 30. Traffic went up significantly when the toll road was sold.	Virtual Public Information Meeting
173	Vision for the Future Station - Improved_safety,Better_traffic_flows,Fewer_turning_and_crossing_conf,More_improved_transit_service,other, safety for animals (deer) crossing - from Valpo to Fort Wayne many deer are hit.	Virtual Public Information Meeting
174	Vision for the Future Station - Improved_safety,Options_for_biking_and_walking,More_connections_to_local_stree, More_improved_transit_serviceRural_character,Community_character,Opportunities, Safe_crossings	Virtual Public Information Meeting
175	Tell us your experiences station - Direct connection to necessities for grocery stores, places to eat, places to work, etc.; allows for school buses to make most efficient routes for pickup // Significantly increased amounts of large truck traffic since the last increase on the toll road.	Virtual Public Information Meeting
176	Location Specific Station: Safety, Traffic, Our home is close to the intersection of US 30 & 600 N ; we have ? Concerned if like houses/homes on 31 south; is our home going to be removed? If so we'd like to know; as we have plans putting up new steel building.	Virtual Public Information Meeting
177	Location Specific Station: Traffic	Virtual Public Information Meeting
178	Location Specific Station: Safety, Entry from the Grovertown Truck Stop has some of the most frequent and deadliest accidents in the area.	Virtual Public Information Meeting

APPENDIX J: US 30 & 31 COALITION PRESENTATIONS



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MEETING NOTES

Date: November 21, 2022

Re: ProPEL US 30/31 Coalition Meeting

In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/31 Advisor PM, HNTB Corporation</i>
<i>Stacey Osburn</i>	<i>ProPEL US 31 Advisor Communications Lead, HNTB Corporation</i>
<i>Sandra Flum</i>	<i>INDOT, ProPEL US 30 PM, ProPEL US 31 Deputy PM</i>
<i>Kevin Sears</i>	<i>INDOT, Government Relations</i>
<i>Andrea Zimmerman</i>	<i>INDOT, Government Relations</i>
<i>Andy Brooks</i>	<i>Brooks Construction Co, Inc.</i>
<i>Arlan Friesen</i>	<i>Ambassador Enterprises</i>
<i>Bill Hartman</i>	<i>Allen County Highway Department</i>
<i>Bill Konyha</i>	<i>Regional Chamber of Northeast Indiana</i>
<i>Brad Bagwell</i>	<i>President, US 31 Coalition</i>
<i>Bret Morris</i>	<i>Tipton County Highway Department</i>
<i>Dan Avery</i>	<i>Northeastern Indiana Regional Coordinating Council</i>
<i>Dan F. Brown</i>	<i>Phend & Brown, Inc.</i>
<i>David Long</i>	<i>Retired Indiana Senator</i>
<i>Geary Buchanan</i>	<i>Buchanan Hauling & Rigging</i>
<i>Jeff Harding</i>	<i>Regional Chamber of Northeast Indiana</i>
<i>Jeff Rea</i>	<i>South Bend Regional Chamber of Commerce</i>
<i>Jim Tidd</i>	<i>Miami County Economic Development Authority</i>
<i>Lauren Maudlin</i>	<i>Executive Director, US 31 Coalition</i>
<i>Mark Gourley</i>	<i>Starke County Commissioner</i>
<i>Mayor Ryan Daniel</i>	<i>Mayor, Columbia City</i>
<i>Nick Darrah</i>	<i>Northeast Indiana Regional Partnership</i>
<i>Eric Ottinger</i>	<i>Lake City Bank</i>
<i>Patrick Zaharako</i>	<i>City Engineer, Ft. Wayne</i>
<i>Tony Rodriguez</i>	<i>La Porte County Office of Community and Economic Development</i>
<i>Scott Glaze</i>	<i>Fort Wayne Metals</i>
<i>Sonny Beck (Megan)</i>	<i>Beck's Superior Hybrids</i>
<i>Steven Townes</i>	<i>Regional Chamber of Northeast Indiana</i>
<i>Tracy Powell</i>	<i>Tipton County Commissioner</i>
<i>Rick Ranstead</i>	<i>Fulton County Commissioner</i>
<i>John Geier</i>	<i>Fulton County Highway Department</i>

<i>Mayor Joe Thallemer</i>	<i>Mayor, City of Warsaw</i>
<i>Chris Brandt</i>	<i>Steel Dynamics, Inc.</i>
<i>Mike Metzger</i>	<i>Metzger Trucking Company</i>

MEETING SUMMARY

A US 30/31 Coalition meeting was held (virtually) on November 21, 2022, for the ProPEL US 30/31 advisor team to provide an update on the studies, discuss community and stakeholder engagement activities, provide information on next steps, and answer any questions from attendees.

1. INTRODUCTIONS

- a. The consultant introduced the presenters (below) as well as INDOT staff participating in the meeting.
 - i. Presenter: Adin McCann, Advisor Project Manager
 - ii. Presenter: Stacey Osburn, Advisor Communications Lead
- b. The consultant facilitated a stakeholder introduction period where participants were asked to state their name and affiliation. A complete list can be found under meeting attendees.
- c. The consultant encouraged interaction during the meeting and suggested using the chat function or raising your virtual hand to ask a question or provide a comment.
- d. The consultant reviewed the agenda, which included: PEL studies refresher, update on community and stakeholder engagement activities, next steps, and dedicated time after the presentation for discussion and an opportunity for attendees to ask questions and provide feedback.

2. PEL REFRESHER

- a. The consultant explained that INDOT is sponsoring Planning and Environmental Linkages (PEL) studies for 180 miles of US 30 and US 31 in northern Indiana.
 - i. There are four study areas.
 - ii. Each study area has a consultant working with INDOT to facilitate the study in their area.
 - iii. While there are four study areas, each consultant is working closely with the others to coordinate information and, ultimately, any improvement recommendations.
 - iv. An important benefit of having four study areas is that the consultants can focus on the specific transportation and community needs in that area so that any recommendations resulting from the PEL studies will be closely aligned with community goals and values.
- b. The consultant reviewed the timeline of the PEL study.
 - i. Each study is moving along the same basic timeline because we are coordinating so closely.
 - ii. At this time, we are in the Vision/Scoping phase and are completing the outreach efforts associated with that, which includes a lot of listening. Being in the community and listening allows each of the four teams to understand where the transportation challenges exist in their study area and how community goals and objectives can be incorporated into the studies.

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- iii. Community and stakeholder input combined with the technical work that is being done (e.g., analyzing crash data, identifying mobility concerns through traffic operations analysis) will help develop a Purpose & Need Statement for each study area. Timeline for completion of this task is Spring/Summer 2023, and the consultant plans to gather this group together to share the outcome.
- iv. In late 2023/early 2024, the consultant anticipates another round of engagement around the identification of potential alternatives to address the needs that were previously defined.
- v. In Fall 2024, the four PEL studies will be completed, and the results will be shared through stakeholder engagement and outreach.
 - 1. One of the major benefits of a PEL study and one of the reasons that INDOT is using them to evaluate these corridors is that the resulting information, analysis and decisions can be carried forward into the next phase of project development, which is the federal environmental review process (NEPA).
- vi. Overall timeline for the PEL study is two years.
- vii. After the PEL studies are complete, it is anticipated that several alternatives will be carried forward into NEPA, which is the federal environmental review process.
- viii. Once a preferred alternative is identified in the NEPA process, final engineering and right-of-way acquisition can begin, followed by construction (contingent on funding).
- ix. The timelines should not be viewed as prescriptive. Based on project complexities and funding availability, the timelines to get to “boots on the ground” within the communities will vary.

3. COMMUNITY & STAKEHOLDER ENGAGEMENT DURING VISION & SCOPING

- a. The consultant outlined the stakeholder and community engagement that is currently planned throughout the two-year PEL study planning process, including stakeholder meetings, public information meetings (in-person and web-based opportunities), social media (Facebook, Twitter and Instagram), the study websites (www.propelUS30.com and www.propelUS31.com), monthly community office hours, and resource agency coordination.
 - i. To date, seven stakeholder meetings have been held with Stakeholder Advisory Committees established for each study area.
 - 1. The role of a stakeholder is to provide input throughout the study process, serve as a sounding board for study information, facilitate problem solving and discussion of specific issues and serve as a link to the community to share study information and receive feedback.
 - 2. Stakeholder Advisory Committees are comprised of local agency representatives, resident and community organizations, churches and social services providers, businesses and business organizations and emergency service providers.

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- a. The consultant shared a list of Stakeholder Advisory Community Members to give an idea of community members engaged in this process. This list is expected to grow as the study process moves farther along.
- ii. Six public information meetings are scheduled throughout the US 30 and US 31 corridors. Those meeting will be held in person and available on demand on the study websites to inform the public about the PEL studies and begin to gather feedback. All in-person meetings begin at 5 p.m. and include a short presentation, as well as open house time for participants to interact with study team members. The meetings are scheduled to conclude at 7 p.m. Specific meeting details are available on the attached slides.
- iii. Monthly community office hours are opportunities for informal, in-person and one-on-one conversations with study team members to ask questions, provide input, and get regular project updates. These efforts are intended to make it easier for stakeholders to learn about the project and provide their feedback – in locations and at times that are more convenient for them. Community office hours will be held twice per month in each study area. Locations and times will vary to reach as many people as possible.
 1. The consultant asked attendees to consider possible locations and times for office hours that would have a large community draw and submit to the study team.
- b. The consultant identified how stakeholder and community feedback will be utilized in the PEL study process. This includes but is not limited to, understanding local needs, identifying opportunities and concerns, assessing potential options, constraints, and tradeoffs within the corridor, and finally to inform the PEL study recommendations.
- c. Through these public engagement and outreach activities, the consultants are trying to understand the fit and the function of the corridor to determine what changes are needed and what needs to be preserved.
 - i. “Fit” explores issues such as access, economic development, depicting the character of the community, how to identify the community (gateways, etc.) and also identifies sensitive resources.
 - ii. “Function” explores safety and traffic concerns, important access points, intersection upgrades, and bicycle and pedestrian improvements.
- d. The consultant noted that engagement efforts will be regularly assessed to make sure that we are reaching community members in the right way and people know how to get in touch with the study teams as the studies continue.

4. ENVIRONMENTAL JUSTICE

- a. Environmental justice is the fair treatment and meaningful engagement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies.

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- b. Each of the study teams is looking at data and other indicators in their study area to determine where underrepresented populations exist and how to best reach those communities of concern encourage their engagement in this process. This is an area where the study teams could use local input to make sure that potential populations of concern are meaningfully engaged in the study process. Examples of input needed from this group includes specific locations where potential populations of concern may exist, as well as specific methods to best communicate with them.

5. NEXT STEPS

- a. The consultant encouraged attendees to sign up to receive email updates, visit the study websites and follow the social media channels to stay up to date on outreach details and the status of the study. The consultants are eager to work with you in any capacity to help get the word out in your communities.
- b. The consultant outlined the next two phases of the study process and what each will focus on.
- c. The Purpose and Need is determined by collecting and analyzing the technical data and the public input. The Purpose & Need statement will be presented to stakeholders in Spring/Summer 2023.
 - i. The Purpose & Need statement tells why the study is being conducted, provides a general vision for the study, states the desired outcomes of the study, expresses transportation issues and concerns, and represents the foundation of the decision-making process and the future project design.
- d. After the needs are identified, the next step is alternatives analysis. It is anticipated that multiple alternatives that meet the purpose and need will be carried forward into the NEPA process.

6. QUESTIONS AND COMMENTS

- Question: Is it possible to get a list of stakeholders for each county?
 - INDOT can provide a general listing of the organization types.
- Comment: Would also recommend a stakeholder group be established for regional and local economic development directors. Most times we are negotiating projects before they get to planning departments, elected officials, etc. Get help focus development into strategic locations along the corridor based on current and future demand.
 - The consultants are trying to get a broad cross-section of representatives across a large area to capture many different perspectives, including economic development. That will be an ongoing process as the studies move forward. The study teams will review this input and assess how best to incorporate economic development considerations into the study process, including the Stakeholder Advisory Committees.
 - The PEL studies are forward-looking in their approach. Current INDOT construction projects will continue, and the consultants will work with the appropriate contacts across the study area to ensure that current programmed projects are considered as inputs to the PEL study process.
- INDOT noted that a specific focus of the engagement process is to help the study teams supplement the data and technical analyses. This is a primary focus of the community office hours

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approach each study team is implementing. For example, if there is stakeholder feedback about safety and congestion issues that is more anecdotal or qualitative, we want that input as it could help us identify areas where future problems could develop. If we have not yet met with as a representative member of your community, we are more than happy to meet with you by appointment.

