

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

**MEETING MINUTES  
MAY 17, 2023**

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**VOTING MEMBERS PRESENT**

Phillip S. Dunston	Joint Transportation Research Program
Jeromy Grenard	City of Lafayette
Ben Anderson	City of West Lafayette
Bill Smith	INDOT
Stu Kline	Tippecanoe County Highway
David VanVactor	West Lafayette Police Department
Marcus Smith	Purdue University Airport
Bryan Smith	GLPTC

**VOTING MEMBERS ABSENT**

Rob Hainje	Tippecanoe County Sheriff Department
Scott Anderson	Lafayette Police Department

**NON-VOTING MEMBERS PRESENT**

Bryan Walck	CityBus
Mike Parks	Tippecanoe County Highway
David Hittle	Area Plan Commission
Doug Poad	Area Plan Commission
Tim Stroshine	Area Plan Commission
Aria Staiger	Area Plan Commission

Phillip Dunston called the meeting to order at 2:00 PM.

Phillip Dunston said the first item of business is an introduction of a new representative on the committee.

Bryan Smith moved to appoint Bryan Walck as his proxy for CityBus. Bryan Walck is the newly promoted Manager of Customer Experience after previously serving as the Manager of Operations. He is an 18-year employee of CityBus. Jeromy Grenard seconded. The motion passed by unanimous voice vote.

**I. APPROVAL OF MINUTES**

Stu Kline moved to approve the minutes from the April 19, 2023 meeting. Jeromy Grenard seconded, and the minutes were approved by unanimous voice vote.

**II. ACCESS PERMITS**

**A: INDOT Permits**

Bill Smith referred to the report in the meeting packet and stated there was nothing new to report.

**III. AMEND THE 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**A. Wabash Center: program \$248,596 in Section 5310 funds for van replacement**

Doug Poad explained Wabash Center applied for special Federal Transit Administration Section 5310 funds to purchase two vehicles. INDOT recently approved the request. The total cost of the two vehicles is \$248,596.25, with 80% of that cost being paid for with these special federal funds. The APC staff is recommending approval to the Policy Board.

Bryan Smith moved to recommend approval of the proposed amendment to the FY 2022-2026 TIP. Stu Kline seconded, and the motion carried by unanimous voice vote.

**B. City Bus: Bus replacements, paratransit bus replacements, facility rehab, new facility, vehicle upgrades and repairs, funding trade with MACOG**

Doug Poad explained this is a six-part amendment. Currently there is a balance of FY 2019 Section 5307 funds and FY 2020 Section 5307 funds. If the 2019 funds are not obligated by the end of this federal fiscal year, the end of September, then CityBus will lose these funds. CityBus would like to use the funds and have programmed them into various projects including bus replacement, paratransit bus replacement, and facility rehabilitation. Funds from 2020 are programmed for three bus replacements. Additionally, in 2020, a trade was made with the Michiana Area Council of Governments (MACO) who operates the transit system in South Bend. Their system is not as robust as our CityBus operation, and generally they do not use all their federal funds, so trades happen and are beneficial for each party. The traded funds will go towards bus rebuild components and vehicle security cameras. CityBus is also programming special federal funds, Section 5339, that are used for major capital replacements and facilities. Funds totaling \$1.2 million will be used to replace two full-size busses. Revisions have been made to the 2022 and 2023 Section 5307 funds. Projects such as rebuilding bus engines and rebuilding transmissions have been dropped to zero. Other project amounts will increase for items that include bus replacement, support vehicles and preventative maintenance. Funds for 2023 will be used for capital projects. CityBus will use only local funds for operating assistance. A new project is the start-up of a van pool program.

*Ben Anderson arrived at 2:09pm.*

Bryan Smith moved to recommend approval of the proposed amendment to the FY 2022-2026 TIP. Jeremy Grenard seconded.

Bryan Smith said the Request for Proposal is active and he encouraged others to spread the word to anyone who is operating a van pool program nationwide. Those that are interested should direct their attention to the CityBus procurement page. He anticipates taking approximately a month to compile submissions, select a provider and then give them a three-month startup period. They look to have a van pool running by Fall 2023. He explained that the rest of these changes are to bring the federal dollars in line and get them moving through the system.

Stu Kline asked for an explanation of what a van pool is.

Bryan Smith referred to his experience with a van pool in Ann Arbor Michigan. Enterprise was contracted. There is a specific piece of federal law that allows Enterprise to use their investment in their fleet as the local match. From a local perspective, only federal dollars are used. Enterprise then supplied the van(s). The vans can become employer sponsored and be used to transport staff that live in a general common area. A driver and alternate driver are selected, and they are specifically not an employee of the transit system or of Enterprise. The van driver typically gets a discount on their monthly fee and takes the vehicle home as the last person on the route. They can drive the vehicle up to 200 miles outside of the van pool activities. The driver is responsible for having the oil changed and general upkeep of the vehicle. Enterprise handles the logistics of arranging where to have vehicle maintenance completed. Participants can pay a portion of the program fee that is not subsidized by the transit system or just fuel they split amongst everyone in the van pool. Local employers sometimes see the benefit of sponsoring a van pool to get their employees to and from work. They can also arrange for a combination employer and participant pay. There are many ways to divide the cost of the roughly \$600 per vehicle per month. Conversations with local businesses has resulted in varying degrees of interest. Estimates show our area could support thirty-nine van pools, based on the census data. CityBus exists to provide mobility, and the van pool is an additional method of doing just that. CityBus is also able to count the passenger trips and miles toward the 5307 federal funding allocation.

