

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

MEETING MINUTES

January 16, 2019

VOTING MEMBERS PRESENT

Sallie Fahey	Area Plan Commission
Jeromy Grenard	Lafayette City Engineer
Kevin Jasinski	INDOT – Crawfordsville Division
Stu Kline	Tippecanoe County Highway Engineer
Terry Ruley	Tippecanoe County Sheriff's Department
Ed Garrison	West Lafayette City Engineer
Adam Keyster (proxy for Adam Baxmeyer)	Purdue University Airport
Jason Philhower (proxy for Troy Harris)	West Lafayette Police Department

VOTING MEMBERS ABSENT

William Carpenter	Lafayette Police Department
Jon Fricker	JTRP
Marty Sennett	CityBus

NON-VOTING MEMBERS PRESENT

Cat Schoenherr	APC
Tim Stroshine	APC
Aria Staiger	APC
Mike Spencer	Tippecanoe County Highway Dept.
David Griffiee	City of Lafayette
Bob Foley	Lafayette Engineer's Office
Mark Harlow	Dayton Town Manager
Bill Smith	INDOT Crawfordsville
Jan Myers	Citizen
Chloe Weber	WBAA Radio
Melina Patton	INDOT
Bill Smith	INDOT
Robert Hainje	Tippecanoe County Sheriff's Dept.
William Glick	Tippecanoe County Council on Aging, Inc
Curtis Ashendel	W. Lafayette Bicycle and Pedestrian Committee
Michael Hunt	Historical Central Neighborhood Association

Sallie Fahey called the meeting to order at 2:00p.m.

I. APPROVAL OF MINUTES

Stu Kline moved to approve the minutes of the December 19, 2018 meeting as submitted. Ed Garrison seconded. The minutes, as submitted, were approved by unanimous voice vote.

II. ACCESS PERMITS - none

**III. AMEND THE FY 2018-2021 TIP:
Program \$44,000 in STBG funds for Lafayette for Concord Rd. trail lighting and 18th
ST. HAWK signal projects**

Doug Poad referred to the staff report in the agenda packet. He said the City of Lafayette would like to use some unallocated STBG funds for preliminary engineering on two projects. One is for the trail along Concord Rd. and would be to install lighting from Maple Point to Veterans Memorial. At 18th St. where the liner trail is south of the railroad tracks, the City would like to install a HAWK signal. The total amount of the request is \$55,000 is STBG funds and they would like to PE next year and go to construction in 2020.

Stu Kline moved to approve the TIP amendment for final vote by the Policy Board. Jeromy Grenard seconded. The motion was approved by unanimous voice vote.

**IV. FY 2020-2024 TIP, PROJECT AND FUNDING REPORT
Complete Street Compliance Confirmation**

Sallie Fahey referred to the spreadsheet in the staff report and explained that instead of making an official decision on a recommendation to the policy board in regards to local projects, we should vote for concurrence about the plan we decide on. This is because we still have a public input process to go through which could change the recommendation. We will make a final recommendation at the April meeting, which will go before the Policy Board in May. Staff has made an overarching decision on the requests to fund as many projects as we can fully, which may mean fewer projects receiving funding in a year, rather than putting a lot of projects in the TIP that are only partially funded. APC staff felt the better strategy is to fund fewer projects. If the committee is in agreement with that philosophy we can move ahead, or we can discuss if that is desired. Hearing no comments, she stated that it appears we are all in agreement.

Doug Poad said the first step in looking at new projects proposed for the TIP is to determine whether they're complete streets compliant. There is a staff report in the packet and all projects have been reviewed for compliance with the policy adopted in the 2040 MTP. The report shows each project with details of how it is complete street compliant. The only project with no bike or pedestrian amenities is the safety project at River Road and 500 N, and that is a rural project which isn't currently in need of the facilities. Other than that project, all the requests received comply with the complete streets policy. APC would like the board to make the determination that they also agree the projects are complete streets compliant.

Jeromy Grenard moved to concur that the projects are complete streets compliant. Ed Garrison seconded. The motion was approved by unanimous voice vote.

Financial Constraint and Prioritization

Doug Poad said there are a lot of important details and data to consider when deciding which projects to fund. One example is that we now have a safety performance measure to support. Additionally, there are local performance measures, such as, whether the project is high priority and in the long range transportation plan. Page three of the staff report contains the project list and many different criteria for each project. Another requirement for all projects is to perform a Red Flag Analysis, which is to look at what environmental issues could affect each project. Doug Poad said that information can be found in the staff report on page 3. Back on page 2, there is a table showing what projects were submitted requesting to use STBG funds. The summary provided shows that the amount requested is well over \$36 million and we have about \$19.6 million to allocate so there is not enough funding to cover everyone's request. In addition, we have some INDOT rules to follow, one of which is that we cannot over program funds in a fiscal year, but instead must demonstrate financial constraint. Prior year balance funds, which we have in HISP and STBG, must be used in FY 2020. We have bonus funds that we can use, which were received as a result of other states not allocating their funds and those funds being redistributed to

states that did allocate them. In this case, the amount received was \$230,000 and it must be programmed for FY 2020 or 2021. There were no specific requests for TA funds and for HSIP there were two requests, one for N. River Rd. and the other for McCutcheon. Since there were so many requests and there is so much data to accompany them, APC decided to put together a possible scenario for the committee to review that funds projects to the fullest. In FY 2020 we were able to fund all the requests. One is Twykenham Blvd., which will receive two types of funds, STBG and TA.

