

MPO POLICY BOARD

Minutes

March 8, 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
John Basham	President, Tippecanoe County Council
Dave Byers (proxy for Tom Murtaugh)	President, Tippecanoe County Commissioners
Tom Murtaugh	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

Non-Voting Members Present

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

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

I. APPROVAL OF MINUTES

John Dennis moved to approve the minutes from the February 8, 2018 meeting. Ron Campbell seconded and the minutes were approved by unanimous voice vote.

II. RESOLUTION T 18-01 FY 2018-2021 TIP Amendment for the US 52 Bridge Over Wabash River Patching and the Wabash Center Van Replacement

Doug Poad said INDOT plans to patch a portion of US 52 ending at the bridge over the Wabash River in FY 2019 and funding for construction is already programmed in the TIP. The project will run from the Wabash River to SR 25. The first part of this amendment will add \$64,000 in federal and state funds for railroad flagging for FY 2018 and 2019. He said the second part of this amendment is a request from Wabash Center to program a project to replace three vans using FTA Section 5310 funds. The Center will use its capital assets and operating funds for the \$24,000 local match. The project will be programmed in Table 5: Unfunded Local Projects FY 2018 through FY 2021. When the grant is approved the project will

be moved administratively to Table 4: Funded Local Projects FY 2018 through 2021. He said the Technical Transportation Committee reviewed this request at its February meeting and recommended approval.

Peter Bunder asked what “flagging the railroad” means.

Tony Roswarski explained that the city plans to use flaggers when it starts work at Riehle Plaza. Literally, someone stands there with a flag for trains and watches people work at a cost of \$1,000 per day.

Stu Kline said the flaggers get the workers out of the way of any trains but the flaggers do not stop the trains.

John Dennis moved to approve **RESOLUTION T 18-01--FY 2018-2021 TIP AMENDMENT**. Dave Byers seconded and the motion was approved by unanimous voice vote

III. TIP MODIFICATIONS

Sallie Fahey said on February 16th she reallocated \$50,004 in FY 2018 HSIP funds from the ROW phase of the Concord Road at CR 430 South safety project to the ROW phase of North River Road at CR 500 North safety project. The other February 20th modification takes care of all the changes the county agreed upon regarding its future projects and what other jurisdictions agreed to do about their future projects so that we could fully-fund the Klondike Road project prior to the letting date. She added that we should know something next week about what the Klondike project will bid for.

IV. RESOLUTION T 2018-04 FY 2019-2020 Unified Planning Work Program (UPWP)

Sallie Fahey said she sent out the packet regarding the work program in a separate email after the meeting packet went out. The *UPWP* is the document that shows how our Federal funds and staff resources are allocated to do our work in the FY July 1, 2018 through June 30, 2019. The two charts on page 5 of the report show PL funds, the planning money we receive and reimburse to the county for the work we do in transportation planning. All MPOs in the state along with INDOT and FHWA have agreed to the formula by which all the PL money is distributed amongst the MPOs. The split is not just population based because Indianapolis would get almost all the money if it was distributed based solely on population. We will receive \$258,569 in PL funds and \$70,668 from FTA in FY 2019. We also will receive \$30,877.24 for our rural transportation planning for Carroll County with the 20% match coming from Carroll County. We also have \$274,041.09 in FY 2016 carry-over funds that are in a FY 2017 purchase order and we can use those funds through June 30, 2019. We can allocate a grand total of \$634,155.33. We cannot use all that money in one year and that is why the Federal funds are good for the year they are allocated and an additional three years.

Tony Roswarski asked if we typically have \$274,041.09 to carry-over.

