

## MPO POLICY BOARD

### Minutes

January 12, 2017

2:00pm

Lafayette City Hall Board of Works Room

#### **MEMBERS PRESENT**

Tony Roswarski	Mayor, City of Lafayette
John Dennis	Mayor, City of West Lafayette
John Basham	President, Tippecanoe County Council
Tracy Brown	President Tippecanoe County Commissioners
Gerry Keen	President, Area Plan Commission
Ron Campbell (proxy for Nancy Nargi)	President, Lafayette City Council
Cindy Murray (proxy for Gary Henriott)	Lafayette Board of Works
Bill Ooms	Chairman of the GLPTC
Mark Albers (proxy for Russell Fowler)	INDOT Deputy District Commissioner

#### **Absent Voting Members**

Peter Bunder	President, West Lafayette Council
--------------	-----------------------------------

#### **Non-Voting Members Present**

Robert Dirks (by phone)	FHWA
Sallie Fahey	Executive Director, Area Plan Commission
John Thomas	APC Staff
Doug Poad	APC Staff
Tim Stroshine	APC Staff

Vice President John Dennis called the meeting to order at 2:00pm.

### **I. VOTE ON PROXIES**

Sallie Fahey said John Basham has appointed Dave Williams as his proxy.

Gerry Keen moved that Dave Williams be appointed as the proxy for John Basham. Bill Ooms seconded and the motion was approved by unanimous voice vote.

She went on to say all the Commissioners are already approved as proxies. CityBus will have a Board meeting at the end of the month to elect a new chairman.

### **II. APPROVAL OF MINUTES**

Ron Campbell moved to approve the minutes from the December 8, 2016 meeting. Gerry Keen seconded and the minutes were approved by unanimous voice vote.

### **III. RESOLUTION T 2017-01 Amend the FY 2016-2019 TIP for CityBus**

Doug Poad said CityBus requested this amendment, as it typically does at this time of year, to program Federal funds awarded by INDOT and CY 2017 unallocated Section 5307 funds to increase its 2017 operating assistance, capital assistance, and planning assistance for its CY 2017 list of projects. CityBus is changing the scope of four already programmed capital projects and adding four new capital projects. A

new planning project that will involve evaluating all bus stops has also been added. The additional funds will be allocated for the following projects:

- Operating Assistance;
- Rebuild or Replace Bus Transmissions;
- Purchase Computer Hardware and Software;
- Fixed Bus Route Replacement;
- Purchase/Install Video Camera Systems;
- Purchase Office Equipment;
- Upgrade Shop Lighting;
- Replace Paratransit Bus;
- Continue Travel Training Program; and
- Bus Stop Evaluation.

He added that the details for each project are in the staff report that was included in the packet. The Technical Transportation Committee and the CityBus Board reviewed this request and recommended approval.

Ron Campbell moved to approve **RESOLUTION T 2017-01**. Gerry Keen seconded and the motion was approved by unanimous voice vote.

#### **IV. APC PROGRESS**

##### **2045 Metropolitan Transportation Plan Update Safety, Congestion, Transit, Freight, Bicycle & Pedestrian, and Traffic Operations**

John Thomas said while working on the plan he learned the county has almost 60% of all the center-lane road miles with Lafayette having 20% and the state only 11%.

Sallie Fahey asked if the figures account for West Lafayette's annexation.

John Thomas replied that 2015 data was used and he is not sure if West Lafayette's annexation was included.

Sallie Fahey said we need to check that to make sure our figures are accurate.

John Thomas said for the last couple of years we have been rating pavement conditions in our jurisdictions using PACER. A big portion of that operation was coordinated by LTAP. About 25% of our roads are rated "very good", 40% are rated "good", 10% "fair", and 15% "poor". That means we have almost 65% of roads in "good" or "very good" shape. Using a different system, the state average of "good" and "very good" is 14.3% and we are well above that.

John Basham asked what roads failed.

John Thomas said he does not have that level of detail.

