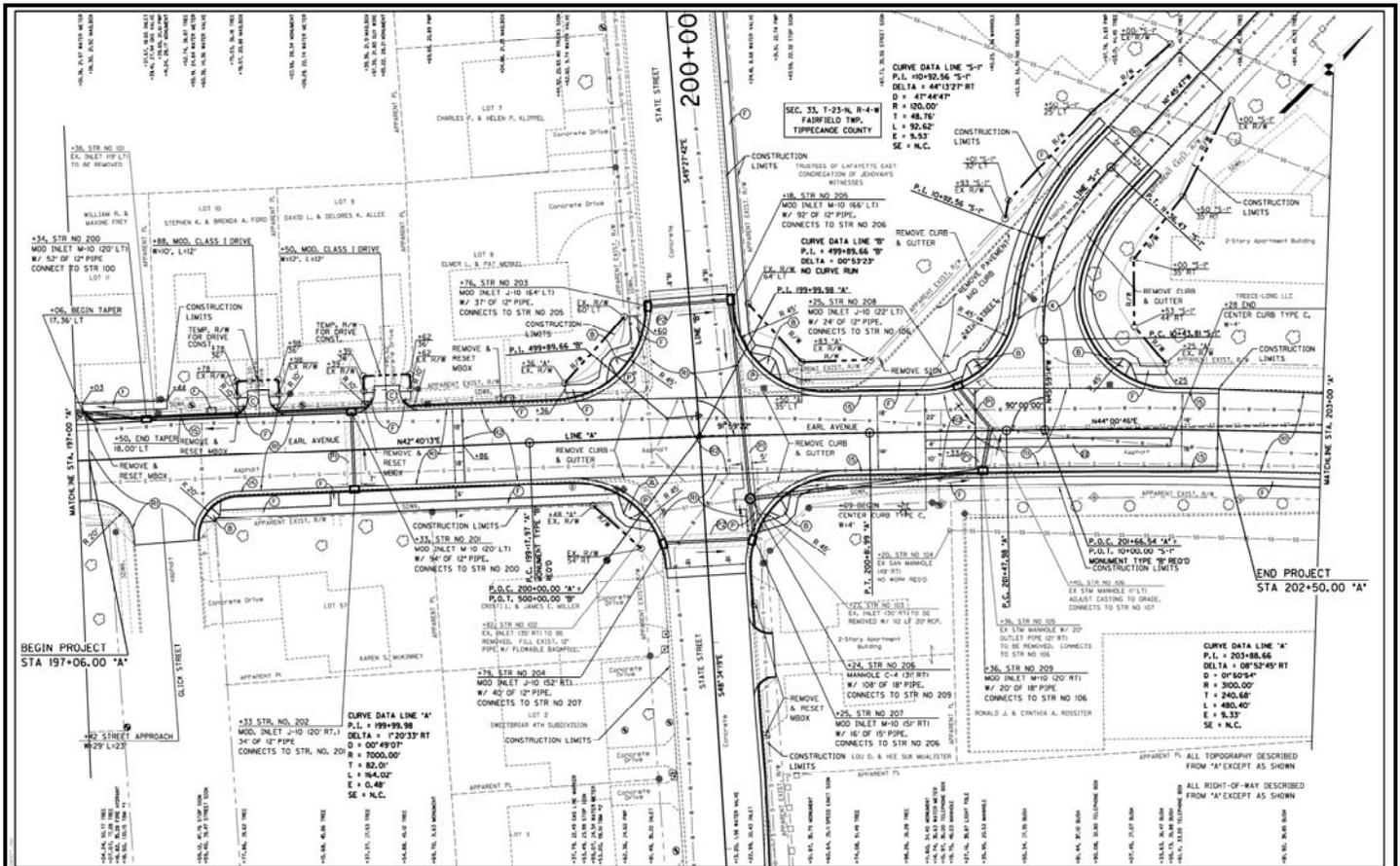


# The Fiscal Year 2009 Transportation Improvement Program



# FY 2009 TRANSPORTATION IMPROVEMENT PROGRAM

of the

Area Plan Commission  
of Tippecanoe County

June 2008

*Amended:*

*July 22, 2008*

*August 20, 2008*

*September 17, 2008*

*October 1, 2008*

*October 15, 2008*

*February 6, 2009*

*February 18, 2009*

*March 6, 2009*

*March 18, 2009*

*March 19, 2009*

*March 31, 2009*

*April 21, 2009*

*May 20, 2009*

*August 19, 2009*

*October 7, 2009*

Prepared by the

Area Plan Commission of Tippecanoe County

in cooperation with the  
Greater Lafayette Public Transportation Corporation (CityBus)  
Purdue University Airport  
Indiana Department of Transportation  
City of Lafayette  
City of West Lafayette  
and  
Tippecanoe County

## **TABLE OF CONTENTS**

	Executive Summary and Introduction	1
1.	Public / Private Participation Process	3
2.	Environmental Justice	7
3.	Project Selection Process	8
4.	Five Year Program of Projects	9
	Key to Abbreviations	10
	Funding Codes	12
5.	American Recovery and Reinvestment Act of 2009	27
6.	Financial Summary and Plan	31
	Cities and County Operations and Maintenance Financial Analysis	42
7.	Prioritizing Projects	46
8.	Analysis of Financial Capacity: CityBus	52
9.	Area Improvements from FY 2007/2008 TIP	62
10.	ITS Projects for Fiscal Year 2009 through 2013	68