- Comment: The Regional Chamber of Northeast Indiana is not listed as a member of the Stakeholder Advisory Committee. Please include us.
 - It was believed this group was included as a member of the Stakeholder Advisory Committee list, but INDOT will coordinate with the US 30 East study team to review and confirm.
- Question: Are you going to share public meeting information on the ProPEL websites?
 - Yes, we will have the information about the public meetings on the websites and social media. The websites will also be updated regularly to reflect dates, times, and locations of community office hours.
- Question: Are there areas of the corridor that you are missing data/information that we can help with?
 - The study teams are working with multiple points of contact to gather the appropriate data to support their technical work. If needed, the study teams may follow-up with specific data requests resulting from stakeholder or community input.
- Question: Will the stakeholder list be posted?
 - i. Once the first round of outreach is completed, a summary of the completed activities and the feedback received will be made available on the study website.
- Comment: Please send slides from this session to trodriguez@laportecounty.org.
 - The slides from the briefing are attached with this meeting summary.
- Two comments were provided regarding traffic levels on US 31 and adjacent local roadways:
 - "I think one thing I've noticed with the US 31, especially the railroad crossing construction in Tipton County, has really shown the effect US 31 can have on local traffic and vice versa. In the past, INDOT has said there's not enough traffic to justify a lot of things, but some of the delays that I've seen as I'm going north and the traffic coming south has been about two miles long to get through that railroad crossing that goes down to one lane. I just want to make sure that we know that it may be spread out normally but when it gets backed up, it can really get backed up both northbound and southbound on US 31. Not sure what traffic studies have shown there in the past, but I think we need to have good, current information on US 31 traffic counts especially after the railroad crossing is done."
 - "Our local roads will show the increase of the traffic coming off US 31 compared to what it used to be."
 - The study teams are working with multiple points of contact and data sources to gather the best available data for their work and will continue to do so. Depending on what they find and what they hear from stakeholders, there may

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be some follow-up with local agencies to see if supplemental data exists to support the technical work.

- Question(s): What type of lead time are you giving the public on these public meetings? We were in a US 30 Coalition meeting last Friday and were made aware by one of our members that they received information on the public meeting. No one else on the Coalition board was aware of that. We quickly sent that information out, but still really haven't seen anything public beyond the website. We are very much interested in getting the information out to our constituents. What is the process for notification as these meetings come along? What kind of lead time are you looking at in getting the information out?
 - The consultants are attempting to give as much notice as possible, with a goal of no less than two weeks' notice. The US 30 West public information meeting notices are scheduled to run in local newspapers about a week in advance; however, the meetings were also advertised in a variety of other ways, including: print media, email blasts, social media, the study websites, as well as sharing the information with the Stakeholder Advisory Committee meetings. This is the first of many stakeholder engagement activities, so there will be lots of opportunity to provide input. Additionally, if people miss the public information meetings, the information will be available online following the meetings, including an opportunity to see the in-person presentation which will be recorded and posted to the website.
- Comment: Howard County uses 31 north and south, so I'm not sure how much notification you're giving in Kokomo and Howard County for these meetings. You might even plan a meeting in Howard County to talk about US 31 activity.
 - The US 31 South study team will evaluate opportunities to announce the public information meetings in Kokomo and Howard County. Additionally, options for holding public information meetings closer to or within Kokomo will be considered.
- Question: How does out-of-state traffic get compared to the local inputs, for instance with 30 and 31 there is a huge amount of through traffic. How do you weigh those against each other in this process?
 - Public comment is encouraged from all stakeholders – regardless of their geographic location, and the study teams have heard from folks outside of the study area, including outside of Indiana. Sometimes it's challenging to get this broader geographic feedback, but it's always welcome and useful. There's not really a direct weighing of input against each other. All the input received – which can include local users, as well as a broader user base – gets combined to help us identify the transportation needs and the potential solutions to those needs. When considering potential solutions, we also consider the benefits and impacts of a concept and how those are distributed among different stakeholders.

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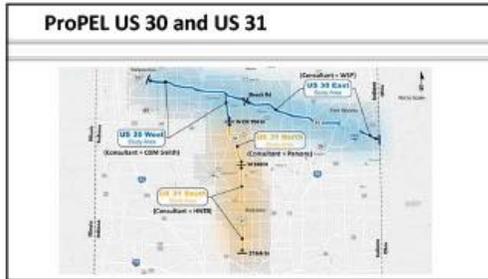
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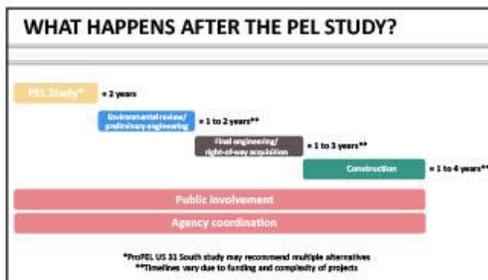
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7

STAKEHOLDER AND COMMUNITY ENGAGEMENT

- Seven stakeholder meetings
- Six public information meetings
 - In-person and web-based
- Social media
 - Facebook, Twitter, Instagram
- Study website
- Monthly community office hours
 - 8 completed
 - Informal format, rotating venues
 - Appointments available
- Resource agency coordination

8

STAKEHOLDER OUTREACH

Role of a Stakeholder:

- 1 Provide input throughout the study process
- 2 Serve as a sounding board for study information and choices
- 3 Facilitate problem solving, discussion of specific issues
- 4 Serve as a link to the community, sharing study information

9



10

SAC MEMBER EXAMPLES

Black Chamber of Commerce Reynolds Farm Equipment Tipton County Fire/Rescue Madal Way Rockwell Auto Club Indiana Farm Bureau Lewis One School Corporation Howard County Highway Department Department of Civil County Planning/Engineering Department of Urban Affairs, CHS Madison and Howard County NPO Indiana State Police Community Foundation of Howard County Hamilton County Highway Department Tipton County Highway Department Hamilton County Emergency Management Hamilton County Planning Department Pleasant Hill Department Marshall County EMS Indiana-Indiana Regional Planning Commission	Tipton County Parks & Art/Arts Market Tipton County Planning Department 3 Rivers Winery Conditon Brothers Hager Family Farm ECHOline Club Lufkin EMS MDC Mt. Zion County Schools Parkview Hospital Steel Dynamics Beechcroft School Western Community Schools Miller Community School Corporation Bondville County Chapter of Coconino Deer Creek HOA/Club, Columbia City Mt. Zion County Emergency Management Greater Fort Wayne Inc. New Haven Indiana Partnership Marian University Athletics Marshall County Community Foundation Brook Central Township Fire Department	Community Transportation Network Ben Heiser Public Works Allen County Sheriff's Department Reata Family Woodburn Hospital Northwest Indiana Regional Planning Commission Pulaski County Historical Society Pulaski County Council on Aging Pulaski County Economic Development Corporation WestLife Church Miami County Chapter of Coconino North Miami Community Church INDCO Oregon Deaf School District Plymouth Community School Corporation Plymouth Baptist Church Harts County EMA Winemak Public Library
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11

UPCOMING PUBLIC MEETINGS

US 30 West Wednesday, November 30, 2022 5 – 7 p.m. Oregon Deaf School 2660 N. 75th E. Harlet, IN 46532	US 31 North Thursday, December 1, 2022 5 – 7 p.m. Rochester Community High School 1685 S. Park Rd. Rochester, IN 46875
US 30 East Monday, December 5, 2022 5 – 7 p.m. Seewalker Sound 3001 U.S. Hwy 30 W. Fort Wayne, IN 46818	US 31 South Wednesday, December 7, 2022 5 – 7 p.m. Tipton County Fairgrounds 1200 S. Main St. Tipton, IN 46872
Tuesday, December 6, 2022 5 – 7 p.m. Lincoln Elementary School 203 N. Lincoln St. Winona, IN 46893	Thursday, December 8, 2022 5 – 7 p.m. Penn Jr. High School 38 DeWitt St. Peru, IN 46970

12

3/29/2023

HOW WILL FEEDBACK BE USED?

- Understand local needs
- Identify local opportunities and concerns
- Assess potential options, constraints, and tradeoffs
- Inform study recommendations

13

ENVIRONMENTAL JUSTICE

14

ENVIRONMENTAL JUSTICE

The fair treatment and meaningful engagement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies

Fair Treatment
No group of people should bear a disproportional share of the negative environmental consequences of a transportation investment

Meaningful Engagement
Seek out and facilitate the involvement of potentially affected communities so that they can shape the process

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ENVIRONMENTAL JUSTICE

Source: USEPA EJScreen

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ENVIRONMENTAL JUSTICE

Source: USEPA EJScreen

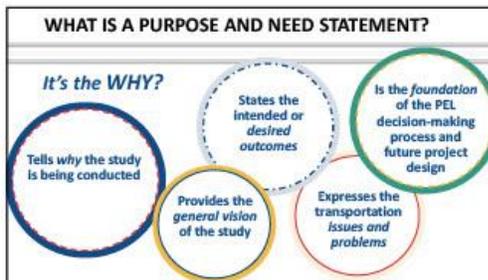
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NEXT STEPS

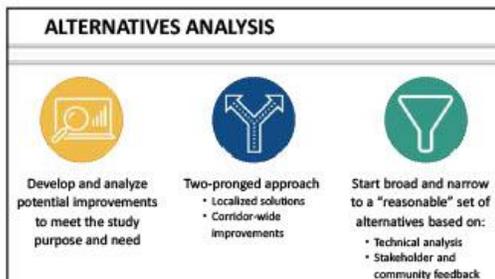
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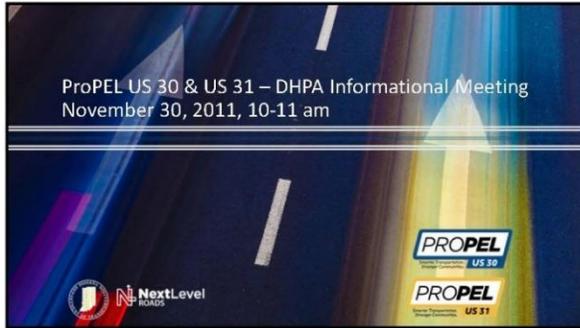


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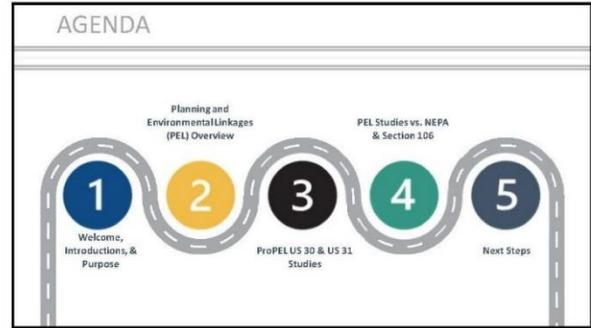


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APPENDIX K: AGENCY COORDINATION EFFORTS



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INTRODUCTIONS	
<p><u>INDOT PROJECT MANAGERS</u></p> <ul style="list-style-type: none"> ▪ Sandra Flum – US 30 ▪ Jonathan Wallace – US 31 <p><u>INDOT ENVIRONMENTAL SERVICES</u></p> <ul style="list-style-type: none"> ▪ Laura Hilden ▪ Matt Coon ▪ Susan Branigin ▪ Clint Kelly 	<p><u>DHPA REVIEW</u></p> <ul style="list-style-type: none"> ▪ Chad Slider ▪ Toni Giffin – Aboveground ▪ Wade Tharp – Archaeology <p><u>PEL ADVISOR</u></p> <ul style="list-style-type: none"> ▪ Adin McCann – HNTB ▪ Kia Gillette – HNTB ▪ Jeff Laswell – Gray & Pape ▪ Patrick Carpenter – Gray & Pape

4

INTRODUCTIONS	
<p><u>US 30 WEST TEAM</u></p> <ul style="list-style-type: none"> ▪ Brett Lackey – CDM Smith <p><u>US 30 EAST TEAM</u></p> <ul style="list-style-type: none"> ▪ Jamie Bents – WSP ▪ Candy Hudziak – Metric ▪ Sam Snell – Metric 	<p><u>US 31 NORTH TEAM</u></p> <ul style="list-style-type: none"> ▪ Dan Prevost – Parsons ▪ Jenny Kleinman – Parsons <p><u>US 31 SOUTH TEAM</u></p> <ul style="list-style-type: none"> ▪ Dan Miller – HNTB ▪ Mackenzie Knotts – HNTB

5



6

PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

- Planning study
- Used early (pre-NEPA development)
 - Before needs and solutions are identified
- Considers several factors
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
 - Agency input
- Can be used in NEPA



7

ProPEL US 30 & US 31

INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 and US 31 studies into the NEPA process.

8

WHY A PEL?

- Multi-disciplinary** - Combines planning, engineering, and environmental analyses.
- Flexible** - Does not require a "one size fits all" approach.
- Collaborative** - Engages stakeholders and agencies from the start.
- Efficient** - Saves time and leads to greater efficiency.

