

MPO POLICY BOARD

Minutes

January 11, 2018

2:00pm

Lafayette City Hall Board of Works Room

MEMBERS PRESENT

Tony Roswarski	Mayor, City of Lafayette
John Dennis	Mayor, City of West Lafayette
Tom Murtaugh	President, Tippecanoe County Commissioners
Gerry Keen	President, Area Plan Commission
Ron Campbell	President, Lafayette City Council
Peter Bunder	President, West Lafayette Council
Cindy Murray (proxy for Gary Henriott)	Lafayette Board of Works
Julie Ginn	Chairman of the GLPTC
Shane Spears	INDOT Deputy District Commissioner

Absent Voting Members

John Basham	President, Tippecanoe County Council
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Non-Voting Members Present

Sallie Fahey	Executive Director, Area Plan Commission
Stu Kline	Tippecanoe County Highway Engineer
Cat Schoenherr	APC Staff
Doug Poad	APC Staff
Tim Stroshine	APC Staff
Aria Staiger	APC Staff
Marty Sennett	CityBus
Jeromy Grenard	Lafayette City Engineer
Bob Foley	Lafayette Engineer's Office
Ed Garrison	West Lafayette City Engineer

President Tony Roswarski called the meeting to order at 2:00pm.

I. APPROVAL OF 2018 POLICY BOARD PROXIES

Sallie Fahey said Tom Murtaugh is President of the County Commissioners and also President of the Area Plan Commission. Tom Murtaugh is going to represent the Area Plan Commission at the Policy Board meetings with Jackson Bogan, APC Vice-President, as his proxy. Dave Byers and Tracy Brown have already been voted on as proxies but Dave Byers will primarily serve. She then asked if Ron Campbell, Peter Bunder, Shane Spears, and Julie Ginn any or all of them would like to appoint a proxy today.

Julie Ginn said Mike Gibson should be appointed as her proxy.

Peter Bunder said Steve Dietrich will still be his proxy.

Shane Spears said he will appoint a proxy once Heather Kennedy's former position is filled.

John Dennis moved to **APPOINT JACKSON BOGAN AS THE AREA PLAN COMMISSION PROXY, and MIKE GIBSON AS JULIE GINN'S PROXY FOR CITYBUS.** Ron Campbell seconded and the motion was approved by unanimous voice vote.

II. APPROVAL OF MINUTES

John Dennis moved to approve the minutes from the December 14, 2017 meeting. Gerry Keen seconded and the minutes were approved by unanimous voice vote.

III. TIP AMENDMENTS

RESOLUTION T- 2018-01

Amend the FY 2018-2021 TIP for INDOT for 22 Projects

Doug Poad said six of the new INDOT projects included in this amendment are already in the *TIP*. Four of the projects are for maintenance on State Roads 25, 26, 38, and I-65 and two are new intersection projects on SR 43. The requested changes will either add phases or update existing phase data. The amendment will also add project phases and/or update existing phase data for 14 projects, including the Teal Road project, scheduled to be let in January 2018. He said the staff report distributed in the packet includes details on each project along with additional information. He concluded by saying the amendment removes two I-65 bridge deck overlay projects since the decks were improved in FY 2014. He said the Technical Transportation Committee reviewed these requests and recommended approval.

John Dennis moved to adopt **RESOLUTION T 2018-01**. Gerry Keen seconded and the motion was approved by unanimous voice vote.

RESOLUTION T-2018-02

Amend the FY 2018-2021 TIP for CityBus and 2017 Fund Carryover into 2018 Funding Program

Doug Poad said CityBus makes a similar request at the start of every year. CityBus puts a lot of placeholders in the outer years of the *TIPs* and at the end of the calendar year they go through the project lists and decide what they want to do within the calendar year. CityBus is requesting this amendment to update its FY 2018 Section 5307 operating, capital, and planning list by adding \$1,000,000 in CY 2017 Section 5307 funds transferred from MACOG and \$2,066 in CY 2017 Section 5307 carryover funds. He explained that a portion of the Federal funds will be used to change the scope of seven programmed capital projects and the remainder will be allocated to three new capital projects (rehab facility, solar wayside signage, and mobile phone app). He explained that CityBus plans to purchase new planning/runcutting software so a computer program, rather than an actual person, will be producing "trips" and scheduling the Access Bus to better adjust and time trips. He said the staff report explains CityBus' justification for the new and updated projects along with the cost for each. He went on to say the CityBus Board of Directors approved this request at their November meeting and the Technical Transportation Committee recommended approval of this request.

Tony Roswarski asked if the solar-based signs at high ridership bus stops will be replaced with real-time data.

Marty Sennett said that is correct and the signs will be wireless and mounted on poles. He added that CTA in Chicago uses the same system and if it works for Chicago it should work for us. He saw the system demonstrated last fall and he thinks it will be a great tool for CityBus.

Cindy Murray asked if the mobile app is free.

Marty Sennett said the app is free.

John Dennis moved to approve **RESOLUTION T 2018-02**. Cindy Murray seconded and the motion was approved by unanimous voice vote.

