

MPO POLICY BOARD
Minutes
February 10, 2022
2:00 pm
Virtual/ Tippecanoe County Office

The meeting was held virtually. Members of the public may watch the livestream of the meeting at <https://www.facebook.com/TippecanoeCountyIndiana> or <https://www.youtube.com/channel/UCJleeA9ZQo9E11GdZTdjurQ/featured>

Members Present

Tony Roswarski	Mayor, City of Lafayette
John Dennis	Mayor, City of West Lafayette
Peter Bunder	President, West Lafayette Council
Shane Spears	INDOT
Cindy Murray (proxy for Gary Henriott)	City of Lafayette
David Byers	President, County Commissioners
Larry Leverenz	President, Area Plan Commission
Perry Brown	President, Lafayette City Council

Absent Voting Members

Kevin Underwood	President, County Council
Gary Henriott	President, Lafayette Board of Works
Ben Murray	Chair, GLPTC

Non-Voting Members Present

Michael Thompson	APC
Doug Poad	APC
Tim Stroshine	APC
Aria Staiger	APC
Jennifer Ewen	APC
Stu Kline	Tippecanoe County Highway
Dave Griffiee	Lafayette City Engineer
Randy Anderson	Interim CityBus Manager

Tony Roswarski called the meeting to order at 2:00 PM, and he conducted a roll call of the members present.

I. APPROVAL OF MINUTES

John Dennis moved to approve the minutes from the January 13, 2022 meeting. Cindy Murray seconded, and the minutes, as submitted, were approved by unanimous roll call vote.

II. RESOLUTION T-22-02: RESOLUTION TO AMEND THE FY 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Doug Poad said we have received a request from the Tippecanoe County Highway Department to amend the TIP. Specifically, we are asked to transfer \$755,844 in STBG federal funds from FY 2024 to FY 2025 for the construction phase of the Morehouse Road Project. There are two reasons for this request. The first is for construction engineering for both phases in 2024. We have discovered that INDOT will not allow us to do this, so the construction engineering must be split between the two phases, so the construction engineering amount will have to go to Phase 1, and then the other amount will have to go to Phase 2. The second reason is that the county recently updated cost estimates for the two projects, and the disappointing news is that Phase 2 has increased, but the good news is that Phase 1 has decreased, so in order to handle the differences between the two the request was to transfer the amount to second

FY. Normally, INDOT does not allow us to do this. We can do it, but it is reliant upon the MPO to seek out this trade with another MPO which we will do when the time comes. The amendment is to transfer these funds, and when the time does come, the MPO, or us, will seek out a trade with another MPO. He said he would also like to mention in the TIP FYs 2024, 2025, and 2026 are information only at this point since the TIP has been amended into INDOT's 2020 STIP. He presented a table showing the specific dollar amounts for before and after. The Technical Transportation Committee reviewed this amendment request at its last meeting that was on January 19, 2022 and recommended approval. APC staff is also recommending approval by adoption of the Resolution. He asked for any questions or comments.

Tony Roswarski asked for any questions. There were none.

John Dennis moved to approve Resolution T-22-02 as communicated. David Byers seconded, and the motion carried by unanimous roll call vote.

Yes-Votes

John Dennis
Larry Leverenz
David Byers
Peter Bunder
Cindy Murray
Perry Brown
Shane Spears

No-Votes

(None)

Tony Roswarski noted Resolution T-22-02 has been approved.

**III. APC PROGRESS REPORT
MPO Update**

MTP Update

Tim Stroshine said he wanted to update everyone where we are at with the MTP. One of the big things we have to put together for that is a project list, and that has been challenging because with our conversations with INDOT and other planning partners, it looks like we are going to need to change around our methodology of how we develop that compared to how we have done it in the past. He is still trying to sort-out the technical details on what exactly we need to do. He has been in contact with INDOT, Federal Highway, and some of the planning partners as well as working with the local government engineers, so he thinks they are making good progress on that, but that might be an item that takes a little longer than they initially anticipated, but the good news is it shouldn't take up too much time. Staff has been working hard on some of the other sections for their report, so we will still be able to progress without this being completed quite yet, but it is something they are still going to have to keep going on. He is hoping to get some positive momentum and get some news from everyone we need to get news from on this. He offered to answer any questions.

Tony Roswarski thanked Tim for the update.

Federal Funding Obligation

Doug Poad said the report in your packet shows the status of our federal funds. The top portion of the report is from INDOT, and below that, is additional information regarding obligation and allocation of our federal funds, and below that, is a status report. It is more detailed; it is broken down by the type of funds and by project. Lindberg Road is a new project listed at the top of the report for \$35,023.25, and in January we received a notice from INDOT for an Advice of Change which means that even though the Lindberg Road Project construction has been complete, they are still finishing up and the project needs an additional small amount of money. After consultation with Stu, the Highway Department we agreed to