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ProPEL US 30 & US 31



Indiana Department of Transportation (INDOT)

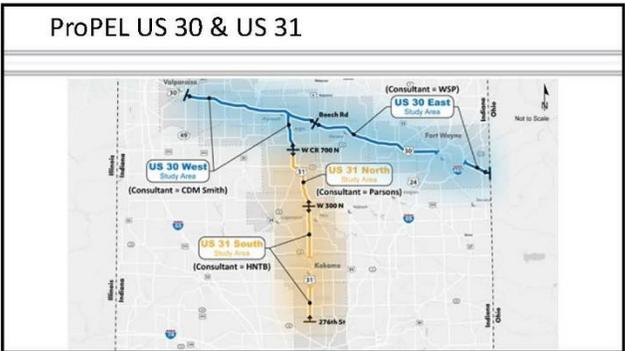
- Study owner
- Manages the planning process
- Tasked with implementing project recommendations
- Project Managers

4 Consultant Teams

- Completing outreach and technical work on behalf of INDOT

INDOT is overseeing the work of four consulting teams: HNTB, WSP, CDM Smith, and Parsons along the US 30 and US 31 corridors across the state

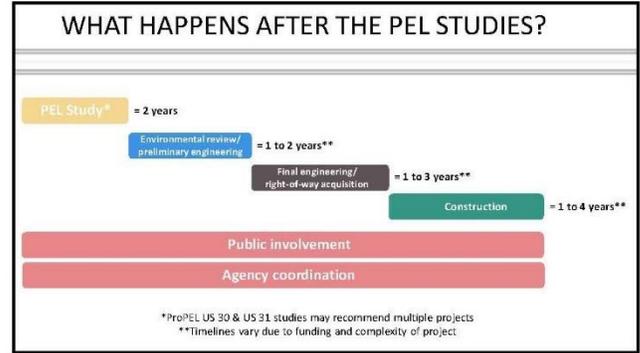
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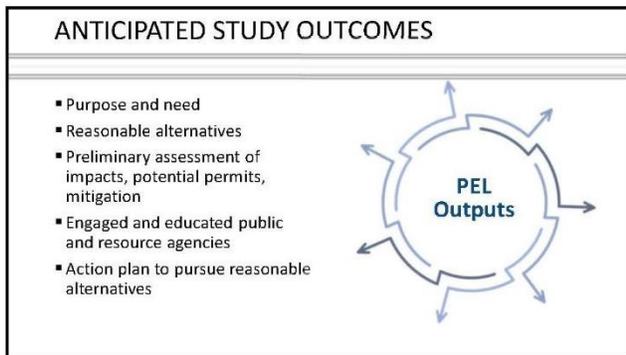
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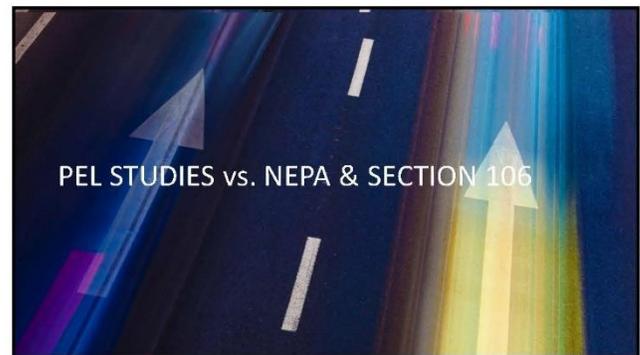
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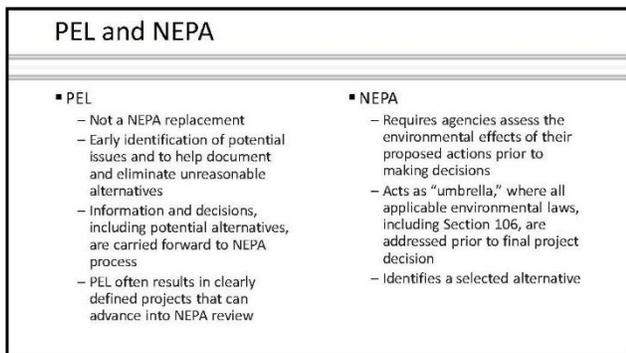
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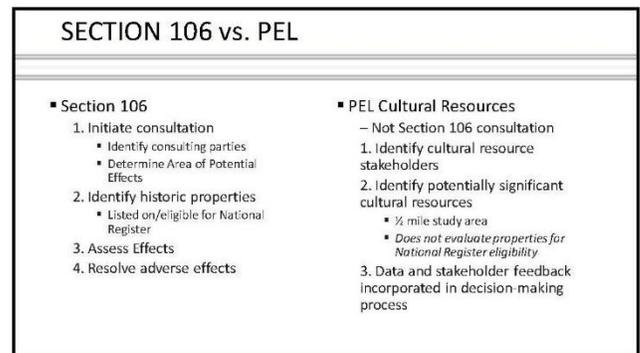
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ProPEL US 30 & US 31 – WHAT TO EXPECT

- **Cultural Resources**
 - Identification Methodology
 - Previously listed National Register-listed properties
 - Properties rated Notable or Outstanding per the IHSSI
 - Properties previously determined National Register eligible in prior projects/surveys
 - Maps showing parcels with structures constructed between 1940-1976
 - To identify possible post-WWII properties
 - Based on construction date in GIS parcel data

No formal National Register evaluations

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ProPEL US 30 & US 31 – WHAT TO EXPECT

- **Cultural Resources**
 - Stakeholders
 - SHPO
 - Tribes
 - Indiana Landmarks
 - County historians
 - Historical societies
 - Preservation organizations
 - Historic property owners previously identified as Section 106 consulting parties



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ProPEL US 30 & US 31 – WHAT TO EXPECT

- **Documents for DHPA Review**
 1. Four-Study Early Coordination Letter
 - 1 introductory letter for the 4 studies and PEL process
 - Resource agency/cultural resource stakeholder meeting
 2. Early Coordination Letter/Environmental Constraints Report
 - 4 documents, 1 for each study
 - Aboveground Cultural Resources ID Memo
 - Archaeological Resources ID Memo
 - Resource agency/cultural resource stakeholder meeting
 3. Draft Purpose and Need Memo
 - 4 documents, 1 for each study
 - Resource agency/cultural resource stakeholder meeting

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ProPEL US 30 & US 31 – WHAT TO EXPECT

- **Documents for DHPA Review**
 4. Alternatives Screening Memos
 - 4 documents, 1 for each study
 - 3-tiered alternatives screening
 - Resource agency/cultural resource stakeholder meeting
 5. PEL Study & Recommendations Report
 - 4 documents, 1 for each study

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NEXT STEPS
<ul style="list-style-type: none">▪ Cultural Resources<ul style="list-style-type: none">▪ 4 Study Early Coordination Letter (December 2022)▪ Resource agency/cultural resource stakeholder kick-off meeting (January 2023)▪ Individual study Early Coordination Letters/Environmental Constraints Reports (Early 2023)

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Date: November 30, 2022, 10-11 a.m., INDOT I-69 Conference Room and Microsoft Teams



DHPA INFORMATIONAL MEETING

MEETING SUMMARY

1. WELCOME, INTRODUCTIONS, & PURPOSE

- Kia Gillette from HNTB started the meeting at approximately 10:05 a.m. and explained it is intended to be informal and informational.
- Introductions were made for attendees in the room and of the people joining virtually (see page 5 for attendee list).

2. PLANNING AND ENVIRONMENTAL LINKAGES (PEL) OVERVIEW

- Adin McCann from HNTB discussed the Planning and Environmental Linkages (PEL) process. INDOT will complete other PEL studies, so please provide any thoughts or feedback to help improve the process in the future.
- The key part of PEL is planning. The PEL study is pre-project development/pre-NEPA. This study happens very early, before there are needs/solutions/or even projects developed.
- No alternatives are determined at this stage.
- The process starts with extensive data collection.
- The benefit of PEL is it is very comprehensive and considers:
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
- It allows INDOT to engage with the affected communities earlier in the process, allowing for better outcomes overall with projects.
- Agency coordination occurs early in the planning process.
- Information developed during the PEL can be used in the NEPA process. This is the intention for the US 30 and US 31 studies.
- Why PEL?
 - Multi-disciplinary
 - Flexible (not all PEL studies need to accomplish the same thing)
 - Collaborative
 - Efficient

3. PROPEL US 30 & US 31 STUDIES

- INDOT is the study owner and is managing the process.
- INDOT Project Managers:
 - Sandra Flum: US 30, Deputy PM US 31
 - Johnathan Wallace: US 31, Deputy PM US 30
- The US 30 and US 31 corridors include 180 miles and are broken into 4 different areas/studies.
- There are 4 consulting teams working on these studies. The 4 teams are working together across study boundaries to ensure each study is comprehensive and recommendations work together across study area boundaries.
- US 30

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- 2 studies:
 - US 30 West (includes some of US 31): CDM Smith
 - US 30 East (excludes I-69 and I-469 around north side of Fort Wayne): WSP
- US 31
 - 2 studies
 - US 31 North: Parsons
 - US 31 South (excludes Kokomo bypass): HNTB
- All 4 studies are on the same timeline; however the DHPA won't receive the same documents for each study at the exact same time.
- HNTB is in the advisor role to help with consistency across the 4 studies. HNTB is also the consultant for the US 31 South study.
- Resource agencies will receive the PEL study technical memos and study report before any NEPA documentation.
- The US 31 bypass of Kokomo and portion of US 30 that coincides with I-69/I-469 around north side of Ft. Wayne are excluded because the portions are already freeway facilities and the long-term, future vision of them is not in question.
 - Public and stakeholder engagement will still occur in Fort Wayne and Kokomo.
- The PEL studies are in the first round of public involvement. The input received from these outreach activities will help the study teams develop purpose and need statements for each study area.
 - DHPA asked if the results of the public outreach could be shared.
 - One deliverable for each study is a summary of public involvement for each engagement period. This summary can be shared with DHPA when it is ready. For example, the summary for the first round of meetings could be sent to DHPA when sending the draft purpose and need statement for review and comment.
 - The project websites are:
 - <https://propelus31.com/>
 - <https://propelus30.com/>
 - In addition to the in-person public information meetings (PIMs), there are virtual public meetings that include workshop-like activities and a recording of the in-person PIM presentation.
 - The first round of public/agency/stakeholder involvement includes explaining the PEL process and soliciting feedback from the communities.
 - Each team is working with local stakeholders and holding community office hours for 2 days per month at different locations and times along the corridors.
- There is still a lot of work to do after the PEL study:
 - Environmental review/preliminary engineering
 - Final engineering/right-of-way acquisition
 - Construction
- PEL can help streamline the NEPA process by minimizing duplication of effort. INDOT intends to carry the information, analysis, and decisions from these PEL studies into the NEPA process.
- A PEL study has an approximate 5-year shelf life.
 - The 5-year time frame is a general rule of thumb. Regardless of the time factor, the information and analysis contained in the PEL study should be deemed valid to be relied upon in NEPA.
- DHPA asked if the PEL studies were in response to the State's desire to make US 31 a limited access highway?
 - The US 31 Coalition has been requesting US 31 be converted to a freeway for a long time.

- The PEL studies are a fresh look at the entire corridors and all options (i.e., solutions) will be considered. INDOT wants to hear from all stakeholders to ensure the correct projects move forward.
 - This does not necessarily mean US 31 will be converted to a freeway, but also does not necessarily mean that it won't be either.
 - At the end of this study there will be a range of solutions at a variety of locations throughout the corridors.
- The following are anticipated study outcomes:
 - Purpose and need for each study area that can be carried into NEPA
 - Range of reasonable alternatives for each study area that can be carried into NEPA
 - High level of understanding of impacts, potential permits that will be required, potential mitigation requirements
 - Early agency and public engagement
 - Plan for the corridor and an intentional way to move forward

4. PEL STUDIES VS. NEPA & SECTION 106

- PEL is not NEPA nor a replacement for NEPA.
- PEL allows for early identification of potential issues and allows documentation and elimination of unreasonable alternatives.
- Information can be carried into the NEPA process.
- PEL studies will not include detailed field investigations.
 - They will use data from secondary sources.
 - Agencies and communities are asked to share things that need to be on the radar and considered in the analysis as the alternatives are defined and comparatively evaluated.
- PEL is not Section 106 consultation. Section 106 consultation will be completed once projects move into the NEPA process.
 - Undertakings have not yet been identified.
 - The PEL studies will identify cultural resource stakeholders. They will target those who can speak about cultural resources in the community such as:
 - Indiana Landmarks
 - Historical societies
 - County historians
 - The cultural resources records review will be for a 0.5-mile study area on each side of the corridor.
 - No formal National Register evaluations will occur. The analysis will include a desktop evaluation using data from existing sources combined with input from cultural resource stakeholders.
 - The goal is to collect an inventory to understand what resources are present to make sure they are considered in the decision-making process.
 - DHPA asked about potentially being locked into any of the information that comes from the PEL studies, since detailed field surveys and official eligibility determinations have not been made.
 - This is a high-level study (similar to a red flag investigation).
 - No agency will be locked into the resource information collected for the PEL studies. NEPA and Section 106 consultation will be required once projects are identified and move forward.
 - If new information comes to light during the NEPA process, the analysis will be

