

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

**MEETING MINUTES
JANUARY 17, 2018**

Jon Fricker	JTRP
Sallie Fahey	Area Plan Commission
Bob Foley (proxy for Jeromy Grenard)	Lafayette City Engineer
Stu Kline	Tippecanoe County Highway Engineer
Marcus Smith (proxy for Ed Garrison)	West Lafayette City Engineer
Jim Knapp (proxy for Adam Baxmeyer)	Purdue University Airport
Bryce Gibson (proxy for Marty Sennett)	CityBus
Jason Philhower (proxy for Troy Harris)	West Lafayette Police Department

NON-VOTING MEMBERS PRESENT

Cat Schoenherr	APC
Aria Staiger	APC
Tim Stroshine	APC

ALSO PRESENT

Melissa Patton	INDOT – Crawfordsville
Steven Walls	INDOT – Crawfordsville

Chair Jon Fricker called the meeting to order at 2:00p.m.

I. APPROVAL OF PROXIES

Sallie Fahey said the Committee needs to approve Adam Keyster and Jim Knapp as proxies for Adam Baxmeyer, Purdue Airport.

Stu Kline moved to **APPROVE ADAM KEISTER AND JIM KNAPP AS THE PROXIES FOR ADAM BAXMEYER, PURDUE AIRPORT.** Marcus Smith seconded and the motion was approved by unanimous voice vote.

II. APPROVAL OF MINUTES

Bob Foley moved to approve the minutes of the December 20, 2017 meeting as submitted. Bryce Gibson seconded.

Jon Fricker was quoted in the second paragraph on the second line under CityBus Carryover as saying “sometimes randomly done”. The line should read “sometimes manually done”. At the bottom of the same page he is quoted as saying “the local property tax assessment” but he would like “for GLPTC” to be added at the end.

The minutes, as amended, were approved by unanimous voice vote.

III. ACCESS PERMITS

None

IV. SAFETY PERFORMANCE TARGETS

Sallie Fahey said this Committee has received information about the Safety Performance Measures imposed by the new Federal legislation for the last year and a half. The regulation states that each state must set targets to reduce fatalities, rates of fatalities, serious injury crashes, rate of serious injury crashes, and combined fatalities and serious injury crashes for bicyclists and pedestrians. The targets have been set and the 14 Indiana MPOs must decide if they are going to do things in our area that will support those targets or set our own targets. She does not think any Indiana MPO will set its own targets because it is a little too complicated. Last week the Policy Board voted to support the state's targets for safety. We will look up and report the current five-year rolling averages for the five target areas. The fatality target is 814.9, the rate of fatalities for 100,000,000 miles traveled is 1.036. The serious crash injury target is 3,479.8 and the rate of serious injury crashes for 100,000,000 miles traveled is 4.347. The number of non-motorist fatalities and serious injuries target is 417. When the state reports whether the targets were met or if substantial progress was made to reach the targets, the FHWA will have to determine if there was sufficient compliance related to the targets. The state could have financial consequences if it is determined that there was not sufficient compliance, but the MPOs will not have any consequences. Our MPO will be allocating money and making sure our projects and our Federal safety money allocations are working toward helping the state meet the target numbers and rates. She went on to say, the letter stating that our MPO is supporting the state targets will be sent to INDOT this week.

Jon Fricker assumes the Policy Board is taking care of this issue.

Sallie Fahey said that is correct and added that it feeds into a discussion we will have later about project funding and *TIP* revisions because we all need to be thinking about safety projects in our community that are eligible to use safety money and that will support the state's targets.

Jim Knapp thinks a rate of 1.036 for 100,000,000 vehicle miles traveled seems very low. He thinks it will be hard to improve on that number. He also wonders how the new State Street will feed into this for the non-motorized crashes.

Sallie Fahey is not sure staff can calculate VMT because we do not have traffic counts for all the locations that we would need.

Jason Philhower wonders how our local numbers compare to the target rates. He recently learned that West Lafayette's fatalities went up 400% because there were no fatalities 2016 and four in 2017.

V. APC PROGRESS Klondike Road Funding Agreement

Sallie Fahey reminded the Committee that there was not enough money to do Klondike and Lindberg. The Policy Board let staff search for an MPO with funds they would not be able to obligate in FY 2018 and we would be able to borrow, then pay back from FY 2019 Cherry Lane funds. NIRPC is loaning us \$1,200,000 so the Klondike project can go forward. Lindberg will be put off for a long time because the money programmed for the Lindberg project will all have to go to Klondike. The signed swap agreement was sent to INDOT and she administratively modified the *TIP* to move all that money around. INDOT

Crawfordsville will be notified of the *TIP* modification. The Klondike project should be ready to go to letting in March.

Stu Kline said it is getting very close to letting and before letting the *STIP* must be amended and a FMIS filed.

Sallie Fahey thinks it will be in the *STIP* in the next couple of weeks and the FMIS can be filed any time. It will be processed once it is in the *STIP*.

Jon Fricker asked if the Lindberg project is between Northwestern and Salisbury because that area needs work.

Sallie Fahey replied that the Lindberg project goes back to the West Lafayette city limits from Klondike. The Northwestern to Salisbury stretch would be a city project and she thinks it is already in the works.

