I. APPROVAL OF MINUTES

Tony Roswarski moved to approve the minutes from the October 14, 2021 meeting. Ben Murray seconded and the minutes, as submitted, were approved by unanimous roll call vote.

II. RESOLUTION T-21-18: RESOLUTION TO AMEND THE FY 2020-2024 AND FY 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAMS (TIPS)

Doug Poad said we have received a request from the Crawfordsville District Office to amend the TIP for one project. It is a small structure and drain construction project, and it is located at the Sagamore Parkway and Northwestern Avenue intersection. The specific information for the project is that the preliminary engineering will be this year, FY 2022, with STBG funds being used and construction will follow in 2024, likewise, federal STBG funds will be used, and the total estimated cost is slightly over $500,000. The Technical Transportation Committee did review this amendment request at their meeting yesterday and did recommend approval to this Policy Board. Staff is recommending approval of this
amendment to both the FY 2020 and 2022 Transportation Improvement Programs. Doug asked for any questions or comments.

Peter Bunder asked what a small structure is. What does that mean?

Travis Kohl said the naming simply delineates the size, so in this case it is a relatively small diameter structure.

Tom Murtaugh said a culvert.

Peter Bunder asked if it is underground.

John Dennis said yes, it is plumbing.

Travis Kohl said this is correct.

Tony Roswarski conducted a roll call vote. The motion was approved 7-yes to 0-no.

<table>
<thead>
<tr>
<th>Yes-Vote</th>
<th>No-Vote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jackson Bogan</td>
<td></td>
</tr>
<tr>
<td>Ben Murray</td>
<td></td>
</tr>
<tr>
<td>Peter Bunder</td>
<td></td>
</tr>
<tr>
<td>Tom Murtaugh</td>
<td></td>
</tr>
<tr>
<td>Travis Kohl</td>
<td></td>
</tr>
<tr>
<td>John Dennis</td>
<td></td>
</tr>
<tr>
<td>Cindy Murray</td>
<td></td>
</tr>
</tbody>
</table>

III. APC PROGRESS REPORT
MPO Update

South Shore Clean Cities Update

Tim Stroshine said this is something we have talked about at some of our recent meetings, and we just wanted to bring you up to date as to where we are with this. For a little background information with the new Federal Transportation Legislation that was passed, there is definitely some potential new opportunities for grant funding. APC thinks this partnership with South Shore Clean Cities could potentially be something were could work with some with expertise in the grant-writing area and look at trying to leverage some of those funds throughout our community. We are not 100 percent sure about that yet, since the bill was just passed, but it is something we are thinking about and trying to be proactive with investigating. Right-now we are in the information gathering phase, and one of the biggest things we are going to have to try and figure out is how we would pay South Shore Clean Cities for their services. Most of the other MPOs that are partnered with them are in nonattainment areas, so some of their federal funding gets moved to the CMAQ funding. It is taken from the rest of their obligations and designated as that. That is the pot of funding they use to pay South Shore Clean Cities for their services. We don't have that because we are in attainment, which is generally a good thing, but that will be a challenge for funding this effort. Additionally, there are questions about how we would split the cost between the jurisdictions, and how much we would want to spend in total. We have a meeting with them tomorrow to ask them some of these questions to try and figure out what our options are. We will bring that information back to this board. Then, we can see what the board is comfortable with, and what it is not comfortable with. At that point, hopefully the picture will be a little clearer as to whether or not a partnership with South Shore Clean Cities would be beneficial for APC to run as the MPO. Tim asked for any questions. There were none.

Federal Funding Obligation
Doug Poad said it is that time of the federal fiscal year where we start rolling out the information regarding our federal funds and, specifically, how much we have obligated and what we have not obligated as of yet. What was in the packet is the report we usually use to report this. The top portion shows information from INDOT in terms of the federal funds that have been obligated, and as you can see, we have obligated some funds, and we have already repaid a portion of federal funds that we borrowed from the Northwest Indiana Regional Planning Commission. We borrowed some of their money last year for the River Road/500 North construction project, and we are to pay that back this year and again in FY 2024. INDOT does not report the coronavirus additional funding, so we added that in there. Those funds were obligated. The bottom portion of the report shows the individual projects, the obligation or allocations by federal funds, the amount, how much has been obligated, and the remaining balance. We have two projects that we need to obligate our federal funds for. One project is the Morehouse Road the right-of-way phase, and the second project is construction of the Sagamore Parkway Trail, and, as of right now, that is on a March of 2022 construction letting. We are on track in obligating all of our federal funds as we have done in previous years. Doug asked for any questions or comments. There were none.

**Big 4 Trail**

Doug Poad said this is an exciting project that we have been watching for many years. Originally, the Big 4 Trail was named the Farm Heritage Trail, and over the last two decades, the people from the south in Clinton and Boone County have been moving forward in constructing this trail, and a lot of it is already constructed. When these two pieces that recently received funding earlier this year are finished there is only one small segment, and when that is done, we will have a trail connecting Zionsville to the Town of Colfax. Now it is time for Tippecanoe County to look at how to move the Big 4 Trail within the county and to cities. Earlier this year BF&S was hired. This is a joint project between West Lafayette, Lafayette, and Tippecanoe County to look at where the trail should run. A lot of extensive public outreach was done. Advisory Committee meetings were held, stakeholder meetings were held, inventory public meetings were held, there was an online survey, and a draft public meeting, and with all of the community input, a recommend trail routing was put together, and a plan was developed. That plan is available on our APC website. It is very exciting to see that we now have a route that goes through Tippecanoe County. What is more exciting is this trail follows the Indiana State Visionary Trail System. Now we have a plan that is available, so the next step is approval of it, and as the policy board for the Metropolitan Planning Organization, staff is asking for your approval of this Big 4 Master Trail Plan through the adoption of Resolution T-21-17. Doug Poad asked for any questions or comments.