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- revisited to confirm the PEL study recommendations.
- DHPA will receive memos with methodology stating that this is preliminary, is for planning, and may change.
- DHPA asked about the archaeology methodology.
 - It is a records check for the 0.5-mile search radius on each side of the corridor using SHAARD data.
 - It only included eligible and potentially eligible sites (based on current recommendations).
- The PEL study will look at National Register properties, as well as notable and outstanding properties through the county surveys. The project teams will ask for DHPA input based on their knowledge of properties that are known and have been evaluated and included in reports.
- Maps showing parcels with structures constructed between 1940-1976 will be included in the memo to identify potential post-WWII properties. Commercial and residential will both be included.
- DHPA asked how will archaeology information be presented?
 - DHPA will receive maps showing the locations of sites. These will be redacted from the documents that are made public.
- DHPA asked if contributing properties will be included in the memo?
 - Not unless they are included within a previously identified district. Adding all contributing properties tends to clutter the maps.
- Previously identified historic districts will be included in the memo.
- Cultural resource stakeholders will be identified as part of the PEL study. They include those individuals or agencies with a dedicated interest in cultural resources. It will not include elected officials or county engineers – although these individuals (and others) will be engaged in the PEL studies through other meetings and coordination efforts.
 - In addition to the SHPO, tribes, Indiana Landmarks, as well as local historians, local historical societies, and local preservation organizations will be included the PEL study coordination process.
 - Individual property owners will not be included unless they are known consulting parties on previous projects (US 31 South). This is because:
 - The goal is to keep the number of cultural resource stakeholders manageable.
 - We are still in the planning process. There are no projects yet.
 - The public will be made aware of the PIMs through the study websites and social media channels. Community office hours will also be held to keep local stakeholders updated and allow them to interact with the study team at a time and location that is more convenient and less formal.
- DHPA will receive the following documents:
 - Four-study early coordination letter and invitation to resource agency/cultural resource stakeholder meeting (December 2022)
 - Study-specific early coordination letter and Environmental Constraints Report for each study (Early 2023)
 - The Environmental Constraints Report will include all resources, not just cultural resources. HNTB clarified it is ok for DHPA to only comment on the cultural resource memo appendices portion of that report.
 - Draft Purpose and Need Memo for each study

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- Alternatives Screening Memos for each study
 - The screening criteria have not been identified yet, but there will be 3 levels of alternatives screening.
 - PEL Study & Recommendations Report for each study
 - DHPA suggested the study team provide guidance for what information, or any suggestions as to what would be useful feedback from them during the review process. This information should be provided when transmitting a document for DHPA review.
 - In general, what is the expectation for DHPA? INDOT is looking for two primary things from DHPA during their reviews of PEL study items:
 - At a high level, is this all of the resources that we collectively know about and should be considered in the analysis?
 - Do you, as the agency, know of something that we have missed?
5. DISCUSSION & QUESTIONS
- DHPA can reach out to the INDOT Project Management Team (Jonathan Wallace or Sandra Flum) and/or the Advisor Team Kia Gillette (kgillette@hntb.com) with questions.
 - The Des Number (2100113) is the same for all 4 studies.
6. NEXT STEPS
- Resource agency/cultural resource stakeholder kick-off meeting (January 2023)
 - Early Coordination Letters and Environmental Constraints Report with cultural resource memos (all 4 studies) (Early 2023)

Table 1. Meeting Attendees

Name	Organization	Attendance Type
Matt Coon	INDOT-CRO	In-person
Jonathan Wallace	INDOT-MPD	In-person
Clint Kelly	INDOT-CRO	In-person
Chad Slider	DNR-DHPA	In-person
Beth McCord	DNR-DHPA	In-person
Adin McCann	HNTB	In-person
Patrick Carpenter	Gray & Pape	In-person
Jeff Laswell	Gray & Pape	In-person
Kia Gillette	HNTB	In-person
Sandra Flum	INDOT-MPD	Virtual
Wade Tharp	DNR-DHPA	Virtual
Toni Giffin	DNR-DHPA	Virtual
Susan Branigin	INDOT-CRO	Virtual
Brett Lackey	CDM Smith	Virtual
Jamie Bents	WSP	Virtual
Candy Hudziak	Metric	Virtual
Sam Snell	Metric	Virtual
Dan Prevost	Parsons	Virtual
Jenny Kleinman	Parsons	Virtual

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Dan Miller	HNTB	Virtual
Mackenzie Knotts	HNTB	Virtual

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ProPEL US 30 & US 31 – Resource Agency & Cultural Resource Stakeholder Meeting
 January 27, 2023, 10 am – 12 pm



1

AGENDA



2

WELCOME, INTRODUCTIONS, & PURPOSE

3

INTRODUCTIONS – INDOT & PEL ADVISOR

<p><u>INDOT PROJECT MANAGERS</u></p> <ul style="list-style-type: none"> ▪ Sandra Flum – US 30 ▪ Jonathan Wallace – US 31 	<p><u>PEL ADVISOR</u></p> <ul style="list-style-type: none"> ▪ Adin McCann – HNTB ▪ Kia Gillette – HNTB ▪ Jeff Laswell – Gray & Pape
<p><u>INDOT ENVIRONMENTAL SERVICES</u></p> <ul style="list-style-type: none"> ▪ Laura Hilden ▪ Matt Coon ▪ Susan Branigin ▪ Clint Kelly ▪ Sandy Bowman ▪ Drew Passmore ▪ Cindy Mauro 	

4

INTRODUCTIONS – PEL STUDY TEAMS

<p><u>US 30 WEST TEAM</u></p> <ul style="list-style-type: none"> ▪ Brett Lackey – CDM Smith ▪ Krista Goodin – CDM Smith ▪ Briana Hope – American Structurepoint ▪ Brandon Miller – American Structurepoint 	<p><u>US 31 NORTH TEAM</u></p> <ul style="list-style-type: none"> ▪ Dan Prevost – Parsons ▪ Jenny Kleinman – Parsons ▪ Alex Lee – Parsons ▪ Berry Craig - Parsons
<p><u>US 30 EAST TEAM</u></p> <ul style="list-style-type: none"> ▪ Rusty Holt - WSP ▪ Jamie Bents – WSP 	<p><u>US 31 SOUTH TEAM</u></p> <ul style="list-style-type: none"> ▪ Dan Miller – HNTB ▪ Mackenzie Knotts – HNTB

5

INTRODUCTIONS – RESOURCE AGENCIES

<p><u>National Park Service</u></p> <ul style="list-style-type: none"> ▪ David Calease 	<p><u>US Coast Guard</u></p> <ul style="list-style-type: none"> ▪ William Stanifer, Ninth District ▪ Michael Walker, Ninth District
<p><u>USEWS</u></p> <ul style="list-style-type: none"> ▪ Robin McWilliams Munson 	<p><u>IDEM</u></p> <ul style="list-style-type: none"> ▪ Alisha Turnbow, Groundwater ▪ Jason Randolph, Wetlands & Stormwater
<p><u>USACE</u></p> <ul style="list-style-type: none"> ▪ Paul Allerding, Detroit District ▪ Stasi Brown, Chicago District ▪ Kathleen Chernich, Chicago District 	<p><u>IDNR</u></p> <ul style="list-style-type: none"> ▪ Matt Buffington, Div. Fish & Wildlife ▪ Brian Boszor, Div. Fish & Wildlife ▪ Dale Brier, Div. Outdoor Recreation
<p><u>USEPA</u></p> <ul style="list-style-type: none"> ▪ Elizabeth Pelosso 	<ul style="list-style-type: none"> ▪ Jessica Gumbert ▪ Nathaniel Simmons ▪ Mark Becker

6

INTRODUCTIONS – CULTURAL RESOURCE STAKEHOLDERS

<p>IDNR DHPA</p> <ul style="list-style-type: none"> ▪ Beth McCord ▪ Chad Slider ▪ Toni Giffin ▪ Wade Tharp <p>Indiana Landmarks</p> <ul style="list-style-type: none"> ▪ Todd Zeiger, Northern Regional Office 	<p>Local Organizations/Individuals</p> <ul style="list-style-type: none"> ▪ Kurt Garner - Historic Michigan Road Association, Marshall County Historian, Wythougan Valley Preservation Council ▪ Anne Shaw, Howard County Historical Society and Museum ▪ Sandy Garrison, Marshall County Historical Society ▪ Luke Lightfoot, Hopewell Methodist Church
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MEETING PURPOSE

1. **Introduce** resource agencies/cultural resource stakeholders to the ProPEL US 30 and US 31 studies
2. **Provide** information and answer questions regarding the Planning and Environmental Linkages (PEL) process
3. **Communicate** future steps for ProPEL US 30 and US 31 studies

8

PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

9

PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

- Planning study
- Used early (pre-NEPA development)
 - Before needs and solutions are identified
- Considers several factors
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
 - Agency input
- Can be used in NEPA



10

ProPEL US 30 & US 31

INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 and US 31 studies into the NEPA process.



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WHY A PEL?

- **Multi-disciplinary** - Combines planning, engineering, and environmental analyses
- **Flexible** - Does not require a "one size fits all" approach
- **Collaborative** - Engages stakeholders and agencies from the start
- **Efficient** - Saves time and leads to greater efficiency

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ProPEL US 30 and US 31 STUDIES

13

ProPEL US 30 & US 31



Indiana Department of Transportation (INDOT)

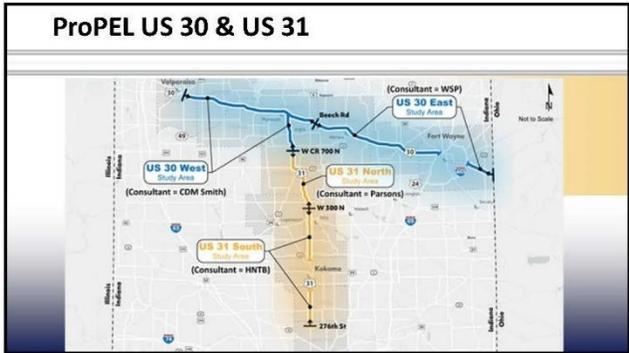
- Study owner
- Manages the planning process
- Tasked with implementing project recommendations
- Project Managers

4 Consultant Teams

- Completing outreach and technical work on behalf of INDOT

INDOT is overseeing the work of four consulting teams: HNTB, WSP, CDM Smith, and Parsons along the US 30 and US 31 corridors across the state.

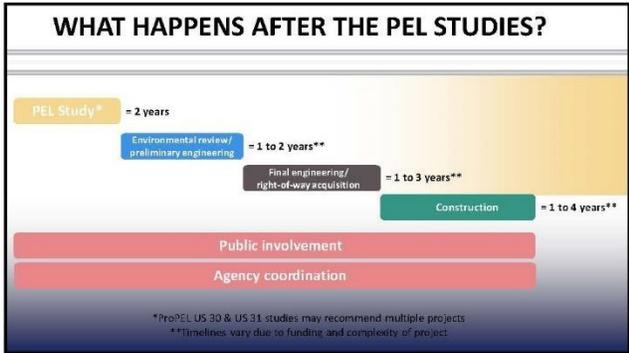
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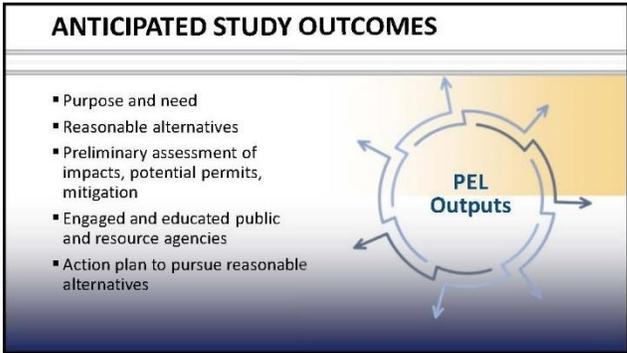
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PEL STUDIES vs. NEPA & SECTION 106

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PEL and NEPA

<p>▪ PEL</p> <ol style="list-style-type: none"> 1. Not a NEPA replacement 2. Early identification of potential issues and to help document and eliminate unreasonable alternatives 3. Information and decisions, including potential alternatives, are carried forward to NEPA process 4. PEL often results in clearly defined projects that can advance into NEPA review 	VS	<p>▪ NEPA</p> <ol style="list-style-type: none"> 1. Requires agencies assess the environmental effects of their proposed actions prior to making decisions 2. Acts as "umbrella," where all applicable environmental laws, including Section 106, are addressed prior to final project decision 3. Identifies a selected alternative
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SECTION 106 vs. PEL

<p>▪ Section 106</p> <ol style="list-style-type: none"> 1. Initiate consultation <ul style="list-style-type: none"> ▪ Identify consulting parties ▪ Determine Area of Potential Effects 2. Identify historic properties <ul style="list-style-type: none"> ▪ Listed on/eligible for National Register 3. Assess Effects 4. Resolve adverse effects 	VS	<p>▪ PEL Cultural Resources</p> <p>**Not Section 106 consultation**</p> <ol style="list-style-type: none"> 1. Identify cultural resource stakeholders 2. Identify potentially significant cultural resources <ul style="list-style-type: none"> ▪ 1/4 mile study area ▪ Does not evaluate properties for National Register eligibility 3. Data and stakeholder feedback incorporated in decision-making process
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ProPEL US 30 & US 31 – WHAT TO EXPECT

Environmental Constraints Report

- Identifies environmental resources within/near study corridor
- Existing data sources
- Example resources included:
 - NRHP-listed and potentially eligible historic properties
 - Wetlands, streams, lakes, floodplains
 - Federal threatened/endangered species list
 - Potential hazardous materials sites
 - Pipelines, railroads, churches, cemeteries
 - Managed lands and trails
 - Noise Sensitive Areas
 - Potential Environmental Justice populations

***No detailed field investigations completed.*

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ENVIRONMENTAL JUSTICE

The fair treatment and meaningful engagement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies

Fair Treatment

No group of people should bear a disproportional share of the negative environmental consequences of a transportation investment.

Meaningful Engagement

Seek out and facilitate the involvement of potentially affected communities so that they can shape the process.