Project Funding /TIP Revisions/PYB Discussion

Cat Schoenherr knows the *TIP* has formerly been updated annually and now INDOT is shifting us to a two-year update cycle to coincide with the *STIP*. She and Doug Poad think it will be beneficial for everyone to do a mid-tern update. Staff would like to look at everyone's projects with regard to dates, costs, etc. to see if there are things that need to be moved out to a future based on funding and scheduling to keep the *TIP* updated as best we can.

Sallie Fahey said Stu Kline has already done this because of the mess with Klondike. Projects have been moved out while trying to find the most efficient way to get the projects done.

Cat Schoenherr said this update may not be a major task because the engineers have to turn in the quarterly reports by Friday.

Stu Kline asked when we will be programming FY 2022.

Cat Schoenherr said she asked INDOT the same question after the December Tech meeting but has not received an answer. She will call to try to get INDOT's schedule because she knows they have one.

Sallie Fahey said typically we would be asking for thoughts on local projects in late November/early December 2018 and on schedule to have a new *TIP* adopted no later than April.

Stu Kline asked if that is merely a rewrite of funding up to FY 2021 and does not include FY 2022.

Sallie Fahey said it would include FY 2022. We know from the sharing agreement that the funding is always in flux but INDOT will give us a number to use.

Stu Kline asked if the funding will be between \$4,000,000 and \$5,000,000.

Sallie Fahey said that is correct. She then asked if anyone from INDOT knows what the *STIP* schedule is for next year. She thinks the *STIP* has to be ready to go to the Feds at the end of May because the state basically shuts down the month of June. Everything has to be approved by FHWA by July 1st.

Stu Kline asked if we will just be working on FY 2022.

Sallie Fahey said we will be working on FY 2022 and FY 2023 and added that we will start the process in November or December because it takes about six months. Battle Ground had two projects the last couple of years and Dayton is interested in a project to continue Yost Drive, just east of the I-65 interchange north of SR 38 and running all the way to Haggerty Lane. Many years ago, Dayton purchased the right-of-way to bring water down that corridor but she is not sure if the right-of-way is the

full required width. Yost Drive was made a collector to encourage developer participation, but the problem is that there may not be subdivisions to force participation. So far everyone has taken and used 10-acre tracts or larger. She has talked with McAlister on the east side of Yost Drive and there have been some nibbles from a large user on the west side of Yost. She expects both to participate financially in the construction of Yost Drive. She thinks FY 2022 or 2023 is the earliest Dayton will have Federal money available or match money saved up to do the project.

Stu Kline asked if the approach on Haggerty is outside the urbanized area.

Sallie Fahey thinks the whole area is inside the urbanized area.

Tim Stroshine said it is close out there, and he is not exactly sure where the boundary is.

Sallie Fahey said by FY 2023 we will have had another census and another round of updating the urbanized area boundary.

Cat Schoenherr said we talked about what to do if the Klondike bids come in less than the engineer's estimate. If the bids are lower than the estimate, we will need to spend that leftover money in FY 2018 so we do not lose it.

Stu Kline asked if we could put any extra money "on hold" for the right-of-way phase for Lindberg.

Sallie Fahey pointed out that we would have to have a contract with that money to do that but thinks it is a possibility.

Stu Kline said as long as we commit the money and have a contract in FY 2018 we will not have to spend the money in that year.

VI. OTHER BUSINESS

INDOT 18-Month Letting List

Cat Schoenherr said Klondike reconstruction project (#5) has been moved back from a February to a March letting and that is a good thing because the deadline to submit a *STIP* modification is March 1st and the close date is March 2nd. That is close to when the letting is scheduled so we will have to stay on top of that.

Stu Kline thinks the FMIS cannot be processed until the *STIP* is done.

Cat Schoenherr is not sure and said she will look into that. The Twyckenham Trail bike/ped project (#4) has been moved up from an April to a February letting.

Bob Foley said the project was originally scheduled to be let in March and then the letting was pushed back to April. Now it is February and that is a good thing.

Cat Schoenherr said the Sagamore Parkway Trail bike/ped project (#23) is no longer listed but she is not sure what that means. She wonders if the money went away.

Sallie Fahey thinks the project has just been delayed.

Marcus Smith said the money for the Sagamore Trail was moved to Happy Hollow.

Cat Schoenherr heard that the project was going to be marked as unfunded.

Sallie Fahey thinks the project was moved to a later fiscal year. She does not think the design has been done yet.

Marcus Smith concurred.

Cat Schoenherr said the US 52 white topping project from east of US 231 to west of SR 28 was awarded to Reith Riley for just over \$10,500,000 and that figure is \$2,500,000 under the engineer's estimate.

Bob Foley said last month's letting list showed a different contractor.

Sallie Fahey asked if this is the same letting list that went to the Policy Board.

Stu Kline said the Policy Board was told that Reith Riley was awarded the contract and the Board was surprised that the bid came in so much lower than the engineer's estimate.

Sallie Fahey thinks it was this letting that made staff wonder if Klondike might actually let for less. That creates a panic on how to use the funds so we do not lose them.

Stu Kline knows there will not be enough left to do Lindberg and that is the only certified shovel-ready project.

VII. CITIZEN COMMENTS

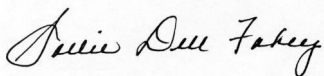
None

Jon Fricker said that the next Technical Transportation Committee meeting will be February 21, 2018.

VIII. ADJOURNMENT

Jon Fricker moved to adjourn the meeting. Stu Kline seconded.

The meeting adjourned at 2:35p.m.



Sallie Dell Fahey
Secretary