##### **Status of Obligated Federal Funds**

Doug Poad referred to the report distributed with the packet and said we have obligated almost half of our funds. No additional Federal funds have been obligated since this Board met last month but recently we have had requests for Federal funds for five projects (shaded in pink on the table). The projects shown in green on the report are actually on January (South Street, in Lafayette and North Street in Battle Ground) and February (Kingston Trail in West Lafayette) bid lettings. The figures highlighted in yellow are balances that we will need to address in the next two to three months. The projects highlighted in orange have amounts that we need to discuss. He used Happy Hollow as an example because the road is opened but we still have \$180,000 left for change orders. We need to find out if those funds are actually

needed. We also need to make sure all the Federal documents for the Sagamore Parkway Trail project are turned in to be able to draw down the money for PE. He added that we will lose any money left on the table at the end of the fiscal year.

*Tony Roswarski joined the meeting in progress.*

Sallie Fahey reminded everyone that we cannot wait until May to get the projects started because we lose the funds if we do not have signed contract back by June 30th. March is our drop-dead date because it takes a while to get through the letting and contract. We have concerns that the projects highlighted in orange can actually get to a letting in March to be able to get the contract done by July 1<sup>st</sup>.

Mark Albers concurred and said the April letting is early in the month which should also work.

John Basham asked if the \$180,000 left in the Happy Hollow project can be moved over to another project if it is not needed for Happy Hollow.

Doug Poad explained that we could move those Federal funds to another project through a simple modification if the remaining funds are not needed for change orders.

Sallie Fahey added that the funds need to be moved to one of the projects already on the list.

Tracy Brown asked if a multi-year project can be moved along faster by using those funds.

Sallie Fahey said that can be done.

Cindy Murray asked if all our engineers know where we are with regard to the Federal money.

Doug Poad said staff works with the engineers regularly. This same report will be presented to the Tech Committee next month.

### **Crash Data Quality**

Sallie Fahey said we discussed a couple of month's ago how many crashes APC staff has to scrub/correct every year. There are about 6000 crash reports by the local police departments in one year with about 1000 of them occurring on private property. Of the 5000 reports remaining, almost 40% of them have something incorrect about them and most often it is where the crash occurred. About 2000 crash reports have to be corrected every year. The Board suggested she attend the monthly police chief's meeting and she did that in January. The meeting was very productive and all the police chiefs are interested in helping staff correct the reports. The chiefs asked for a year's worth of crashes that staff had to correct to try to locate where the problems are. Tim Stroshine is compiling that list. Tippecanoe County is one of only two counties in the state where the police departments do not directly input into the State Police record database (ARIES). The local police departments use a program provided by Sun Guard and all the reports have to be exported from Sun Guard to ARIES. Dave Payne at the Lafayette Police Department is responsible for exporting all the county crash reports from Sun Guard to ARIES. It appears that one of the programs does not make road distinctions when crashes occur on US 231 or Old US 231 and defaults to one road or the other. Dave Payne will try to figure out how to correct the reports if there are errors in the translation from Sun Guard to ARIES. It was really helpful for her to attend the meeting. The chiefs have had discussions about not doing crash reports on private property any longer and that would help because that means we will have fewer reports to sort out. He thinks the chiefs will make their officers aware that crash data information is important. She also learned that crash locations are determined by the location of the laptop in the car so Sun Guard will log the crash somewhere else if the officer does not fill out the report at the site of the crash.

Tracy Brown thinks a report will have to be filled out if there is a personal injury crash on private property. He then asked if staff is finding that geo-locates in the cities are more accurate than crashes that occurred in the county.

Tim Stroshine said that is a good question. As part of the process he has learned to sort the crashes out by which law enforcement agency is reporting. He does know there are times that crashes in the cities are geo-located incorrectly. Park East Boulevard will often come in as Park Avenue. In many instances he is not sure why a crash in the city is being located incorrectly.

Tracy Brown knows ARIES has a database it pulls from to look for geo-location but he does not know what it is. BLVD for boulevard and BLVD. will register differently and show an error. He knows the police departments have used the current systems since at least 1999.

Tony Roswarski knows the process is very cumbersome.

Sallie Fahey said Tim Stroshine also mentioned that the crash diagram is the most helpful when trying to figure out where a crash occurred.

Tim Stroshine added that it is actually the combination of the narrative and the crash diagram. The narrative will give him a general idea but sometimes the diagram is helpful in pointing out whether someone was turning out of a business, on a public road, turning into a location, waiting in a queue, stopped at a light, in the intersection, etc. The officer's narrative is the most helpful.