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JUSTICE40 = "Environmental Justice 2.0"

- Justice40 initiative established in 2021
- Shifts the focus to **distribution of benefits**
- Expands the discussion to **disadvantaged communities**
- USDOT interim definition categories:
 - Transportation access
 - Health
 - Environmental
 - Economic
 - Resilience
 - Equity

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ProPEL US 30 & US 31 – WHAT TO EXPECT

- Documents for Agency/Stakeholder Review
 1. **PEL Study Invitation Letter/Environmental Constraints Report**
 - 4 documents, 1 for each study
 - Resource agency/cultural resource stakeholder meeting
 2. **Draft Purpose and Need Memo**
 - 4 documents, 1 for each study
 - Resource agency/cultural resource stakeholder meeting

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ProPEL US 30 & US 31 – WHAT TO EXPECT

- Documents for Agency/Stakeholder Review
 3. **Alternatives Screening Memos**
 - 4 documents, 1 for each study
 - 3-tiered alternatives screening
 - Universe of Alternatives Identification and Screening (memo review only)
 - Preliminary Alternatives Identification and Screening (memo review only)
 - Reasonable Alternatives Identification and Screening (memo review and meeting)
 - Resource agency/cultural resource stakeholder meeting
 4. **PEL Study & Recommendations Report**
 - 4 documents, 1 for each study

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DISCUSSION & QUESTIONS

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NEXT STEPS

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NEXT STEPS

At this time, what are we requesting from resource agencies/cultural resource stakeholders?

1. Do you have questions about the PEL study process?
2. Are there other resource agencies/cultural resource stakeholders we should engage?
3. Do we need to update our initial contacts list?

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NEXT STEPS

Each of the 4 studies will send a letter to resource agencies and cultural resource stakeholders

1. Invitation to Participate in the ProPEL studies
2. Environmental Constraints Report
3. Invitation to Virtual Meeting

If you do not respond, you will not be sent future information for that study.

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APPENDIX K: AGENCY COORDINATION EFFORTS



Date: January 27, 2023, 10 a.m. – 11 a.m. (EST), via Microsoft Teams

RESOURCE AGENCY & CULTURAL RESOURCES STAKEHOLDER MEETING



MEETING SUMMARY

1. WELCOME, INTRODUCTIONS, & PURPOSE

- Kia Gillette from HNTB started the meeting at approximately 10:03 am and explained that the meeting is being recorded only to assist with the development of the meeting summary.
- Kia from HNTB explained the meeting is being held because the Planning and Environmental Linkages (PEL) process is different than typical INDOT projects.
 - ProPEL is the INDOT brand name for PEL studies.
 - Agencies may see this term, ProPEL, used in other planning studies in the future.
 - The specific studies discussed in this meeting are referred to as ProPEL US 30 and ProPEL US 31.
- Kia Gillette introduced those individuals in attendance. The floor was opened for anyone to speak up if they were not listed in the attendees (see pages 6-7 for attendee list).
- The purpose of the meeting is to introduce the studies, provide information and answer questions on the PEL process, and communicate the future steps in the PEL study process.
 - This is a study and not a project. INDOT is in the planning phase for approximately 180 miles of US 30 and US 31.
 - This is a high-level discussion of PEL and the ProPEL US 30 and ProPEL US 31 studies.
 - ProPEL US 30 and ProPEL US 31 are broken into 4 different studies.

2. PLANNING AND ENVIRONMENTAL LINKAGES (PEL) OVERVIEW

- Adin McCann from HNTB discussed the PEL process.
- PEL is a federal planning process tool used by transportation agencies, such as INDOT, to make and document planning decisions.
 - The key of PEL is planning.
 - PEL studies are conducted early – before transportation needs and solutions are known. Therefore, no project details are available at this stage.
 - It is used for decision making.
 - Several factors are considered in the PEL study:
 - Transportation needs
 - Environmental resources
 - Community goals and values
 - Economic objectives
 - Public Involvement
 - The end products from a PEL study can be carried forward and relied upon in the next phase of project development, including the National Environmental Policy Act (NEPA) process.
- Why PEL?
 - Indiana is commonly referred to as the “Crossroads of America”. Transportation infrastructure is vital not only to Hoosiers, but to those that live and work outside Indiana as well. INDOT wants to remain a leader in transportation infrastructure and believes PEL studies can support that goal by helping build smarter transportation and stronger communities by engaging stakeholders early in planning.
 - Benefits of PEL studies include:
 - Multi-disciplinary
 - Combines planning, engineering, and environmental disciplines early in the process
 - Flexible
 - Is not a one size fits all
 - Don’t need to follow the same path

- Don't need to achieve the same outcome
 - Collaborative
 - Engages the public, the agencies, and stakeholders at the earliest time possible
 - Efficient
 - Can provide a "jump start" by using study results and recommendations.
 - Can save time and avoid revisiting or reanalyzing certain issues in the NEPA process.
 - PEL studies do not necessarily reduce the level documentation or analysis required to comply with NEPA.
3. PROPEL US 30 & US 31 STUDIES
- INDOT's intent is to carry the information and decisions made in these PEL studies to a more in-depth environmental review process.
 - INDOT is managing the planning process and working with FHWA to ensure all federal requirements are met during the study.
 - Sandra Flum: US 30 PM, Deputy PM US 31
 - Jonathan Wallace: US 31 PM, Deputy PM US 30
 - The project websites are:
 - <https://propelus31.com/>
 - <https://propelus30.com/>
 - HNTB is in the PEL studies advisor role working with INDOT
 - HNTB contacts:
 - Adin McCann: amccann@hntb.com
 - Kia Gillette: kgillette@hntb.com
 - The 4 studies encompass approximately 180 miles of US 30 and US 31.
 - INDOT is overseeing the work of 4 consulting teams (1 per study).
 - The corridors are divided into 4 areas so that each study can better focus on the specific transportation needs and community context in each study area. A map showing the study area extents was shown to the meeting attendees.
 - US 30 West (includes a portion of US 31): CDM Smith
 - US 30 East (excludes I-69 and I-469 around the north side of Fort Wayne): WSP
 - US 31 North: Parsons
 - US 31 South (excludes Kokomo bypass): HNTB
 - The analysis and recommendations of any potential solutions identified by the 4 study teams will be coordinated across study lines so that potential solutions will work together.
 - Coordination is occurring across the teams on a regular basis to ensure the technical work is well coordinated and that the study teams are thinking comprehensively about the corridors.
 - The ProPEL US 30 and ProPEL US 31 studies are anticipated to take approximately 2 years to complete. A milestone schedule was discussed.
 - Step 1: Work started in late summer 2022
 - Initiated data collection
 - Developed the public involvement/agency coordination plan
 - Step 2: Vision/Scoping
 - Initiated public involvement activities.
 - First round held in November and December 2022
 - Starting agency coordination today at this meeting
 - Right now, the four PEL study teams are between Steps 2 (Vision/Scoping) and 3 (Purpose and Need)
 - Step 3: Purpose and Need
 - Identify transportation needs
 - Develop purpose of improvements
 - Step 4: Alternatives Analysis, expected to occur fall 2024
 - Identify potential improvement alternatives
 - Evaluate and screen alternatives
 - Identify potential environmental and community impacts
 - The outreach, the public involvement, and agency coordination will occur throughout the

- studies with a specific focus on meetings at each of the four identified milestones.
 - Given the approximately 2-year schedule, this is the start of the conversation with resource agencies and cultural resources stakeholders.
 - After the PEL studies are completed, there's still a lot of work to do. This work includes all the steps or phases of INDOT's project development activities such as:
 - Environmental review (NEPA)/preliminary engineering
 - Final engineering/right-of-way acquisition (if required)
 - Construction
 - Typical timeframes associated with these activities can vary greatly depending on multiple factors, including funding availability and complexity of a project. The main point is that it could be several years after the PEL studies before improvements recommended as part of the PEL studies get constructed.
 - The overarching vision for the 4 ProPEL US 30 and ProPEL US 31 studies is to identify future transportation investments in a way that streamlines their implementation. To do that, we anticipate the PEL studies will have several outcomes, including:
 - A Purpose and Need statement for each study area
 - Each study area will develop, analyze, and screen alternatives.
 - INDOT does not believe a single alternative will be the recommendation of each PEL study area.
 - INDOT anticipates carrying forward a smaller set of reasonable alternatives into the NEPA process.
 - Preliminary assessment of impacts, potential permits, mitigation (if appropriate)
 - The intent will be to provide a side-by-side comparison of benefits, costs, and impacts so that an informed decision can be made.
 - Engaged and educated public and resource agencies
 - Action plan to pursue reasonable alternatives
4. PEL STUDIES VS. NEPA & SECTION 106
- PEL
 - PEL is not NEPA, nor is it a replacement for the NEPA process.
 - PEL studies allow for early identification of potential issues and allows documentation and elimination of unreasonable alternatives. It is essentially better transportation planning.
 - Information developed during the PEL study can be carried forward into the NEPA process and relied upon during that work.
 - PEL studies will not include detailed field investigations. They will use data from secondary sources.
 - Agencies and communities are asked to share resources that study teams need to be aware of and considered as alternatives are defined and comparatively evaluated.
 - PEL studies often result in clearly defined projects that can be advanced into NEPA. These projects would have logical termini and independent utility as required by NEPA.
 - NEPA
 - NEPA review will still completed following the PEL process on whatever alternatives come out of the PEL at process.
 - It requires agencies to assess the environmental effects of their proposed actions prior to making decisions
 - It will act as the "umbrella" including all environmental laws, including Section 106.
 - The NEPA process will identify a selected alternative.
 - KEY TAKE AWAY: ProPEL US 30 and ProPEL US 31 studies do not anticipate a single, long corridor project coming out of each study.
 - Section 106 vs. PEL
 - PEL will not include Section 106 consultation. Section 106 consultation will be completed once the projects move into the NEPA process.
 - The studies are using the term "cultural resources stakeholder" and not "consulting party", which is used during Section 106 consultation.
 - Section 106 includes 4 main steps 1) Initiate consultation, 2) Identify historic properties, 3) Assess effects to historic properties, and 4) Resolve adverse effects to historic properties.
 - PEL

- Identifies cultural resources stakeholders
 - They include individuals or organizations who may be involved later during Section 106 who may want to also be a part of the planning study.
 - Identifying potentially significant cultural resources
 - Looking at 0.5-mile on each side of the study corridor
 - Properties will not be evaluated for National Register eligibility
 - Study teams will complete a records check
 - Taking data and feedback from cultural resources stakeholders and incorporating this into the planning and PEL decision-making process
5. Environmental Justice
- PEL is a federal planning process. The 4 studies are identifying possible EJ communities near and within their study areas.
 - USEPA recommends the term “communities with environmental justice concerns” instead of the term “EJ community.”
 - Each team has developed a robust public involvement plan to ensure each study is reaching the right people and the right way during the PEL study process. These efforts will be monitored and adapted, if needed, as the study progresses.
 - Justice 40 is a federal initiative that stems from a relatively recent executive order. Justice 40:
 - Broadens the focus beyond low-income and minority communities
 - Shifted the focus more toward a distribution of benefits from a federal investment
 - Each of the 4 study teams is also considering how to meaningfully engage disadvantaged communities as part of their PEL study work.
6. What to Expect
- The study teams will be sending the agencies and cultural resources stakeholders a letter inviting them to participate in the PEL study and a link to an Environmental Constraints Report (ECR).
 - The ECR identifies environmental resources within or near the study corridor.
 - It is similar to a Red Flag Investigation, but with additional information on some resources/topics.
 - Only existing data is used, which may be supplemented with a limited windshield survey.
 - Resources considered in the ECR include:
 - NRHP-listed and potentially eligible historic properties
 - Wetlands, streams, lakes, floodplains
 - Federal threatened/ endangered species list
 - Potential hazardous material sites
 - Pipelines, railroads, churches, cemeteries
 - Managed lands and trails
 - Noise sensitive areas
 - Communities with environmental justice concerns
 - The PEL studies will include the following resource agency/cultural resources stakeholder coordination points:
 1. PEL Study Invitation Letter/ECR
 - Up to 4 documents/ 1 for each study
 - Agencies/stakeholders may receive documents for one or multiple studies depending on their jurisdiction
 2. Draft Purpose and Need Memo
 - Up to 4 documents/ 1 for each study
 3. Alternatives Screening Memos
 - Up to 4 documents/ 1 for each study
 - 3-tiered alternatives screening
 - Universe of Alternatives Identification and Screening (memo review only)
 - Preliminary Alternatives Identification and Screening (memo review only)
 - Reasonable Alternatives Identification and Screening (memo and meeting)
 4. PEL Study & Recommendations Report
 - Up to 4 documents/ 1 for each study

[Note, after the ProPEL US 30 and US 31 Studies Introduction meeting, INDOT decided to combine Coordination Points #1 and #2 above into one coordination point. Resource agency meetings for each study will be held at two steps, 1) PEL Study Invitation Letter/ECR/Draft Purpose and Need Memo, and 2) Reasonable Alternatives Identification and Screening Memo]