Ben Anderson asked about cross-county van pools.

Bryan Smith said if there is an inter-governmental agreement between counties, then the van pool could cross into the county that has the agreement with Tippecanoe County. Prior to the change in state law, CityBus would be restricted to the county borders. There are no current agreements in place, but he cannot imagine a county being opposed to the idea. Greater Lafayette Commerce has a vested interest in it

because they serve a six-county area, and from their perspective, labor pools cross many of the county lines in the area.

Phillip Dunston conducted a voice vote and the motion carried unanimously.

#### **IV. APC PROGRESS REPORT**

##### **A. MPO UPDATE**

###### **i. 2024-2028 Draft State Transportation Improvement Program (STIP) Public Meetings**

Doug Poad said INDOT creates a State Transportation Improvement Program, and the draft document is complete and posted to the website for public review and comment. INDOT is hosting four public open houses, beginning May 17 at the Marion Public Library, May 18 in Broad Ripple, May 24 in Merrillville, and May 31 in Evansville. They are also hosting a virtual open house on June 1, 2023 from 1pm-3pm and 5pm-7pm. APC staff plan to attend the virtual option on June 1 to view the INDOT presentation.

###### **ii. US Bike Route 37 (USBR 37)**

Doug Poad said progress has been made and the application was submitted to the American Association of State Highway Transportation Officials (AASHTO) in April 2023. There was a ten-day comment period for people to submit letters in support of or against the route. That comment period has closed and the submitted comments are being reviewed. The next step for INDOT, after reviewing the comments, is to have the Commissioner decide to move forward and submit the application. AASHTO is meeting and making determinations this week, even though INDOT has not completed their part. If AASHTO moves forward and decides this is an acceptable US bike route, they can make a conditional approval. If the INDOT Commissioner signs off and submits the paperwork, then the published AASHTO minutes will be read to view the final decisions. He hopes this time next month there will be a clear answer to the bike route's approval.

Doug Poad added that Friday, May 19<sup>th</sup> is Bike to Work Day. There will be a celebration on the pedestrian bridge at 8:00am and a proclamation will be read. Coffee, snacks, and gift cards will be available. He invited all to attend.

###### **iii. Railroad Grant**

Tim Stroshine explained that the most recent transportation legislation has moved to more grant-based funding and one specific type of funding is for passenger rail. In January, APC staff attended a presentation with a representative from Amtrak and that began a local effort to renew passenger rail service that runs through Lafayette. In 2019, our area lost the Hoosier State Line. The only service we have running through town, that is passenger rail service, is the Cardinal line, which only runs a couple of days a week and is not conducive to providing good service or getting the amount of ridership one would like to see. To address this, several groups from around the state and into surrounding states, worked together to submit several applications for potential future work along this corridor. The group is focused on getting a corridor from Louisville to Chicago running through our area and being able to improve the corridor and make it efficient for multiple trips per day. Studies indicate this is what is needed to make this a more feasible passenger rail route. He said our part of the application was specifically to request funding for two projects: improvements to the Lafayette yard in Tippecanoe County and a curve correction in Monon to allow the trains to go through the curve at much faster speeds than is currently possible. The application was filed last month, and it will be a few months before further communication is received. He said the area is optimistic of a decent chance of receiving some of the funding. Some of these pieces will lay the groundwork to more frequent service, providing a good amenity and beneficial to the area.

###### **iv. Federal Funding Obligation**

Doug Poad referred to the federal funding spreadsheet that was included in the meeting packet. The details show that all federal funds have been obligated and to what project they were applied to. He pointed out an additional line item of \$141,243. When the TIP is put together, draft funding amounts are given, so this line item is additional federal funds that were given to the MPO. Later in the meeting, discussions will take place to decide where to allocate those funds.

## **B. INDOT 18-Month Letting List**

Doug Poad presented the current 18-month letting list. There were two projects on the April 2023 letting list. The first was for auxiliary lanes on US 52 and no bids came in under the engineer's estimate. The project may be re-advertised for future lettings. The project for scour protection along US 52 received three bids and the project was awarded for \$328,777.68. Three projects were listed on the May 10 letting list. The SR 28 project received no bids and he said he hopes to see that project moved to a June-August letting list. The district wide traveler information system project received two bids and the traffic signal modernization project received one bid. There will be additional information about the May listing results at the next meeting. Morehouse Road phase one is on a November 15, 2023 bid date. Project 14 & 15 moved to February 2024. Bridge #64 and #65 are on a July 2024 letting.