transfer the small portion from the Morehouse Road Right-of-Way Project and put it into this Advice of Change, so instead of this Advice of Change being fully funded by the county, it is now 80/20 funded with the 80 percent being federal funds. When we did this, we did modify the Transportation Improvement Program and as we have in the past, we are bringing this to your attention that we did modify the TIP and move the \$35,023.25 from the Morehouse Road Project to the Lindberg Road Project. Also, there is a line on the report labeled "Funding Transfer", and this is an internal process that we did in house at APC. We did request the transfer on January 26, 2022, and that has been processed. We are moving the remaining residual balance of safety funds over to STBG funds, so that can be used for the Sagamore Parkway Trail. The funding allocations specifically by the projects you will see that we have obligated a bunch of our federal funds, but we still have two projects that we still need to do that. One project is the Sagamore Parkway Trail which it is now on an April bid letting, and the other project is the Morehouse Road Right-of-Way Phase, and in order to obligate those funds, all we need to do is submit some paperwork a FMIS Request and a LID (Land Improvement Damages) Document which basically states how much of federal funds or total cost it is to purchase all the property. The last item is there is a small amount of funds that we will be taking care of; if you look under the column labeled CRRSAA, these are the Coronavirus Funds from that act. There is a residual \$200 amount, and so we don't lose these, we are going to move them from the Preliminary Engineering Phase of the Sagamore Parkway Trail to the Construction Phase. We are going to zero out that balance, so we have a little more for construction. He wanted to mention that last week when he received INDOT's monthly report there was an additional piece of information and because of the approval of the Infrastructure Improvement and Jobs Act last year, we will be receiving an additional \$1,020,799.00 to program to whatever project we need these federal funds for and not only are we going to receive these funds for FY 2022 but also for 2023, 2024, 2025, and 2026. We will be receiving a lot more federal funds that we can use for our local projects. In order to address these new federal funds, next week we are going to have a discussion with our Technical Transportation Committee Members and look at where we can obligate these federal funds. They are available March 1st, and we can obligate those up through September 25th, so we do have some time to put these funds where they are needed. The two projects that come to mind is the Sagamore Parkway Trail and the Morehouse Road Right-of-Way Phase. It appears both of these projects will need additional federal funds, and these bonus funds will be enough to fully fund or have the 80/20 percent split for the construction of the trail and the Right-of-Way Phase for the Morehouse Road Project. To go through the public participation process, we are going to give the information to the Technical Transportation Committee, have them review it, make an assessment, allocate the funds, and bring it to this committee for your approval. He asked for any questions or comments.

Tony Roswarski said that is good news, and we will all be watching closely over the coming years to see how to best utilize those funds.

INDOT 18-Month Letting List

Doug Poad said the projects that were on a January 12th bid letting were multiple projects related to the widening of I65, and that is just North of the Wabash River Bridges to approximately CR 725 N. He said on the last page of the report where it says "Bids Rejected: None Below Engineer's Estimate" that is incorrect. There were two bidders for this project and the low bid was Walsh Construction. The bid amount was below the engineer's estimate, and it was officially awarded to Walsh Construction. The project is moving forward. The contract completion date is May 30, 2025.

Some interesting results when he was looking at the bid letting results is there were 10 contracts that were either rejected or simply received no bids which is somewhat unusual. He looked at other contracts and there was one for a Bike Pedestrian Facilities in Lake County and the engineer's estimate was just over \$800,000, and the low bid was \$787,000, but the other two bidders were \$90,000 more than the engineer's estimate. Hopefully, when the Sagamore Parkway Trail Project is out for bids, we receive good bids.

On February 9th, there was a bid letting, and we had five projects under three contracts. The big projects were on SR 38, two Small Structure Replacements and the Full Depth Reclamation Project. If you remember from the previous month, the Full Depth Reclamation Project was supposed to be bid out but

was then moved to this month. The engineer's estimate was \$12.44 million. There were two bidders, and the low bid was Rieth Riley at \$12.36 million, so that looks good to go by just seeing the numbers. The District Wide Bridge Maintenance Project, Rieth Riley was the low bidder at \$1.96 million, and the engineer's estimate was \$1.97 million. Project 17 the low bidder was Surface Preparation Technologies LLC. Their bid of \$321,000 was under the engineer's estimate of \$344,000. Next month we will have all these details in the report.

Project 19 was moved to an April 12, 2023 bid letting. Project 21, the Sagamore Parkway Trail, is officially on the April 6, 2022 bid letting. On the second page of the report, there are no changes, and all the projects are moving forward as planned. He asked for any questions or comments.

IV. OTHER BUSINESS

Cindy Murray said she has been receiving calls about the Teal Road Project, and she has tried to refer people to the INDOT website, but they can't find anything about the Teal Road Project on the website. She asked Shane Spears will there be any information on there eventually that will show the phases and information about the whole project from start to finish.

Shane Spears said he needs to get with Debbie and see what the latest is. He said that was requested some time ago. He said you can always refer them to our customer service number as well. He said he will check on this and report back at the next meeting.

V. CITIZEN COMMENTS

There was a one-minute pause to allow for public comments. There were none.

VI. ADJOURNMENT

John Dennis moved to adjourn. Cindy Murray seconded, and the meeting was adjourned by unanimous roll call vote.

The meeting adjourned at 2:25 PM.

Respectfully Submitted,

Jennifer A. Ewen
Recording Secretary

Reviewed By,



David Hittle
Executive Director