7. DISCUSSION & QUESTIONS

- When will the letters be sent out? (IDEM)
 - Study invitation letters will likely be staggered, will not receive all studies' documents at the same time, they will be sent out individually.
 - Agencies/stakeholders can expect to start receiving the invitation letters with ECR link in the next 3 to 4 weeks.
- How are the PEL study teams picked initially? (IDNR DHPA)
 - The PEL study teams were selected through a qualifications-based process.
 - Selection of the ProPEL US 30 and ProPEL 31 study teams was a 2-step process:
 - Qualifications submitted by interested firms/teams
 - INDOT short-listed and some teams were interviewed
 - INDOT selected teams after the interview process.
- Have the firms been chosen for the ProPEL US 30 and ProPEL US 31 studies? (Howard County Historical Society and Museum)
 - Yes. The prime consultants assigned to each study are as follows:
 - US 30 West: CDM Smith
 - US 30 East: WSP
 - US 31 North: Parsons
 - US 31 South: HNTB
 - Each of these prime firms has multiple subconsultant teammates.
 - Further details can be found on the INDOT RFP Archives website (<https://pscsrcfp.indot.in.gov/Rfp/Archives>).
- There are already a number of projects in these areas, such as making US 31 south of Kokomo a limited access highway with new interchanges and one west of Fort Wayne on US 30. So where do those ongoing projects fit into this study of the same areas? (USFWS)
 - There are multiple stand-alone projects programmed by INDOT in both the US 30 and US 31 corridors. Each team is aware of the ongoing projects and are coordinating with those project teams. This includes making sure the PEL study teams understand what those projects are considering, including the potential types of improvements. This information will be used as inputs or baseline conditions into ProPEL US 30 and ProPEL US 31 studies.
- Why is US 30 west of Valparaiso not included? (USFWS)
 - The overall study limits are a direct reflection of dialogue and conversations that INDOT had with stakeholders, including the communities along the corridors.
- Is there a reason why the City of Fort Wayne was left out of it too? Is that the same reason is that they consider the highway there more of a city street? (USFWS)
 - There are 2 reaches, 1 on US 30 and 1 on US 31, that have been excluded from the studies.
 - A portion of US 30 runs concurrent with I-69 and I-469 around the north side of Fort Wayne. The long-term vision for that portion of US 30 is essentially established because it is a freeway facility with an interstate designation.
 - A portion of US 31 that bypasses Kokomo on its east side is in a similar situation. That portion of US 31 was upgraded to a freeway facility several years ago. So, again, the long-term vision is essentially established for that portion of US 31.
 - Although those two portions of US 30 and US 31 were specifically excluded from the PEL studies, it is important to note the communities of Kokomo and Fort Wayne have been and will continue to be engaged as part of the studies.
- Are you looking at the Kokomo bypass at all, are you including that in the cultural and NEPA investigations? (Howard County Historical Society and Museum)
 - No, it is not included.
- Who do we send contact info for others to be part of the ProPEL studies sections? (Indiana Landmarks)
 - Send to Kia Gillette via email at kgillette@hntb.com

8. NEXT STEPS

- At this time, we are asking the following of the meeting attendees:
 - 1. What questions do you have?
 - 2. Are there other resource agencies/cultural resource stakeholders we should engage?
 - 3. Do we need to update our initial contact list?
- Meeting attendees may respond to these questions by providing comments or feedback formally and/or with email. Please refer to above Advisor contacts (listed above) for where to send this information.
- Following today’s meeting, each of the 4 PEL studies is going to be sending out letters of invitation to participate in the PEL studies. These letters will be sent to the resource agencies and cultural resource stakeholders that were invited to this meeting. This letter will include the draft Environmental Constraints Report, as well as an invitation to a virtual meeting to discuss the draft report and obtain an update on the PEL studies progress.
- Note: If you **do not** respond to the invitation letter, you **will not** be sent future information for that study

Table 1. Meeting Attendees

Name	Organization
Sandra Flum	INDOT Major Projects Delivery (MPD)
Jonathan Wallace	INDOT MPD
Laura Hilden	INDOT Environmental Services Division (ESD)
Matt Coon	INDOT ESD
Susan Branigin	INDOT ESD
Clint Kelly	INDOT ESD
Sandy Bowman	INDOT ESD
Drew Passmore	INDOT ESD
Cindy Mauro	INDOT ESD
Kari Carmany-George	Federal Highway Administration (FHWA)
Adin McCann	HNTB
Kia Gillette	HNTB
Jeff Laswell	Gray & Pape
Brett Lackey	CDM Smith
Krista Goodin	CDM Smith
Briana Hope	American Structurepoint
Brandon Miller	American Structurepoint
Rusty Holt	WSP
Jamie Bents	WSP
Dan Prevost	Parsons
Jenny Kleinman	Parsons
Alex Lee	Parsons
Berry Craig	Parsons
Dan Miller	HNTB
Mackenzie Knotts	HNTB
David Calease	National Park Service
Robin McWilliams Munson	US Fish and Wildlife Service (USFWS)
Elizabeth McCloskey	USFWS
Paul Allerding	US Army Corps of Engineers (USACE)
Stasi Brown	USACE

Name	Organization
Kathleen Chernich	USACE
Charlie Uhlarik	USACE
Elizabeth Pelloso	US Environmental Protection Agency (USEPA)
William Stanifer	US Coast Guard
Michael Walker	US Coast Guard
Alisha Turnbow	Indiana Dept. of Environmental Management (IDEM) – Groundwater
Jason Randolph	IDEM – Wetlands & Stormwater
Matt Buffington	Indiana Department of Natural Resources (IDNR) Division of Fish & Wildlife (DFW)
Brian Boszor	IDNR DFW
Dale Brier	IDNR Division of Outdoor Recreation
Jessica Gumbert	IDNR
Nathaniel Simmons	IDNR
Mark Becker	IDNR
Beth McCord	IDNR Division of Historic Preservation & Archaeology (DHPA)
Chad Slider	IDNR DHPA
Toni Giffin	IDNR DHPA
Wade Tharp	IDNR DHPA
Todd Zeiger	Indiana Landmarks
Kurt Garner	Historic Michigan Road Association, Marshall County Historian, Wythougan Valley Preservation Council
Anne Shaw	Howard County Historical Society and Museum
Sandy Garrison	Marshall County Historical Society
Luke Lightfoot	Hopewell Methodist Church

ProPEL US 30 & US 31 – FHWA, INDOT, Tribes Meeting
February 23, 2023, 1 pm – 2:30 pm

1

AGENDA

2

WELCOME, INTRODUCTIONS, & PURPOSE

3

INTRODUCTIONS – INDOT & PEL ADVISOR

<p><u>FHWA</u></p> <ul style="list-style-type: none"> ▪ Kari Carmany-George <p><u>INDOT PROJECT MANAGERS</u></p> <ul style="list-style-type: none"> ▪ Sandra Flum – US 30 ▪ Jonathan Wallace – US 31 	<p><u>INDOT CULTURAL RESOURCES OFFICE</u></p> <ul style="list-style-type: none"> ▪ Matt Coon <p><u>PEL ADVISOR</u></p> <ul style="list-style-type: none"> ▪ Adin McCann – HNTB ▪ Kia Gillette – HNTB ▪ Jeff Laswell – Gray & Pape
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4

INTRODUCTIONS – PEL STUDY TEAMS

<p><u>US 30 WEST TEAM</u></p> <ul style="list-style-type: none"> ▪ Krista Goodin – CDM Smith <p><u>US 30 EAST TEAM</u></p> <ul style="list-style-type: none"> ▪ Jamie Bents – WSP 	<p><u>US 31 NORTH TEAM</u></p> <ul style="list-style-type: none"> ▪ Jenny Kleinman – Parsons <p><u>US 31 SOUTH TEAM</u></p> <ul style="list-style-type: none"> ▪ Mackenzie Knotts – HNTB
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5

INTRODUCTIONS – TRIBES

TRIBES

- Logan York, Miami Tribe of Oklahoma
- Burgundy Fletcher, Peoria Tribe of Indians of Oklahoma
- Benjamin Rhodd, Forest County Potawatomi Community
- Matthew Bussler, Pokagon Band of Potawatomi Indians
- Larry Heady, Delaware Tribe of Indians of Oklahoma

6

MEETING PURPOSE

- 1. Introduce** Tribes to the ProPEL US 30 and US 31 studies
- 2. Provide** information and answer questions regarding the Planning and Environmental Linkages (PEL) process
- 3. Communicate** future steps for ProPEL US 30 and US 31 studies

7

PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

8

PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

- Planning study
- Used early (pre-NEPA development)
 - Before needs and solutions are identified
- Considers several factors
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
 - Agency input
- Can be used in NEPA



9

ProPEL US 30 & US 31

INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 and US 31 studies into the NEPA process.



10

WHY A PEL?

- Multi-disciplinary** - Combines planning, engineering, and environmental analyses
- Flexible** - Does not require a "one size fits all" approach
- Collaborative** - Engages stakeholders and agencies from the start
- Action Plan** - Identify next steps

11

ProPEL US 30 and US 31 STUDIES

12

ProPEL US 30 & US 31



Indiana Department of Transportation (INDOT)

- Study owner
- Manages the planning process
- Tasked with implementing project recommendations
- Project Managers

4 Consultant Teams

- Completing outreach and technical work on behalf of INDOT

INDOT is overseeing the work of four consulting teams: HNTB, WSP, CDM Smith, and Parsons along the US 30 and US 31 corridors across the state

13

ProPEL US 30 & US 31



Map showing study areas for US 30 West, US 30 East, US 31 North, and US 31 South, with consultant names: CDM Smith, WSP, HNTB, and Parsons.

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ProPEL US 30 & US 31 STUDIES PROCESS

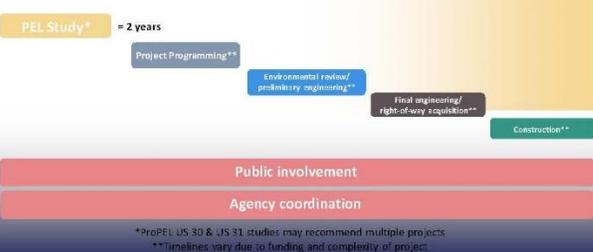


- 1 SUMMER 2021**
PEL STUDIES START
• Begin data gathering
• Develop public involvement plan
- 2 FALL 2021**
VISION/SCOPING
• Review corridor history
• Identify baseline conditions
WE ARE HERE
- 3 SPRING/SUMMER 2022**
PURPOSE & NEED
• Identify transportation needs
• Develop purpose of improvements
- 4 LATE 2022 EARLY 2023**
ALTERNATIVES ANALYSIS
• Identify potential engagement alternatives
• Evaluate and screen alternatives
• Identify environmental and community impacts
- 5 FALL 2024**
PEL STUDIES COMPLETE
• Document the study process and its recommendations

GATHER PUBLIC FEEDBACK & AGENCY COORDINATION

15

WHAT HAPPENS AFTER THE PEL STUDIES?



PEL Study* = 2 years

Project Programming**

Environmental review/ preliminary engineering**

Final engineering/ right-of-way acquisition**

Construction**

Public involvement

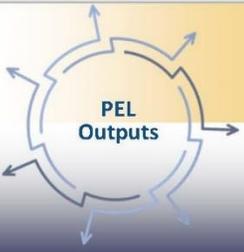
Agency coordination

*ProPEL US 30 & US 31 studies may recommend multiple projects
**Timelines vary due to funding and complexity of project

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ANTICIPATED STUDY OUTCOMES

- Purpose and need
- Reasonable alternatives
- Preliminary assessment of impacts, potential permits, mitigation
- Engaged and educated public and resource agencies
- Action plan to pursue reasonable alternatives



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PEL STUDIES vs. NEPA & SECTION 106

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NEXT STEPS

25

NEXT STEPS

Each of the 4 studies will send a letter to the Tribes via INDOT with:

1. Invitation to Participate in the ProPEL studies
2. Archaeological Resources Identification Memo
3. Draft Purpose and Need Memo
4. Invitation to Virtual Meeting

If you do not respond, you will not be sent future information for that study.

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THANK YOU



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February 23, 2023 – Tribal Coordination Meeting Summary

Date: February 23, 2023, 1-2:30 p.m.

TRIBES, FHWA, AND INDOT PEL INTRODUCTION MEETING

MEETING SUMMARY



1. WELCOME, INTRODUCTIONS, & PURPOSE

- Kari Carmany-George from the Federal Highway Administration (FHWA) started the meeting at 1:03 p.m. She explained this is the early stages of the study and some background on the Planning and Environmental Linkages (PEL) process. Kari expressed her gratitude to the Tribes for taking their time to participate in the meeting and the importance of coordinating with the Tribes early in the studies.
- Kia Gillette from HNTB stated that the purpose of the meeting is to explain what a PEL study is and give the Tribes an overall understanding of the study process and more specifically what to expect with the ProPEL US 30/31 studies. The meeting will be recorded only to assist with the development of meeting summary. The is intended to be informal, please ask questions if you have them.
- Kia discussed the agenda for the meeting:
 - Introductions
 - An overview of the PEL process
 - PEL vs National Environmental Policy Act (NEPA) and Section 106
 - Next steps and how Tribes can be engaged in the studies, if interested
- Kia introduced those individuals from the study teams in attendance. The floor was opened for anyone to speak up if they were not listed in the attendees. The Tribe representatives then introduced themselves (see page 7 for attendee list).
- Kia discussed three purposes for the meeting:
 1. Introduce the ProPEL US 30 and 31 studies.
 - It is different than the normal NEPA process.
 - INDOT does not have projects at this point.
 - No decisions have been made about what will be done along the corridors.
 - This is a study phase, part of the planning process.
 - Coordination is happening earlier than it normally would.
 2. Provide information and answer questions regarding the PEL process.
 3. Communicate future steps for the studies if the tribes are interested in being involved.