Sallie Fahey said the carry-over is from several years and then INDOT put all the funds are put into one purchase order. She added that last year we drew the amount down some because we used our annual allocation and used some prior balance. She went on to say the cost allocation (budget costs) part of the staff report represents every work item in the *UPWP*. While each item is a work item not all are billable and represents the entire office output. All the 100 numbers are administrative, the 200 numbers are current planning, and there also is a demographic section, and a land use section. The 500 numbers are primarily transportation and billable and the 700 series includes things like zoning compliance, and service to member governments. The 100% direct represents salaries. The overhead rate is calculated by a fringe cost benefit ratio of staff benefits like vacation, holidays, sick days, and the county's contribution to PERF. The indirect cost rate includes our portion of what it costs the county to support the building, electricity, computers, software, etc. Indirect and direct costs together equal 80.94% (ratio of salaries to the costs). The county general fund is reimbursed of 80% of every billable salary dollar plus the overhead

rate. That means we are reimbursed 80% of \$1.81, every dollar of salary plus overhead (\$1.45). She went on to say INDOT has approved our Cost Allocation Plan and the 80.94% overhead rate. FHWA and FTA also issue planning emphasis areas for all MPOs for work they believe is nationally important. The FY 2019 emphasis areas are very much like what we have been doing to implement the FAST Act. Other highlights are included on the second page of the report and she pointed out to Tony Roswarski that the *Thoroughfare Plan* is included in the list. She then asked the Board to adopt Resolution T 18-01.

John Dennis moved to adopt **RESOLUTION T 18-01 – FY 2019-2020 Unified Planning Work Program, allowing for Wording/Technical corrections recommended by INDOT and Federal Highway Administration.** Tom Murtaugh seconded and the motion was approved by unanimous voice vote

Sallie Fahey said the final copy of the *UPWP* will be posted on the APC website once it has been approved by INDOT and FHWA.

V. QUARTERLY PROJECT TRACKING

Cat Schoenherr referred to the quarterly project summary and complete project report that was included in the packet and said the status of each project was discussed at the February Technical Committee. She said in Tippecanoe County, the Klondike Road project is ready to be let on March 14th and the Lindberg Road project has been moved out to FY 2021. The ROW for Morehouse had to be moved back due to funding constraints. North River Road at River Bend Hospital is scheduled to let in spring 2018. The design and ROW phases for Concord Road at CR 430 South, River Road at CR 500 North, and Yeager Road are scheduled to let in FY 2019-2020. The McCutcheon Pedestrian Safety project has been moved to FY 2022 for construction and ROW has been added. The Harrison High School Safety Improvement project and County Farm Road at CR 500 North will now be done locally.

In Lafayette, the Myers/Riehle Plaza Bridges and a phase of Sagamore Parkway have been completed and closed out. The South 18th Street and South Street & Scott/Park Street projects are complete but awaiting final close out details. The Twyckenham Trail is scheduled to be let this spring and Twyckenham Boulevard is in early design and will be let in FY 2019.

West Lafayette's Happy Hollow Road and Kingston Drive trails projects have been completed and are awaiting final close out. The Happy Hollow Road Trail project is in the early engineering phase. The scope has been overhauled for the Cherry Lane Extension project and the schedule will be updated next quarter. The Sagamore Parkway Trail is scheduled for construction in FY 2019 but funding is still a concern.

She went on to say the Battle Ground North Street reconstruction and street lighting projects have been completed as well as the DNR's trail project in Prophetstown State Park.

Peter Bunder asked what is going on with the steps by Riehle Plaza that lead to the pedestrian bridge.

Tony Roswarski said the steps did not meet the city's quality standards during inspection so they are being torn out and redone. He said it was nice to get a condensed version of the quarterly report and thanked Cat Schoenherr.

VI. APC PROGRESS REPORT New Transportation Brochure

Doug Poad distributed copies of the new transportation brochure that was first introduced in 2015. The brochure lists a host of various public, non-profit, for-profit, private, ambulance, and taxi transportation options throughout the community as well as some available out-of-town services. The goal is to provide one-source information for low-income persons who have a difficult time finding transportation. The brochure was a product identified in the Coordinated Human Service Transportation Plan. He spent a lot

of time contacting the listed agencies, as well as some new ones that have not been listed before, in late 2017. He has paper copies of the brochure available and it is also posted on our website. It is available in English and Spanish.

Sallie Fahey said we will supply printed copies to any of the groups listed and to CityBus. Staff also plans to talk about how we can roll the brochure out to the Hispanic community. We made some very good Hispanic contacts when doing the *Long Range Plan* and we would like to reconnect with those folks and hopefully find some others.