Tony Roswarski asked are we voting on this today, or are you just letting us know.

Doug Poad said we are voting on the approval of the Big 4 Trail Master Plan.

Tony Roswarski said okay. He then asked if everyone has had a chance to look at this on some level. He asked Doug to explain the route and where it is going.

Doug Poad said if you are familiar with the old Big 4 Rail Corridor, the trail mostly follows that. It is the one located in the southeast part of Tippecanoe County, it runs through Clarks Hill and continues in a northwestern direction running through Stockwell. It runs up to CR 450 S, and then from CR 450 S, it goes over and uses several city and county roads like Concord Road, and then it eventually uses the trail existing along Veterans Memorial Parkway, and it goes to the north, and then it goes to the Twyckenham Trail that is currently in existence over to Old Romney Road. It will take that portion of Old Romney Road, that trail, and extend across SR 52 and it follows the road up and meets the railroad tracks and follows a little bit of Wabash Avenue, and then it jumps along the Wabash River. It extends along the Wabash River to basically downtown Lafayette. Then crosses the Wabash River using the pedestrian bridge and then into West Lafayette to River Road. Following River Road up north to Burnett Road, and then Burnett Road to Prophets Rock. Following Prophets Rock to the Town of Battleground, and then crossing the railroad tracks following Main Street and then Pretty Prairie Road and continuing in the northeast direction. Eventually, this would be a connection to Delphi, so we could connect to their trail system.

Tony Roswarski asked if anyone had any other questions for Doug before we vote on this.
Cindy Murray asked Doug how many miles of trail is that.

Doug Poad said he doesn’t know off hand.

Tony Roswarski conducted a roll call vote to approve Resolution T-21-17. The motion was approved 6-yes to 0-no with one abstention.

<table>
<thead>
<tr>
<th>Yes-Vote</th>
<th>No-Vote</th>
<th>Abstained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jackson Bogan</td>
<td></td>
<td>Travis Kohl</td>
</tr>
<tr>
<td>Ben Murray</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peter Bunder</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tom Murtaugh</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Dennis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cindy Murray</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

INDOT 18-Month Letting List

Doug Poad said we have a lot going on. The first project is a district wide pavement patching project that was let this past October. When we put the report together, the low bid was over the engineer’s estimate, but since then it has been awarded to Rieth Riley, because it was within 15 percent of the engineer’s estimate. The estimated completion date is April 1, 2023. Projects 2 through 14 were on a November 17, 2021 bid letting. We have one on US 52 that is bridge replacement over Indian Creek, there were three bids, and the low bidder was LCC Group Inc. for $5.99 million, and the engineer’s estimate was $6.53 million. For the district wide bridge maintenance project there were no bids below the engineer’s estimate; only one bid was submitted, and that was from Rieth Riley. For I-65, two bids were submitted from Walsh Construction and Milestone, and both of their bid amounts were very close to each other. Milestone’s bid was $102.0 million. Walsh’s bid was $102.4 million. Unfortunately, from the information on INDOT’s website, they are both above the engineer’s estimate. We will have to wait and see what happens with that. For the December letting, we have five projects. Two projects are on SR 26, and they are both in the western part of the county. The other three are on SR 38. One is the full-depth reclamation project; this is a fairly large one, and the other two are small structure replacements. For an advance notice, there will be road closures on SR 38 next year when these three projects as well as the other project on SR 38, on the eastern side of Dayton, is constructed. The Sagamore Parkway Trail is listed as a January 2022 bid letting, but that has been moved to March. For Project 26, the letting date has been moved to April 6, 2022, and the reason for that is the maintenance of traffic because of the SR 38 projects. Project 32, the new traffic signal at US 52 and SR 28 at the east junction, currently there is a temporary traffic signal, and that will be replaced with a permanent signal. Project 35, auxiliary passing lanes on US 231, is on a September bid letting, and there are two locations where that will occur in Tippecanoe County. The first location is just south of CR 800 S, and the second location is just south of CR 1200 S. Project 38 and Project 39 are still on track. The first one being Yeager Road, and the second one being the McCutcheon Pedestrian Safety project. Doug asked for any comments or questions.

Tony Roswarski asked Doug about the Teal Road project; it isn’t listed on here at all.

Doug Poad said that project has already been let for construction. Prior to this year and this whole year, the utilities have been working on relocating. The last report that we received for that was there were three utilities that weren’t done, but they were supposed to be done by the end of this year. Construction will begin around April 1 of next year. For next year, the south 9th Street intersection will be partially closed during the summer months, and the following year the south 18th Street project will be partially closed during the summer months, and then there will be a full closure of the south 4th Street intersection during the summer months.

Tony Roswarski asked Doug if he recalls who got that bid.
Doug Poad said the company that was awarded the contract is Milestone.

Tony Roswarski said that information was helpful as an update. He asked for any other questions.

IV. OTHER BUSINESS

None.

V. CITIZEN COMMENTS

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

VI. ADJOURNMENT

Tony Roswarski moved to adjourn, Jackson Bogan seconded, and the meeting was adjourned by unanimous roll call vote.

The meeting adjourned at 2:27 PM.

Respectfully Submitted,

Jennifer A. Ewen  
Recording Secretary

Reviewed By,

David Hittle  
Executive Director