Tony Roswarski thinks the diagrams are computer-generated now.

Tracy Brown said the downside is the officer's typical practices if the vehicles have been moved before the officer gets to the scene. It is not always verifiable where the vehicles actually were. The verbiage is usually: "vehicles moved upon arrival, no diagram".

Sallie Fahey said occasionally those things are missing and there is no narrative, no diagram, and fields never filled in.

Tony Roswarski said the issue hinted at earlier was where a crash report for a non-serious crash is started but then something else happens to pull the officer away before the report is completed. Sometimes the report is not filled out for a couple of days after the crash.

Sallie Fahey said staff is very encouraged about future cooperation. She added that the State Police, DNR, Dave Payne, and John Cox from Purdue also attended the chief's meeting.

### **Road Safety Audit**

Tim Stroshine said on SR 43, close to I-65, there is a Speedway that purchased the EconoLodge property behind it to add some commercial fueling lanes for semis. There is some concern that truck traffic will increase and a lot of those trucks and other vehicles exiting the area will want to turn left to return to the interstate. Staff has been working to put together a team to visit the site and evaluate it by looking at safety concerns at the current station and at the new commercial fueling station. The audit will be conducted Friday, January 20<sup>th</sup> at 9:30am. We will have representatives from INDOT, FHWA, State Police, Sheriff's Department, County Highway, APC staff members, Battle Ground representatives, LTAP, and a few others. We will look at what we can do to improve future safety at the intersection and we also will compile a report containing the findings to various entities.

Sallie Fahey said Speedway informed her that the company built the cost of a traffic light into the project if they can get approval from INDOT for the light at that location. It does not meet the standard warrant. We do not get as much platooning of vehicles as we do at other times there are traffic lights because there is an off-ramp with a continuous right turn and no traffic stop. This process will help us evaluate options and help inform INDOT's decision.

Mark Albers asked what limits are being planned.

Tim Stroshine said we are just focused on the intersection and turning movement. We used CR 600 North and the interstate interchange as the north and south limits. The main players will be Speedway, Wendy's, and the State Police Post.

Sallie Fahey added that there will be a lot more traffic once the old hotel across the street finally comes down and the site is redeveloped.

Tony Roswarski said the whole dynamic could change depending on what goes in on the hotel site.

Tracy Brown does not think Northgate Drive aligns with the current hotel drive.

Mark Albers said he is aware there is a southbound SR 43 crash history at that location. He hopes the crash history will be included as background for the safety audit.

Tim Stroshine said we found that a lot of the crashes Mark Albers is talking about occurred because someone was trying to get out of a business and merge into the traffic. It is not as much of a problem with vehicles going straight and rear-ending.

## **V. OTHER BUSINESS**

### **HB 1002 Exchanged Funds**

Sallie Fahey distributed a copy of the transportation infrastructure funding bill (HB 1002). She said the bill also includes language on "exchanged funds" where locals can exchange some of their Federal dollars for state dollars to do projects not as Federal aid projects. The language has changed a lot since discussion began in fall 2016. If the bill passes we need to keep in mind that right now INDOT does all the administration of the Federal projects but administration would fall back on the locals if we are not using Federal funds. MPO Directors are having a conference call Friday to talk about the bill. She then offered to forward an electronic copy of the bill if anyone would like to have one.

Tony Roswarski pointed out that we will have additional responsibility but if it is state money some of the regulations that really add costs to projects will go away.

Sallie Fahey said potentially that could happen but HB 1002 says you are not eligible to ask for exchanged funds until you get to the construction stage. It seems to her that at that time you can go back and ask for money back into the PE. She went on to say the bill says "except for design build projects, the following must be substantially complete before exchanged funds are awarded". Engineering, design, acquisition of rights-of-way, and reimbursable utility relocation are listed.

Mark Albers said the way Sallie Fahey explained it makes the most sense to him.

Tony Roswarski said engineering, design, ROW acquisition, and utility relocation are some of the big, costly things he was talking about earlier.