VII. OTHER BUSINESS

18-Month Letting List

Doug Poad referred to the staff report distributed in the packet and said the Twyckenham Trail bike/ped facilities project between Old Romney Road and Old US 231 (#3) was let for construction on February 7th and was awarded to Rieth Riley for under the engineer's estimate. The SP 52 westbound bridge over the Wabash River (#1) and SR 443 southbound bridge (#2) over Sagamore Parkway deck replacement projects along were also let on February 7th and awarded to Halverson Construction for over \$500,000 which was under the engineer's estimate. The Klondike Road reconstruction project (#4) and the US 52 signal installation project at Montmorenci (#5) are scheduled to be let this month. Three SR 25 bridge deck overlay projects (#10, #11, and #12), a SR 26 bridge deck overlay project (#13), and a SR 26 overlay/maintenance project (#14) have been moved from a July to a September letting. The only new project on the list is the Sagamore Parkway Trail bike/pedestrian facilities (#21), scheduled for a July 2019 letting. The Teal Road projects (#17, 18, & 19) are still scheduled for a January 2019 bid letting. He said the Lindberg Road project (#21) is not listed because it is outside the 18 month window.

John Basham asked what is going on at Elston Road near Carter Lumber.

Tony Roswarski replied that that is part of the Teal Road project. The project will start near the mall, come all the way through town, and all the way up 4th Street to Carter Lumber and then out to the new US 231.

Doug Poad added that there are a lot of pieces to the Teal Road project like reconstruction, widening, putting new sidewalks in, installing new traffic signals for most of the project, as well as relocation and redesign of the intersection at South 4th Street further north.

John Basham asked if the Twyckenham Trail project will be on the south side of the road.

Tony Roswarski said the project will run from Old Romney Road on the south side of Twyckenham down to the US 231.

John Basham asked why we are putting that trail in there because there is egress on the other side of the road.

Doug Poad highlighted the existing trail on Twyckenham Boulevard, east of Old US 231/South 4th Street is located on the south side of the road.

Tony Roswarski added that this trail project will tie into the trail at Armstrong Park when the next phase of Twyckenham is completed.

Doug Poad said when Old Romney Road was reconstructed, the trail was constructed so that when you go around the round-a-bout you will come into where this trail exists on the south side of Twyckenham. This trail will provide a critical connection between the trail on Old Romney Road to the existing trail.

John Basham said he has four houses in that area and there was supposed to be an 8' path off Old Romney Road and 150' off SR 25 that was going to cut over to the old Payless to eliminate people walking on SR 25. He asked if that is still planned.

Doug Poad said that project is still in the plans but it is not currently active.

Tony Roswarski said Lafayette has removed that project because it turned into a mess. He went on to say sidewalks will be installed on SR 25 so folks out that way will be able to go down the sidewalks on SR 25 or use the trail along Twyckenham to get over to US 231 and all the neighborhoods over there.

Ron Campbell asked about posts that are supposed to delineate sidewalks because it looks like someone has come out and systematically taken them out.

Shane Spears asked if it looks like a vehicle has knocked the posts down.

Ron Campbell said it looks like the posts were removed on purpose and almost all of them are gone.

Shane Spears said INDOT Maintenance can reinstall the sidewalk posts. He said INDOT will maintain them until the new sidewalk and curb is installed.

Tony Roswarski thinks a snow plow or car probably wiped out the posts.

John Basham said there are new guard rails along the area of Old Romney Road that used to be call "the swamp" and "the dump" and the area looks nice.

Tony Roswarski got calls about that but he thinks the county did it.

Stu Kline said no one knew there was a cliff there until somebody came out and cleared out all the trees. We then realized how dangerous it was out there.

VIII. CITIZEN COMMENTS

None

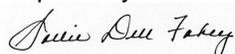
The next meeting is April 12, 2018.

IX. ADJOURNMENT

John Dennis moved to adjourn. Ron Campbell seconded.

The meeting adjourned at 2:30pm.

Respectfully Submitted,



Sallie Dell Fahey
Secretary

SDF/Imu

