

MPO POLICY BOARD

Minutes

February 13, 2020

2:00 pm

Lafayette City Hall Board of Works Room

MEMBERS PRESENT

Tony Roswarski	Mayor, City of Lafayette
John Dennis	Mayor, City of West Lafayette
Ron Campbell	President, Lafayette City Council
Tracy Brown	President, County Commissioners
Peter Bunder	President, West Lafayette Council
Cindy Murray	Lafayette Board of Works
Mike Gibson	Chair, GLPTC
Jackson Bogan	President Area Plan Commission

Absent Voting Members

Shane Spears	INDOT
Kevin Underwood (proxy)	President, County Council

Non-Voting Members Present

David Griffie	City of Lafayette, Engineering
Mike Spencer	Tippecanoe County Highway Dept.
Jeromy Grenard	City of Lafayette, Engineering
Marcus Smith	City of West Lafayette, Engineering
Stewart Kline	Tippecanoe County Highway Dept.
Sallie Fahey	Executive Director, Area Plan Commission
Marty Sennett	GLPTC
Doug Poad	APC Staff
Tim Stroshine	APC Staff
Aria Staiger	APC Staff

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

I. APPROVAL OF MINUTES

Ron Campbell moved to approve the minutes from the January 9, 2020 meeting. Mike Gibson seconded. The minutes, as submitted, were approved by unanimous voice vote.

II. ADMINISTRATIVE MODIFICATIONS FOR THE FY 2020-2024 TIP

January 10, 2020 – reallocate \$108,000 in FY 2020 STBG PYB funds from Park East ROW and \$138,600 in STBG funds from the Twyckenham project to CE and construction of the Concord Trail Lighting project.

Sallie Fahey said on January 10, 2020 she did an administrative modification for the City of Lafayette. The Concord Trail Lighting project needed additional funding. The city suggested it could come from two of its own projects. \$108,000 was taken out of the right-of-way phase of the Park East project and \$138,600 from the Twyckenham project. Hopefully these funds will see the project through to the end of Concord trail light project.

III. APC PROGRESS REPORT

MPO Update

FY 2021 UPWP

Sallie Fahey said the Unified Planning Work Program (UPWP) allocates staff resources and financials from the federal funding for planning. The total revised number from INDOT, \$5,796,021, is split between all the MPOs. The distribution formula starts with the column labeled 2010 Census Urban Area Population. This calculates the percentage each MPO has of the statewide urban population. The UA population in Lafayette was 147,725, which made it the largest of the small MPO categories. Once the number hits 200,000, it is considered a large MPO, but this is not likely to happen with the 2020 Census. If this were based on population alone, Indianapolis would get all the funding. Initially, \$80,000 is saved out of the total so if an MPO has a special need for additional money, they can apply for it and all the other MPOs then vote on it. She said she asked for an additional \$16,000 so when matched, it will be \$20,000. This will be used as the starting point for the MPO Conference in late September. The other chart in the packet is the final distribution number. Something that is unusual about Indiana is that INDOT allows MPOs to decide how to distribute money. Most state's DOTs decide how to allocate funding without any input from MPOs. The distribution formula was written 10 years ago and all MPOs, INDOT and Federal Highway have agreed to the formula.

The next step in the UPWP is to develop a cost allocation plan. This plan creates fringe costs for staff and benefits. The fringe cost this year is 36.42%. Staff uses audited amounts from the year prior or actual amounts depending on the situation. Indirect cost rate is what was spent last year in travel, equipment, supplies and printing. As well as a portion of the two administrative assistants. Their salaries are taken at different percentages to allocate their time as indirect costs and direct costs. The Area Plan Commission portion of the county's Cost Allocation Plan is also used. The County Cost Allocation Plan from 2018 for use in CY 2020 assigned APC \$314,148 as its part of the county cost. This covers our portion of things like building maintenance, utilities and IT. When all these indirect costs are added up, the rate is 53.2% for a total overhead of 89.62%. This is important because every dollar spent in billable transportation money, \$.89 gets added. The state reimburses the county 80% of that. For every salary dollar spent, the county gets back around \$1.56 for our billable items. This was submitted on the January 31st deadline. The next step is to spread the \$373,900 to all the transportation work items.

Pedestrian Crash Report

Doug Poad said this is the companion report to the Bicycle Crash Report. This report looks at pedestrian and motor vehicle crashes from 2013 through 2017 by year, month, day, time, environmental conditions and location. This also looks at injuries, fatalities, who is at fault and the primary circumstances. Additionally, this report analyzes safety performance measures and compares state data regarding fatalities and injuries. Crashes are categorized by sub areas like West Lafayette, Lafayette, county and Purdue. This report looks at crashes that occur in the roadway, intersection or crosswalk. Age and gender of the pedestrian and motorist are also included. In the five-year period, there were 219 reported crashes, 198 of which were injury crashes. Of the 198 injury crashes, 213 persons were injured and there were 11 fatalities. Crashes were more prevalent September through January on a Thursday between 7am – 8am and 4pm – 5pm. Looking further at the data, 46% of the crashes involved pedestrians between the ages of 16 and 24 and 58% of the crashes involved males. 60% of the crashes occurred at an intersection. This report is available on the website.