Sallie Fahey went on to say the bill says "exchanged funds may be expended on any phase of a project including periodic project oversight services, full-time construction inspection services, and reimbursement for listed items". That means you can get reimbursed but you would have to pay for it upfront and get to construction before you could apply for reimbursement.

Tony Roswarski feels it will not save any of us a lot of money if we have to follow all the guidelines up to the reimbursement point. One of the things that holds us up obligating our funds is all the hoops we have to go through to get to the point of obligating the funds.

### INDOT 18-Month Letting List

Doug Poad pointed out that the list is extensive. As discussed earlier, the Lafayette South Street, North and Railroad Streets in Battle Ground, and the West Lafayette Kingston Trail projects (#4, 5, 6, & 7) will be let in either January or in February. The I-65 maintenance and tree removal/trimming project was moved back to a January letting. The two I-65 bridge deck replacement and widening projects (#8 & 9) will be moved back to FY 2019 and combined with other projects.

Sallie Fahey said Heather Kennedy from INDOT told us at the Tech meeting that they were evaluating whether they were going to three lane each of the bridges as part of the project in preparation for I-65 expansion.

Mark Albers said that is what our district wants to do but going forward with that will depend on the funding available.

Sallie Fahey thinks it is better to wait rather than have to go back and redo all those bridges three or four years later.

Tony Roswarski concurred.

Doug Poad said the North River Road at River Bend Hospital project (#21) has been moved back two months to a December 2017 letting. The SR 26 bridge over the South Fork of the Wildcat Creek replacement project was let for \$1,200,000 under the engineer's estimate. The beam straightening project on the SP 52 bridge over North 9<sup>th</sup> Street was combined with another bridge straightening project and awarded for less than the engineer's estimate.

Tracy Brown asked when the SR 26 bridge work starts and pointed out that that is the Monitor Bridge. He also asked if the old bridge will be torn down.

Doug Poad said if the project is let this spring the project should start soon after. He thinks the plans are to build a temporary bridge as a runaround on one side of the old bridge, demolish the old bridge and widen the bridge to coincide with the SR 26 widening project.

Mark Albers commented that INDOT rejected the low bid for the bridge straightening project and the second low bidder was awarded the contract. The SR 26 bridge project also has been awarded. He said the Lauramie bridge projects that are no longer on the list have been moved to a November 2018 letting date. Doing that will cut traffic maintenance costs and the construction timeframe needed for the road work going on along that corridor. It made good sense to repackage the bridge projects with other bridge projects going on in Clinton County.

Tony Roswarski heard INDOT announced a new Commissioner today.

Sallie Fahey said the former mayor of Franklin was named the new INDOT Commissioner.

Mark Albers thinks the Franklin mayor ran for re-election and stepped down from that position to take the INDOT job. The new Commissioner is Joe McGuinness. He said he heard about issues with traffic maintenance for the West Lafayette bridge projects (#27 & 28).

Sallie Fahey said it looks like both the bridges might be worked on at the same time.

Mark Albers said both the Soldiers Home overpass and the westbound SP 52 (Old SR 443) bridge over the Wabash are due to be let in the same month. INDOT expects both projects to be able to go forward without conflicting each other. INDOT knows the Soldiers Home Road westbound off ramp will need to be closed for all phases of construction to maintain traffic. Plans are for a single lane on Soldiers Home Road with a restricted crossing and a traffic signal. The eastbound bridge needs to be complete and open to traffic before anything else can happen. INDOT hopes to reuse the crossovers that were put in place for that project but doing that is questionable because the pavement design was for just one project and not to last for a couple of years.

Tony Roswarski asked what the westbound bridge needs.

John Dennis said the deck is being replaced on the westbound bridge.

Mark Albers explained that utilizing the crossovers will allow the westbound bridge to be closed sooner and the traffic moved on to the new bridge quicker. He is not sure of the timeframe on the projects once they are let.

John Dennis said that is good to know because people ask him about the Soldiers Home bridge all the time.

## **VI. CITIZEN COMMENTS**

None

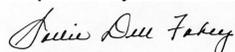
The next meeting is February 9, 2017

## **VII. ADJOURNMENT**

Ron Campbell moved to adjourn.

The meeting adjourned at 2:45pm.

Respectfully Submitted,



Sallie Dell Fahey  
Secretary

SDF/lmu