IV. BOARD AUTHORIZATION TO ADOPT STATE RECOMMENDED SAFETY PERFORMANCE MEASURES AND TARGETS

Sallie Fahey referred to the unsigned letter that was distributed prior to the meeting and asked the Committee to authorize her to sign the letter and send it on the Policy Board's behalf. Part of the new transportation bill includes a whole suite of performance measures for various topics. Safety performance measure targets were the first topics that had to be dealt with. The performance measures are the first five listed in the letter. States had until August or September to develop their targets for how they plan to improve the five performance measures. MPOs have until the end of February to decide if they are going to support the state's safety performance target measures or develop their own. She thinks it is beyond the MPO's capabilities to develop their own safety performance measures because we would have to have vehicle miles traveled to calculate our own rates and we do not have the staff or expertise to do that. She does not think any MPO in Indiana will go out on their own to develop targets. She went on to say that moving forward we will have to think about our own projects and how those projects will help the state reduce fatalities, fatality rates, serious injuries, serious injury rates, and the number of non-motorized fatalities and serious injuries. The letter also includes the targets the state is shooting for. There are only consequences for the state and not the MPO if the targets are not met. Our job is to help the state and our citizens.

Tony Roswarski asked what is meant "by a five-year rolling average".

Sallie Fahey explained that every year a new five-year period starts.

Tony Roswarski asked how many fatalities we average on Indiana roads in a year.

Sallie Fahey says staff has that data and she will bring it to the next meeting. She said she was on the MPO committee that helped the state figure out the data to use and how to create the targets. Serious injury crashes were the most difficult target to create because the way serious injury crashes are reported changed in 2012. It is less subjective for the investigative officer.

Tom Murtaugh asked if the words "or less" could be added to the numbers because it seems morbid to have a number goal for serious injury and fatality crashes.

Sallie Fahey said she will add "or less" to each performance measure. She went on to say the Indiana Criminal Justice Institute was added and the Federal District Office, part of the Justice Department, in Chicago vetted all the performance measure targets.

Tony Roswarski asked if this program started the first of the year.

Sallie Fahey thinks the program starts at the beginning of the FY 2019 which is July 1st because that is when we start putting money toward projects that we believe will reduce the fatality and serious injury crashes.

Shane Evans is not sure about the actual penalties to the state.

Sallie Fahey said the state does not have to report for two or three years.

Tim Stroshine agreed that it will be a couple of years before restrictions are put on the funding. He is not sure which year that starts.

John Dennis moved to **AUTHORIZE THE AREA PLAN COMMISSION EXECUTIVE DIRECTOR TO ADOPT STATE RECOMMENDED SAFETY PERFORMANCE MEASURES AND TARGETS.** Gerry Keen seconded and the motion was approved by unanimous voice vote.

V. OTHER BUSINESS
Klondike/Lindberg Funding

Sallie Fahey referred to the agreement between our MPO and NIRPC (Northwest Indiana Regional Planning Commission for LaPorte and Lake Counties). Both MPOs agreed on the language and she signed the agreement and sent it to NIRPC for a signature. Once the Executive Director signs the agreement we can send it to Susie Kemp at the District and Justin Sargent, our financial person at Central Office, and Stephani Vermillion. When INDOT moves the money in the books we will be able to use it to let the project and do a *TIP* modification to add that money into Klondike.

18-Month Letting List

Doug Poad said the US 52 white topping project from east of US 231 to just west of SR 28 was awarded in December to Rieth Riley for just over \$10,500,000. That figure is \$2,500,000 under the engineer's estimate. The new traffic signal project for Tate & Lyle (#1) is scheduled to be let later this month. The Twyckenham Trail bike/ped project (#4) has been moved up from an April to a February letting. The Klondike reconstruction project (#5) is on schedule for a March letting. The Sagamore Parkway Trail bike/ped project (#23) is no longer listed.

Tony Roswarski is surprised the US 52 white topping project came in so far under the engineer's estimate. He asked when that project will start.

Shane Evans thinks that project will start as soon as the weather breaks because of the completion date.

Tony Roswarski said it is very important to get information on that project out.

Sharing Agreement

Sallie Fahey referred to the new sharing agreement that was distributed prior to the meeting and said the Board was informed a couple of months ago that Indiana now complies with the Impaired Driving minimum requirements and that compliance allowed us to get rid of the penalty funds. Unfortunately, Indiana is no longer in compliance, so the penalty is back. We now have a new sharing agreement that removes the recently gained penalty funds from the STP category to a category where the funds must be spent on safety projects. The country is operating under a continuing resolution because a federal new budget has not been approved. We are authorized to spend 96.1857% (\$4,690,000) of our \$4,800,000 allocation listed in under the spending authority column. The last column is our spending authority under a continuing resolution that is down to 25%. Right now, we have no idea how long this will last and what kind of impact it will have on our ability to spend our money. Hopefully we will have a budget in a week or so and that part of it will go away. We may have to adjust everything again if we operate under a CR because our target is \$4,800,000 and that is a reduction from what we have been working with.

Tony Roswarski asked for clarification. He knows we are supposed to get \$4,800,000.

Sallie Fahey explained that we have been programming up to \$4,726,000 as our spending authority number down to \$4,600,000.

Tony Roswarski said that makes more sense because the other way we were getting more money.

VI. CITIZEN COMMENTS

None

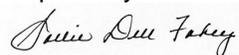
The next meeting is February 8, 2018.

VII. ADJOURNMENT

Ron Campbell moved to adjourn.

The meeting adjourned at 2:30pm.

Respectfully Submitted,



Sallie Dell Fahey
Secretary

SDF/lmu