Jackson Bogan asked if there was anything odd that stuck out while analyzing the crash reports.

Doug Poad said the same issues with Purdue campus occurred. It could be from people being distracted with their phones or headphones, but that area is a hotspot for crashes.

Sallie Fahey said staff is trying to work towards figuring out if physical projects could be proposed to improve this area. For example, analyzing if these crashes occur where there are not sidewalks and if installing sidewalks would help. Staff is trying to get to the point where jurisdictions have all the information needed to make improvements.

John Dennis asked if whether someone was intoxicated was considered.

Doug Poad said usually when staff looks at reports, they look at them individually. Most of the drug or alcohol tests will still be pending so staff does not typically find out what the results are.

Sallie Fahey said there is an issue with the ARIES state police database where information that can not be input by the officer at the scene, does not necessarily get added to the database. If there were a better mechanism for localities to add information to the database later, staff would have better data to make these analyses.

Tim Stroshine said staff has been unable to get certified test results from incidents in the most recent years. When he looked at 2018 and 2019, that information was not available at all. ARIES is in the process of being updated which may work out these issues. This information may be added back in but was initially removed because it is sensitive information.

Sallie Fahey said not everyone has access to ARIES. Users are granted permission and access. If the crash report is printed, staff cannot give it to anyone. It is not public because it is sensitive information.

Tony Roswarski asked about the section covering partial sidewalks. The report mentions Greenbush west of Shenandoah; there are sidewalks on the side of the street west of Shenandoah and the other side has a trail. When it gets to Pine Lane, there are no sidewalks on the north side, but the other side has a bike trail all the way to Greenbush. It is assumed that if there are not sidewalks on both sides of the street it is still considered a partial sidewalk.

Sallie Fahey said it would be considered complete if there were a sidewalk or trail on both sides of the street.

Doug Poad said a crash that stood out in this report was on I65 with two fatalities; drivers of two trucks were pulled over and out of the vehicles when a semitruck struck them. It was sad to read the actual report.

Tony Roswarski thanked Doug for presenting this report. He said this information is very useful when it is homed in like this. It can help identify important issues.

INDOT 18-Month Letting List

Doug Poad said Projects 1, 2 and 3 were on the letting list for this month. There were four bids submitted for these projects. It was awarded to Midwest Electric Co for \$588,151.25. The engineer's estimate was a little over \$750,000 with an estimated completion date of October 3, 2020. Project 4 is on the letting list for next month with a small structure replacement on SR 25 with an estimated completion date of August 15, 2020. Project 6 is also up for letting next month with the Concord Road lighting project along the trail and has an estimated completion date of November 28, 2020.

Sallie Fahey said that is the project that had the administrative modification.

Doug Poad said Projects 7 through 13 are all on an April 1, 2020 letting. Project 7 was moved from a March to an April letting date. Project 14, 15 and 16 are local projects. Project 14 was moved from a July to a November letting date.

Sallie Fahey said Project 7 is for the installation of permanent dynamic message boards. They will be south of SR38, between SR 38 and SR26, and near the Battle Ground exit. The closest one to the south of the new boards are in Lebanon. If there is a crash further north, the Lebanon sign can be used to divert traffic.

IV. FUNDING DISCUSSION AND MONTHLY REPORT

Doug Poad said since we are in the late stages of the fiscal year, we are keeping track of our federal funds so that mid-April all funds will be obligated. There are four projects listed where the funds have been obligated. There was an issue with INDOT Central Office where the Twyckenham Boulevard and Yeager Road projects were not listed as obligated. These should appear as obligated next month. There still balances that need to be investigated but there are projects that have outstanding numbers that need to be looked at more specifically. There will be another report in March and April.

Sallie Fahey said we want to trade out safety money this year in favor of next year but, there has not yet been any success at finding another MPO. It is not so much they cannot take the money this year, it is that they cannot pay it back next year. The next step is to speak with INDOT Central Office.

V. OTHER BUSINESS

None.

VI. CITIZEN COMMENTS

Marty Sennett said he is currently doing a study to expand their CNG station. They will be applying for a grant through the Federal Transit Administration. He will be approaching the mayors and Sallie Fahey for letters of support in the next few weeks assuming the Board of Directors approves the plan.

Tony Roswarski asked what the expansion will allow them to do.

Marty Sennett said it would allow some of the buses to be fueled indoors. The fleet is 50% CNG; the two compressors they have are not efficient in pumping gas fast enough. They are looking for more storage and more compressors. They may have found a way where there will not be any major construction needed which will help keep costs down.

VII. ADJOURNMENT

Ron Campbell moved to adjourn. John Dennis seconded.

The meeting adjourned at 2:28 pm.

Respectfully Submitted,

Chyna R. Lynch

Recording Secretary

Reviewed By,



Sallie Fahey

Executive Director