Sallie Fahey referred to when Doug Poad mentioned earlier that there were no applications for TA funds, which is accurate; however, the APC was able to identify projects with elements that are suitable for use of the TA funds.

Doug Poad continued to review projects to receive funding in FY 2020. Concord and 18th St. will have construction fully funded using the remaining balance of PYB funds. ROW for the Park East Blvd project will be funded with PYB. Yeager Rd. ROW will receive STBG, PYB and HSIP (PYB). It appears that funds are over programmed for this project; however, it is suspected that the engineer's estimate is low at the current amount. Yost Dr., a new project for the Town of Dayton, will receive funding for PE from STBG and PYB funds. Those were all the requests, but since there was a balance of funds, staff decided to move Lafayette's 9th St. project up from FY 2020 to use the remaining funds. To address the HSIP funds, there are requests to fund ROW for the McCutcheon project and the big project at 500 N and River Rd which is significantly expensive. We have funded McCutcheon, but to fund 500 N, we will need to explore the idea of trading funds with another MPO. This is the only way we can fund the River Rd./500 N project and still fund all the other projects as well.

Sallie Fahey said that the proposal would be to take our FY 2020 HSIP funds and trade them to another MPO along with our FY 2022 funds, so that the other MPO(s) would pay us back our total allocation funds in FY 2021. We would be forgoing our allocation in FY 2020 and FY 2022 in order to have three times that in FY 2021, two parts from other MPOs, and this would give us a total of \$2.1 million to use on the N. River Rd./500 N project.

Doug Poad said that in FY 2021 N. River Rd. is shown with funding at \$2.8 million. The other two projects that we propose to fund are Lindberg Rd., which was put off for Klondike Road and now, between STBG and TA funds Lindberg will be fully funded. The other project is Park East Blvd., which will use the remaining balance of STBG and the \$230,000 in bonus funds. This gets the project to \$30,000 less than being fully funded. In FY 2022, we have already discussed the trade for HSIP funds. The other 3 projects we propose to fund are Sagamore Parkway Trail, with STBG and TA funds it can be fully funded at \$3 million, ROW for Morehouse Rd., partially, and Soldier's Home Rd, fully funding PE. In FY 2023 we will fund all the safety improvement parts of the McCutcheon project using HSIP funds and a small amount of STBG. The big project to fund in FY 2023 is Yeager Rd., which will build a new road where part is gravel and it correct the curve by straightening it out. Also, we propose to fund most of the remaining Morehouse Rd. ROW. Finally, in 2023, we propose to fund ROW for S. 9th St. In FY 2024 we propose to fund Morehouse Rd. construction. While we don't have the full \$5.9 million, we have \$4 million between STBG and TA funds. We also propose to fund \$80,000 in ROW funds for Yost Rd. There was a lot of discussion about this list and how to move projects around, and this seemed to staff to be the best recommendation to fund everything, despite not being in the exact years requested. Please chime in if you would like to propose any changes.

Ed Garrison said in FY 2021 N. River Rd. is not being fully funded, just wanted to make sure County is aware of the gap and that they can fund the difference. It seems as though all LPAs are going to have to realize that if they want to do large projects they will have to pay more than the required 20% match.

Stu Kline is aware of the gap and acknowledged that they will pay 45% of N. River Rd.

Ed Garrison said that they have used the estimate for Klondike Rd. for Solider's Home Rd. and other like projects. And over the years, costs will only increase.

Stu Kline said we will have to start phasing and paying a higher percent and that will be the only way to get projects done.

Ed Garrison said that if there does happen to be any issue with the N. River Rd. project, the Sagamore Parkway Trail will be construction ready by then.

Sallie Fahey said that in the next couple months, if better figures come in from consultants, or if it seems construction will have to be phased over a couple years, please let Doug know so we can adjust the spreadsheet.

Stu Kline said that in FY 2024, based on allocation, it appears to be assumed that Morehouse Rd. is phased.

Sallie Fahey said if we know that is what is going to happen we can start calling it phase 1 and 2 for construction.

Stu Kline said he would rather call it one phase until ROW is done so that he can do all the ROW at one time.

Ed Garrison asked if that would work within the federal process. He had an experience with Cherry Lane where they designed for the whole thing but had to break it down due to available funding. He had to meet with FHWA and decide whether their plans still fit within the scope.

Sallie Fahey said that they were starting at the end and working back and not moving forward incrementally.