2. PLANNING AND ENVIRONMENTAL LINKAGES (PEL) OVERVIEW

- Adin McCann from HNTB discussed the PEL process.
- PEL is a federal planning process tool used by transportation agencies.
 - It is used very early for planning.
 - There are no project details at this point.
 - PELs are a collaborative and integrated approach to transportation decision making considering multiple factors, while also coordinating with resource agency and Tribes to the extent they want to participate in the study.
 - The PELs will look at:
 - Transportation needs
 - Environmental and cultural resources
 - Community goals and values
 - Economic objectives
 - The information, analysis, and decision making that comes out of the study can be carried forward to the next phase of project work, Federal environmental review process as part of NEPA.
 - ProPEL is the “brand” that INDOT has identified for PEL studies to show what to expect when INDOT performs a study.
- Why PEL?
 - Indiana is commonly referred to as the “Crossroads of America”. Transportation infrastructure is vital not only to Hoosiers, but to those that live and work outside Indiana as well. INDOT wants to remain a leader in transportation infrastructure and believes PEL studies can support that goal by helping build smarter transportation and stronger communities by engaging stakeholders early in planning.
 - Benefits of PEL studies include:
 - Multi-disciplinary
 - Combines planning, engineering, and environmental disciplines early in the process
 - Flexible
 - Is not a one size fits all
 - Don’t need to follow the same path
 - Don’t need to achieve the same outcome
 - Collaborative
 - Engages the public, resource agencies, and tribal stakeholders at the earliest time possible
 - Efficient
 - Can provide a “jump start” by using study results and recommendations.
 - Can save time and avoid revisiting or reanalyzing certain issues in the NEPA process.

3. PROPEL US 30 & US 31 STUDIES

- INDOT's intent is to carry the information and decisions made in these PEL studies into the more in-depth environmental review process in NEPA.
- INDOT is managing the planning process and working with FHWA to ensure all federal requirements are met during the studies.
 - Sandra Flum: US 30 Project Manager (PM), US 31 Deputy PM
 - Jonathan Wallace: US 31 PM, US 30 Deputy PM
- The project websites are:
 - <https://propelus31.com/>
 - <https://propelus30.com/>
- The 4 studies encompass approximately 180 miles of US 30 and US 31.
 - INDOT is overseeing the work of 4 consulting teams (1 per study).
 - The corridors are divided into 4 areas so that each study can better focus on the specific transportation needs and community context in each study area. A map showing the study area extents was shown to the meeting attendees.
 - US 30 West (includes a portion of US 31): CDM Smith
 - US 30 East (excludes I-69 and I-469 around the north side of Fort Wayne): WSP
 - US 31 North: Parsons
 - US 31 South (excludes Kokomo bypass): HNTB
 - Study boundaries were determined to facilitate community engagement, stakeholder involvement, and public involvement.
 - The portion of I-69 and I-469 around the north side of Fort Wayne is excluded due to the long-term vision of that section already being determined.
 - The Kokomo bypass is excluded due to the section already being upgraded to a controlled access more of a freeway facility, long term vision already determined.
 - Residents, the businesses, and all the stakeholders within the excluded portions of the study are an important part of the studies.
 - The analysis and recommendations of any potential solutions identified by the 4 study teams will be coordinated across study lines so that potential solutions will work together.
 - Coordination is occurring across the teams on a regular basis to ensure the technical work is well coordinated and that the study teams are thinking comprehensively about the corridors.
- The ProPEL US 30 and ProPEL US 31 studies are anticipated to take approximately 2 years to complete. A milestone schedule was discussed.
 - Step 1: Vision/Scoping
 - Work started in late summer 2022
 - Initiated data collection
 - Developed the public involvement/agency coordination plan
 - Initiated public involvement activities.
 - First round of public meetings held in November and December 2022
 - Starting coordination with the Tribes today at this meeting
 - Right now, the 4 PEL study teams are between Steps 1 (Vision/Scoping) and 2 (Purpose and Need)

- Step 2: Purpose and Need
 - Identify transportation needs
 - Develop purpose of improvements
- Step 3: Alternatives Analysis, expected to occur fall 2024
 - Identify potential improvement alternatives
 - Evaluate and screen alternatives
 - Identify potential environmental and community impacts
- Step 4: PEL Study Report
- The outreach, the public involvement, and agency coordination will occur throughout the studies with a specific focus on meetings at each of the 4 identified milestones.
- Given the approximately 2-year schedule, this is the start of the conversation with the Tribes.
- After the PEL studies are completed, there's still a lot of work to do. This work includes all the steps or phases of INDOT's project development activities such as:
 - Environmental review (NEPA)/preliminary engineering
 - Final engineering/right-of-way acquisition (if required)
 - Construction
- Typical timeframes associated with these activities can vary greatly depending on multiple factors, including funding availability and complexity of a project. The main point is that it could be several years after the PEL studies before improvements recommended as part of the PEL studies get constructed.
- The overarching vision for the 4 ProPEL US 30 and ProPEL US 31 studies is to identify future transportation investments. To do that, we anticipate the PEL studies will have several outcomes, including:
 - Develop Purpose and Need statement
 - Develop, analyze, and screen alternatives
 - INDOT does not believe a single alternative will be the recommendation of each PEL study area. INDOT anticipates carrying forward a smaller set of reasonable alternatives into the NEPA process.
 - Preliminary assessment of impacts, potential permits, mitigation (if appropriate)
 - The intent will be to provide a side-by-side comparison of benefits, costs, and impacts so that an informed decision can be made.
 - Engage and educate the public and resource agencies
 - Develop action plan to pursue reasonable alternatives
- Kia paused the meeting to see if there were questions.
 - Burgundy Fletcher from the Peoria Tribe of Indians of Oklahoma asked for clarification on the excluded portions of the studies.
 - Adin answered those areas are not included because the long-term vision of the two portions has already been decided, and they are already freeway facilities. He explained that the purpose of the PEL studies is to figure out what the long-term future looks like for the rest of the corridor. He emphasized that the communities within the excluded portions are still being engaged to participate, as they are likely users of the portions of US 30/31.
 - Mathew Bussler of the Pokagon Band of Potawatomi Indians had to leave the meeting to attend another meeting and Kia confirmed that there will be a meeting summary sent out after the meeting along with the presentation slides.
 - Logan York of the Miami Tribe of Oklahoma asked if any information is provided by the Tribes, how will that be protected from public knowledge?
 - Kia explained that if there is information provided it can be either

marked as environmentally sensitive area or kept completely off public documents.

- Decisions will need to be documented that we had coordination and that there is something sensitive in the area.
- If there is something that the study teams should be made aware of and/or avoid it would be extremely valuable at this planning stage.
- Information will be handled however the information provider prefers it be handled.

4. PEL STUDIES VS. NEPA & SECTION 106

- PEL
 - PEL is not NEPA, nor is it a replacement for the NEPA process.
 - PEL studies allow for early identification of potential issues and allow documentation and elimination of unreasonable alternatives. It is essentially better transportation planning.
 - Information developed during the PEL study can be carried forward into the NEPA process and relied upon during that work.
 - PEL studies will not include detailed field investigations. They will use data from secondary sources.
 - Agencies and communities are asked to share resources that study teams need to be aware of and considered as alternatives are defined and comparatively evaluated.
 - PEL studies often result in clearly defined projects that can be advanced into NEPA. These projects would have logical termini and independent utility as required by NEPA.
- NEPA
 - NEPA review will still completed following the PEL process on whatever alternatives come out of the PEL process.
 - It requires agencies to assess the environmental effects of their proposed actions prior to making decisions.
 - It will act as the “umbrella” including all environmental laws, including Section 106.
 - The NEPA process will identify a selected alternative.
- ProPEL US 30 and ProPEL US 31 studies do not anticipate a single, long corridor project coming out of each study.
- Section 106 vs. PEL
 - PEL will not include Section 106 consultation. Section 106 consultation will be completed once the projects move into the NEPA process.
 - The studies are using the term “cultural resources stakeholder” and not “consulting party”, which is used during Section 106 consultation.
 - Section 106 includes 4 main steps 1) Initiate consultation, 2) Identify historic properties (including above-ground and archaeological), 3) Assess effects to historic properties, and 4) Resolve adverse effects to historic properties.
 - The PEL studies will:
 - Identify potential cultural resources that could inform alternative development, as well as avoidance of important resources.
 - Incorporate data from the stakeholder feedback from Tribes, the public, and other resource agencies, such as USFWS or the EPA into the decisions that then move forward into NEPA.
 - Things to expect from the process:

- Environmental Constraints Report (ERC)
 - Identifying environmental resources that need considered in each study.
 - It looks at a half-mile buffer in either direction from the study corridor.
 - It only using existing data sources.
 - No detailed field investigations (difference between PEL and NEPA) are included.
 - The ERC is looking at:
 - National register listed eligible above-ground historic properties
 - Wetlands, streams, floodplains, threatened and endangered species, possible hazardous materials, infrastructure: pipelines and railroads
 - Managed lands, recreational sites, and trails
 - Noise sensitive areas
 - Identify areas that need to be evaluated in NEPA
 - Potential environmental justice populations
 - Brief, non-specific summary of archaeology
- Archaeological resources ID memo
 - Identifies recorded archaeological sites within a half mile of the study corridor
 - Does include maps
 - Will not be available to the public (why this memo is not included in the ERC)
 - Looking at recorded sites from the state historic architectural and archaeological research database (SHAARD)
 - Sites are not included if not identified as eligible or potentially eligible
 - Aware that site status may change once field surveys are complete
 - Anticipated that this is how/where the tribes could be involved in the studies. If there are different ideas, please bring them forward.
- Three main points in addition to this meeting where the studies would reach out to the tribes
 - 1st coordination point
 - Each study area would reach out individually for input from the tribes within their study area. Tribes would receive a PEL study invitation from each study.
 - The tribes would receive the archaeological resources ID memo and a draft purpose and need memo for review and comment.
 - A meeting would be set up to walk through the information, if interested.
 - 2nd coordination point
 - Alternative development and screening process
 - 3 Alternatives Memos: Alternatives will start out broad, with a lot of alternatives. Alternatives will be eliminated as the study proceeds.
 - Memo 1= High level, Universe Alternatives Identification and Screening Memo
 - Memo 2 = More detailed in the Preliminary Alternatives Identification and Screening Memo
 - Memo 3= Most detailed alternatives will be in the Reasonable Alternatives Identification and

Screening Memo

- A meeting would be held after the 3rd memo to walk through the information
- 3rd coordination point would be sending the PEL study and recommendations report for the Tribes' review.
- Kia Gillette opened the discussion up for questions and thoughts.
 - Responses/thoughts can be sent to:
 - Kia Gillette (HNTB): kgillette@hntb.com
 - Matt Coon (INDOT): mcoon@indot.in.gov
 - Kari Carmany-George (FHWA): k.carmanygeorge@dot.gov
 - Please provide feedback on thoughts of the process, if you want more information or less information
- Sandra Flum from INDOT stated that she wanted to restate that this is a planning level study and normally you come in when we've already identified that there are projects needed. Now we're hearing a lot from our public involvement that the communities along these corridors are concerned about safety, mobility, and access. So that will be reflected in the report that we put together. Any information or involvement you can provide in this planning level will help INDOT minimize future impacts when there are projects identified.

5. DISCUSSION & QUESTIONS

- Kia stated that the most important thing being asked is, are there resources Tribes are aware of that are sensitive and should be avoided?
- Logan York of Miami Tribe of Oklahoma asked:
 - "If we do bring up sites at this point in the study, how will that information be used?"
 - "How is it going to affect these projects?"
 - "Is it just going to be filed away or is it actually going to be actively used?"
- Kia answered, we would expect to use it as we develop alternatives, and how we screen alternatives and eliminate them from further consideration.
 - First step, can we avoid it if there is a sensitive resource?
 - Further conversations may be needed if avoidance isn't an option.
- Benjamin Rhodd from the Forest County Potawatomi Community stated he wanted to compliment the process for involving the Tribes in the conversation so early.
 - He has the same concerns as Logan, how will the information be used and protected?
 - Language needs to be incorporated in the process about how the information will be protected.
- Kia stated that the Tribes' input is appreciated and that INDOT is open to further discussion to incorporate their concerns into the process. There will be additional ProPEL studies in the future, so it would be good to establish a process now.
- Benjamin stated this is what he was alluding to previously, the concern of what recourse will the tribes have in the scenario that information is used or divulged that they did not agree to being used or shared in the planning document?
 - INDOT and FHWA can look into how PEL studies in other states have handled sensitive information.
 - Tribes can think of ways they would like to see the information handled

potentially based on previous experience. Perhaps start thinking about what the Tribes are comfortable with and what ways information could be used.