## **V. NEW 2023 FEDERAL FUNDS**

Doug Poad continued with the discussion of allocating additional federal funds that were made available to the MPO in the amount of \$141,243. He explained that this committee should suggest where to allocate the funds and then process it through as a TIP amendment to the MPO Policy Board. He explained four possibilities of allocation. The first is the construction phase of the Yeager Road project. The second would be the right-of-way phase for Morehouse Road. The third would be right-of-way or engineering phases of the South 9<sup>th</sup> Street project. The fourth option would be the engineering phase of the Soldiers Home Road project. He explained that in the TIP, federal funds are allocated first to construction phase, then right-of-way, then engineering. He opened the floor for comments, recommendations, and suggestions.

Stu Kline said of the four options, he knows Yeager Road is under-funded.

Tim Stroshine said the staff report shows the percentages listed for the federal funding shares of each project. Out of those listed, Yeager Road is the lowest.

Jeremy Grenard added that of the four listed projects, Yeager Road is under construction and has the lowest federal share. To him, it makes sense to allocate to Yeager Road. Ben Anderson agreed.

Doug Poad summarized the discussion and said the recommendation would be to allocate the balance of funds to the Yeager Road construction phase. He asked for a motion and said the amendment could be processed at the June MPO Policy Board meeting.

Jeremy Grenard moved to recommend the allocation of additional FY 2023 federal funds to the Yeager Road project. Bill Smith seconded, and the motion carried by unanimous voice vote.

## **VI. QUARTERLY REPORTS**

Tim Stroshine began with projects in Tippecanoe County.

- Lindberg Road – Stu Kline confirmed the project is closed out.
- North Ninth Street Road Bridge – Environmental dates have been updated for additional environmental and design activities due to a discovered archeological site.
- River Road at CR 500N – A very small cost increase was noted. Stu Kline said there is one open change order and a punch list to address.
- Morehouse Road, Phase 1 – The right-of-way for this project applies to phase two and explains why the listing is showing as incomplete.
- Morehouse Road, Phase 2 – A small change in how much federal funding was awarded has been noted. Stu Kline added there are four parcels in condemnation.
- Yeager Road – This project was just chosen for the additional federal funding dollars. Stu Kline added they have had the pre-construction and are moving ahead with a planned November completion.
- McCutcheon Pedestrian Safety – Stu Kline said work will begin in June and there was an early release for utility work.
- Bridge #64 and #65 – The environmental was delayed due to some changes in hydrology and bridge structure geometrics for Bridge 65, but because it is a partner project, it caused a delay with this project as well. Stu Kline added that the pair is only 34% funded and \$5 million out of pocket on the letting.

An option was offered to move to 2028 and be fully funded at 80%, knocking the local share down to \$2 million. He added that they officially requested to switch to a July 2027 letting. The request should be shown on future quarterly reports.

- Bridge #527 – The letting date has been moved back to fiscal year 2025. Stu Kline added that the year gave a good safety margin for dates and will hopefully be environmental clear and acquiring right-of-way this fall.
- Bridge #80 & #83– A STIP amendment was approved and should positively impact the pair of bridges. Stu Kline added the Notice to Proceed has been given to the consultant for both projects.
- County bridge inspections – Stu Kline said phase one inspections are complete and inspections continue to move forward.

Tim Stroshine continued with projects in the City of Lafayette.

- Park East Boulevard – Jeromy Grenard confirmed the project has been closed.
- South 9<sup>th</sup> Street – Work continues with the environmental document. Jeromy Grenard said a public information session occurred on May 15<sup>th</sup> with 55 plus people in attendance and they provided good feedback and comments.

Tim Stroshine concluded with projects in the City of West Lafayette.

- Soldiers Home Road, Phase 1 – Staffing changes have occurred, and Ben Anderson confirmed that an Employee in Responsible Charge (ERC) has been identified.
- Westbound Special 52 – This report is one of the newer ones and staff will continue to monitor the project. Ben Anderson said a public meeting was held last month and the input session went well.
- Sagamore Parkway Trail – Ben Anderson said the project is progressing and is targeted to be complete in September. There will be some traffic shifts to allow for dirt near the bridge to be transferred down to the southern piece. A couple of walls are built down below. The public will begin to see more work going on that is visible along the hill, as opposed to all the work that has been occurring down below that has been out of sight. If weather cooperates, workers should be able to make great progress in the upcoming weeks.

## **VII. OTHER BUSINESS**

## **VIII. CITIZEN COMMENTS**


## **IX. ADJOURNMENT**

The next meeting will be June 21, 2023.

Stu Kline moved to adjourn; Bryan Smith seconded. Meeting adjourned by voice vote at 2:49PM.

Respectfully Submitted,  
Kristina Lamb  
Recording Secretary

Reviewed By,



David Hittle  
Executive Director