Ed Garrison said that if you're doing ROW for the whole thing, you may need to make sure that it will still be acceptable for construction that would happen in phases.

Stu Kline said he'd never had an issue with phasing as long as the project scope isn't growing or shrinking.

Sallie asked for a motion to include the project list in the draft TIP to be reviewed by INDOT.

Stu Kline moved to approve the draft project list be included in the draft TIP for INDOT review. Jeromy Grenard seconded. The list was approved by unanimous voice vote.

Doug Poad said that another thing we do is to look at INDOT projects and make recommendations on the importance to our community. First, we looked at INDOT projects proposed for the new TIP. Doug referred to the project list on page 5 of the agenda packet. There is a new signal project on US 26 at 900 E, road rehabilitation on SR 28 from US 231 heading east, SR 43 intersection improvements at the ramps to I-65, US 231 adding auxiliary passing lanes and new signals at SR 28 and 800 S. We also looked at the long range plan, or MTP, and recommended projects from it, including SR 38 east of Dayton, rural to urban improvement, US 231 connector moving US 231 N to I-65, continuing 6 lane improvements on I-65, intersection improvement at US 52 and Teal Rd., special US 52, rural to urban improvements from Klondike Rd. to Yeager Rd. and improvement of the other part of special US 52 from Yeager to Nighthawk per recommendations from the US 52 corridor study.

Sallie Fahey said, in summary, we have a list of INDOT projects submitted by the agency, and another list of projects that has come out of our long range plan that we would like to have re-vetted by the committee.

Stu Kline moved to approve the draft INDOT project priority review. Ed Garrison seconded. The list was approved by unanimous voice vote.

Stu Kline moved to approve the list of high priority INDOT projects from the MTP. Ed Garrison seconded. The list was approved by unanimous voice vote.

Doug Poad said he will put this information in the document that must be submitted to INDOT by February 15th per INDOT requirement. We will present the draft at March CPC meeting, which will be the formal public hearing. We will present the final draft to the committee in April and ask for approval from the Policy Board in May.

V. APC PROGRESS Report

a. MPO Update

Monthly Funding Report

Doug Poad referred to the report in the agenda packet. There have not been many changes to report since last month. Bigger changes will occur when more projects are let in February and March. We have a couple issues we're working on. One is projects with outstanding balances that need to be obligated in FMIS and the other is that we still have some unobligated funds. We are discussing ways to apply those to various projects so that all funds will be obligated by the end of FY 2019 and we will not lose any money.

Sallie Fahey said we do have some projects we have marked for concern, so we'll be watching those quarterly reports.

VI. OTHER BUSINESS INDOT 18-Month Letting List

Doug Poad referred to the staff report in the packet. On February 6th, two projects will let, Cherry Lane and Happy Hollow Neighborhood Trail. In March and April there are a number of projects on the list, so there won't be many projects remaining when we get to May. Changes to the list include number 14, SR 43, which was scheduled for March 2020 but was moved up to April 2019 and number 19, Sagamore Parkway Trail moved from July to January 2020 letting.

VII. CITIZEN COMMENTS

Jan Myers said that talking about complete streets and ADA compliance, she wonders during the snow storms, who is responsible for clearing the pedestrian islands in the middle of crosswalks.

Ed Garrison said that is the responsibility of the municipality that the island is in.

Jan Myers said they have not paid much attention, requiring pedestrians to have to be in the wrong place. She looks forward to the upcoming lettings and road projects that will allow her round feet to go further.

William Glick said that he is concerned about the human factor of what happens in transportation. He would like to offer any opportunity that may exist with state or federal money to improve the safety of driving ability for senior citizens. He has been with the senior center for four years now and for the second time one of the guests was involved in an accident resulting in a fatality. Previously a guest hit someone on a motorcycle, this time it was someone on a bicycle. Many of the folks should not be driving and still are, but he would like to offer a collaborative effort to improve safety with a program or project that would positively impact the elderly community's abilities when they may need additional assistance in driving or negotiating public transportation.

Sallie Fahey thanked him for sharing that important issue.

Doug Poad shared that INDOT is conducting a corridor planning study. There is a link from their website where you can make comments on various corridors. There are several comments already made in our area, but if you would like to make comments, please take the opportunity to do so.

Cat Schoenherr said APC was contacted by INDOT and some other groups who are working on nominating alternative fuels corridors that have an opportunity to be recognized and provided signage. I-65 was the route that affected our area, but the corridors are all over the United States. We believe it is a good thing they are doing to identify electric vehicle charging stations, CNG, etc. and using different markings for all the different options to make commercial and individual motorists aware what is available in that corridor, so we provided a letter in support of their efforts.

Sallie Fahey said that the next Technical Transportation Committee meeting will be February 20, 2019.

VIII. ADJOURNMENT

Sallie adjourned the meeting at 2:40.

A handwritten signature in black ink that reads "Sallie Dell Fahey". The signature is written in a cursive style and is centered within a light gray rectangular box.

Sallie Dell Fahey
Secretary