- INDOT has to be able to justify or provide reasoning to dismiss potential solutions or why they may be avoiding a specific area in the study. The reasoning could be word crafted in a way to avoid sharing specific information.
- The group agreed further conversations on the topic would be helpful.
- Sandra pointed out HNTB is tasked with writing INDOT's PEL guidance manual. It will explain how PEL will be implemented. The approach to handling sensitive information could be included in this manual.
- Next Steps:
 - Tribes to think about how they would be most comfortable with the process
 - HNTB, INDOT, and FHWA will think, discuss, and collect information from other states and examples of formalized language, or work in that direction. This could be guidelines for how the information is used, displayed, or deleted at the end of the study.
 - Tribal partners agreed to regrouping in 1-2 months but also requested we be respectful of their time, if there is a process already that we uncover please discuss that on the front end of the next discussion.
- Benjamin asked for clarification on the Archaeological Resources Identification Memo.
 - Kia explained the Archaeological Resources Identification Memo is a records check documenting previously identified National Register eligible or potentially eligible archaeology sites. No field surveys were completed for it. The original intent was to send the Archaeological Resources Identification Memo to Tribes for their review and comments, incorporate their feedback into the studies.
- Matt Coon from INDOT reiterated they really want to hear from the Tribes and to continue the conversation.
 - How Tribes would like this process to go?
 - What level of detail would they like to divulge?
 - How can we protect that information Tribes choose to share?
- Benjamin questioned why there wasn't a SHPO representative on this meeting?
 - Kia explained that SHPO was previously included in a separate meeting; however, they will be invited to any follow up meetings with the Tribes.
- Benjamin asked if PEL will be the standard for future INDOT projects.
 - Sandra noted that some scope items or potential project areas where INDOT is not sure what they want to do could use the PEL process, but it will not be completed for every INDOT project.
 - ProPEL US 30 and ProPEL 31 include 180 miles of corridor, and INDOT is trying to figure out how to make it function for the people who live there and use the corridors. The PEL process is being used because it has a lot of flexibility
 - Indiana will use ProPEL as a way of identifying and making sure that the public and all interested parties have a chance to give INDOT input in the planning side.
- Burgundy stated that a 1-2 month timeframe for the next meeting is a good timeline.
- Burgundy asked about the note on the slide "If you do not respond, you will not be sent future information for that study."
 - Kia explained that is how we are handling sharing the documents with other resource

agencies, mostly to avoid sending agencies information that they are not interested in reviewing.

- The Tribes generally agreed it would be better to send them all documents and they will decide which they will review and provide comments. Kia said this will be done for the Tribes as part of the studies.

6. NEXT STEPS

- The next steps in the presentation slides have been put on hold until further conversations can be held.
- FHWA reaching out to other states for information on how they've handled the sensitive information
 - This group will reconvene in a 1-2 month time frame.
 - Please reach out if at any point there are questions or concerns.

7. Contacts:

- Kia Gillette (HNTB): kgillette@hntb.com
- Adin McCann (HNBT): amccann@hntb.com
- Kari Carmany-George (FHWA): k.carmanygeorge@dot.gov
- Matt Coon (INDOT Cultural Resources Office): mcoon@indot.in.gov
- Sandra Flum (INDOT Project Manager): sflum@indot.in.gov

Attendees List

Name	Organization
Kari Carmany-George	FHWA
Burgundy Fletcher	Peoria Tribe of Indians of Oklahoma
Erin Paden	Shawnee Tribe
Logan York	Miami Tribe of Oklahoma
Mathew Bussler	Pokagon Band of Potawatomi Indians
Benjamin Rhodd	Forest County Potawatomi Community
Sandra Flum	INDOT-MPD
Matt Coon	INDOT-ESD
Clint Kelly	INDOT-ESD
Adin McCann	HNTB
Kia Gillette	HNTB
Mackenzie Knotts	HNTB
Jeff Laswell	Gray & Pape
Krista Goodin	CDM Smith

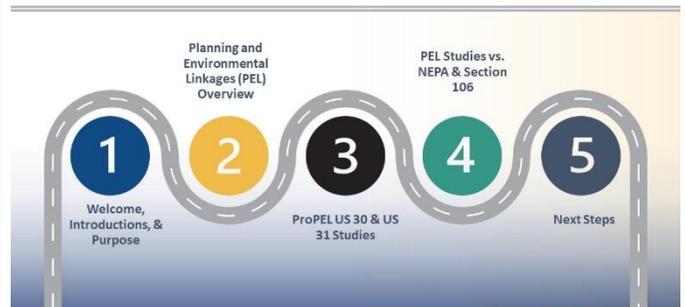
Rusty Holt	WSP
Jamie Bents	WSP
Jenny Kleinman	Parsons

February 23, 2023 – Tribal Coordination Meeting Presentation

ProPEL US 30 & US 31 – FHWA, INDOT, Tribes Meeting
February 23, 2023, 1 pm – 2:30 pm



AGENDA



WELCOME, INTRODUCTIONS, & PURPOSE

INTRODUCTIONS – INDOT & PEL ADVISOR

FHWA

- Kari Carmany-George

INDOT PROJECT MANAGERS

- Sandra Flum – US 30
- Jonathan Wallace – US 31

INDOT CULTURAL RESOURCES OFFICE

- Matt Coon

PEL ADVISOR

- Adin McCann – HNTB
- Kia Gillette – HNTB
- Jeff Laswell – Gray & Pape

INTRODUCTIONS – PEL STUDY TEAMS

US 30 WEST TEAM

- Krista Goodin – CDM Smith

US 31 NORTH TEAM

- Jenny Kleinman – Parsons

US 30 EAST TEAM

- Jamie Bents – WSP

US 31 SOUTH TEAM

- Mackenzie Knotts – HNTB

INTRODUCTIONS – TRIBES

TRIBES

- Logan York, Miami Tribe of Oklahoma
- Burgundy Fletcher, Peoria Tribe of Indians of Oklahoma
- Benjamin Rhodd, Forest County Potawatomi Community
- Matthew Bussler, Pokagon Band of Potawatomi Indians
- Larry Heady, Delaware Tribe of Indians of Oklahoma

MEETING PURPOSE



1. **Introduce** Tribes to the ProPEL US 30 and US 31 studies
2. **Provide** information and answer questions regarding the Planning and Environmental Linkages (PEL) process
3. **Communicate** future steps for ProPEL US 30 and US 31 studies

PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

- Planning study
- Used early (pre-NEPA development)
 - Before needs and solutions are identified
- Considers several factors
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
 - Agency input
- Can be used in NEPA



WHY A PEL?



ProPEL US 30 & US 31

INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 and US 31 studies into the NEPA process.



NEPA

ProPEL US 30 and US 31 STUDIES



ProPEL US 30 & US 31



Indiana Department of Transportation (INDOT)

- Study owner
- Manages the planning process
- Tasked with implementing project recommendations
- Project Managers

4 Consultant Teams

- Completing outreach and technical work on behalf of INDOT

INDOT is overseeing the work of four consulting teams: HNTB, WSP, CDM Smith, and Parsons along the US 30 and US 31 corridors across the state

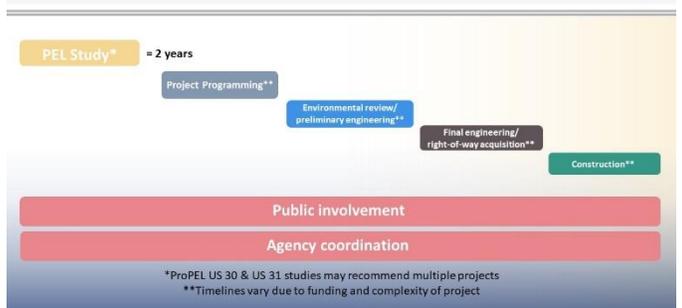
ProPEL US 30 & US 31



ProPEL US 30 & US 31 STUDIES PROCESS

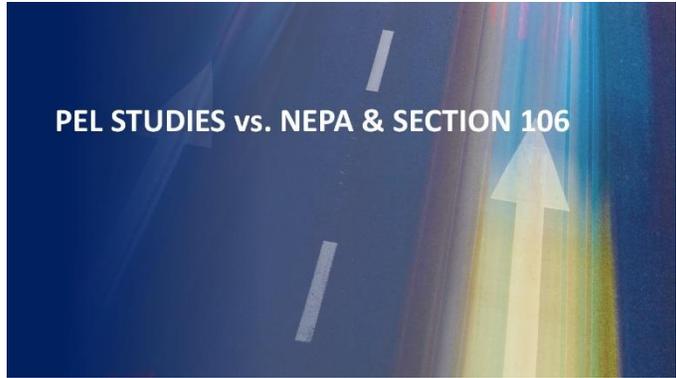
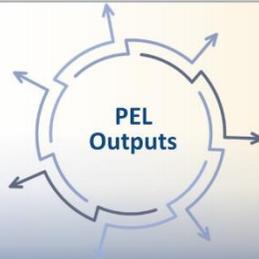


WHAT HAPPENS AFTER THE PEL STUDIES?



ANTICIPATED STUDY OUTCOMES

- Purpose and need
- Reasonable alternatives
- Preliminary assessment of impacts, potential permits, mitigation
- Engaged and educated public and resource agencies
- Action plan to pursue reasonable alternatives



PEL and NEPA (National Environmental Policy Act)

▪ PEL

1. Not a NEPA replacement
2. Early identification of potential issues and to help document and eliminate unreasonable alternatives
3. Information and decisions, including potential alternatives, are carried forward to NEPA process
4. PEL often results in clearly defined projects that can advance into NEPA review

▪ NEPA

1. Requires agencies assess the environmental effects of their proposed actions prior to making decisions
2. Acts as “umbrella,” where all applicable environmental laws, including Section 106, are addressed prior to final project decision
3. Identifies a selected alternative



SECTION 106 vs. PEL

▪ Section 106

1. Initiate consultation
 - Identify consulting parties
 - Determine Area of Potential Effects
2. Identify historic properties
 - Listed on/eligible for National Register
3. Assess Effects
4. Resolve adverse effects

▪ PEL Cultural Resources

- **Not Section 106 consultation****
1. Identify cultural resource stakeholders
 2. Identify potentially significant cultural resources
 - ½ mile study area
 - Does not evaluate properties for National Register eligibility
 3. Data and stakeholder feedback incorporated in decision-making process

ProPEL US 30 & US 31 – WHAT TO EXPECT

Environmental Constraints Report

- Identifies environmental resources within/near study corridor
- Existing data sources
- Example resources included:
 - NRHP-listed and potentially eligible historic properties
 - Wetlands, streams, lakes, floodplains
 - Federal threatened/endangered species list
 - Potential hazardous materials sites
 - Pipelines, railroads, churches, cemeteries
 - Managed lands and trails
 - Noise Sensitive Areas
 - Potential Environmental Justice populations



****No detailed field investigations completed.**

ProPEL US 30 & US 31 – WHAT TO EXPECT

Archaeological Resources Identification Memorandum

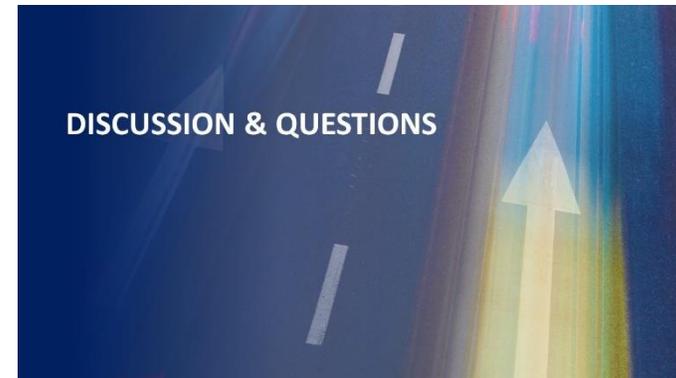
- Identifies recorded archaeological sites within 0.5 mile of the study corridor
 - State Historic Architectural and Archaeological Research Database (SHAARD) Map GIS files
 - Reviewed archaeological site location data in non-GIS SHAARD database by Public Land Survey System (PLSS) Section, Township, and Range
 - Includes National Register listed, eligible, and potentially eligible sites
 - Site eligibility may change once field surveys are completed

****No detailed field investigations completed. Field investigations will be completed if projects move into the NEPA phase.**

ProPEL US 30 & US 31 – WHAT TO EXPECT

▪ Potential Documents for Tribes’ Review

1. **PEL Study Invitation Letter/Archaeological Resources Identification Memo/Draft Purpose and Need Memo**
 - 4 documents, 1 for each study
 - Meeting with Tribes to review information
2. **Alternatives Screening Memos**
 - 4 documents, 1 for each study
 - 3-tiered alternatives screening
 - Universe of Alternatives Identification and Screening (memo review only)
 - Preliminary Alternatives Identification and Screening (memo review only)
 - Reasonable Alternatives Identification and Screening (memo review and meeting)
 - Meeting with Tribes to review information
3. **PEL Study & Recommendations Report**
 - 4 documents, 1 for each study



NEXT STEPS

Each of the 4 studies will send a letter to the Tribes via INDOT with:

1. Invitation to Participate in the ProPEL studies
2. Archaeological Resources Identification Memo
3. Draft Purpose and Need Memo
4. Invitation to Virtual Meeting

If you **do not** respond, you **will not** be sent future information for that study.



May 11, 2023 – Indiana Legislator Briefing Follow Up Communication