## **LIST OF EXHIBITS**

1	Funded Local Projects: Fiscal Year 2009 through 2013	13
2	Location of Fiscally Constrained Local Projects, FY 2009-2013	19
3	Unfunded Local Projects – FY 2009 through 2013	20
4	Location of Local Project Shown for Informational Purpose Only	20
5	Indiana Department of Transportation Projects (Financially Constrained)	21
6	Location of INDOT's Projects	25
7	INDOT Projects for Information Purposes Only	26
8	Location of Non-Financially Constrained INDOT Projects	26
9	ARRA of 2009 – Local Projects	27
10	ARRA of 2009 – INDOT Projects	29
11	Financially Constrained Local Public Agencies Projects: FY 2009	34
12	Financially Constrained Local Public Agencies Projects: FY 2010 – 2013	36
13	Source of Local Funds for Funded Local Projects (Exhibit 1)	40
14	INDOT's Project Expenditures by Fund and Year (Exhibit 5)	41
15	City of Lafayette: Operating and Maintenance History 2003 through 2006	43
16	City of West Lafayette: Operating and Maintenance History 2003 through 2006	44
17	Tippecanoe County: Operating and Maintenance History 2003 through 2006	45
18	Prioritized STP Group II Urban Funds	47
19	INDOT Prioritized Projects FY 2009 - 2012	51
20	ITS Summary	68

## **LIST OF TABLES**

1	Summary of Federal STP Funds: 2004 – 2009	32
2	Summary of HSIP Federal Funds: 2006 - 2008	37
3	Federal Funds Available to CityBus	52
4	CityBus Financial Condition	54
5	CityBus Financial Capacity	55
6	2009 Section 5307 Capital Grant Summary	56
7	2010 Section 5307 Capital Grant Summary	57
8	2011 Section 5307 Capital Grant Summary	58
9	2012 Section 5307 Capital Grant Summary	59
10	2013 Section 5307 Capital Grant Summary	60

## **APPENDICES**

1	MPO APC Resolution Adopting the FY 2009 TIP	72
2	CityBus Meeting Minutes	73
3	INDOT Policy & Budget Projected Local Federal Funds	76
4	MPO Certification	79
5	Public – Private Participation Responses and Comments	80
6	Change Order Policy	84
7	Planning Support for TIP Projects	86
	Local Project	86
	INDOT Projects	88
8	Public Notice	90
9	Legal Notices	93
10	Contact Letters	95
11	CPC Agenda and Letter	98

## **AMENDMENTS**

1	INDOT Amendment	100
2	Battle Ground, Wabash Center & Lafayette Amendment	102
3	INDOT Amendment	107
4	INDOT Amendment	111
5	City of West Lafayette Amendment	115
6	INDOT Amendment	119
7	IDNR, CityBus, APC Staff and INDOT	121
8	INDOT	130
9	APC Staff	132
10	INDOT	136
11	INDOT	138
12	APC Staff	140
13	CityBus	142
14	ARRA, City of West Lafayette	147
15	CityBus, Enhancement	151

**Amendment No. 1: July 22, 2008**

*Requested by INDOT*

*Projects: Multiple Hoosier Heartland Projects*

*Details:* This was an administrative amendment for eight Hoosier Heartland Projects including: CR 900E bridge, CR 1000E bridge, CR 625E bridge, the north and south bound bridges over the NS Railroad, the north and south bound bridges over CR 900W, and Segment 1, Phase C. All projects are programmed for construction in FY 2009.

**Amendment No. 2: August 20, 2008**

*Requested by the Town of Battle Ground, Wabash Center & City of Lafayette*

*Projects: Railroad Street, Replacement Vans & Earl, State & 24<sup>th</sup> Street*

*Details:* The Railroad Street project bids were opened on July 16, 2008 and all of them were above the amount programmed in the TIP. The Town Council thus requested an additional \$175,000 in Urban STP funds.

The amendment also includes two administrative amendments. INDOT approved \$74,400 in Section 5310 funds to the Wabash Center which will allow it to replace two vans. INDOT also approved an additional \$215,000 in HSIP funds for the City of Lafayette's Earl, State & 24<sup>th</sup> Street project.

**Amendment No. 3: September 17, 2008**

*Requested by INDOT*

*Projects: US 52 Bridges over the Wabash River*

*Details:* This maintenance and repair project is a result from an inspection and analysis in 2007 and 2008. Structural members were deteriorating and need to be replaced. Construction is anticipated in 2010.

**Amendment No. 4 October 1, 2008**

*Requested by INDOT*

*Projects: I-65 Installation of Cable/Safety Barrier*

*Details:* This project involves installing cable/safety barriers along I-65 throughout Tippecanoe County. The estimated construction cost is \$4,770,000 with ninety percent (\$4,293,000) coming from federal safety funds.

**Amendment No. 5 October 15, 2008**

*Requested by City of West Lafayette*

*Projects: Wabash Heritage Trail Extension, Phase II*

*Details:* The City of West Lafayette will use STP enhancement Funds to construct phase II of the Wabash Heritage Trail Extension. Total cost (engineering and construction) is \$475,000 with 80% (\$385,000) being funded with federal enhancement funds.

**Amendment No. 6 February 6, 2009**

*Requested by INDOT*

*Projects: US 52 from west of SR 352 to US 231, US 52 at the NS Railroad, US 52 from US 231 to Cumberland, and debris removal and installation of pavement markings at various locations in Tippecanoe County. .*

*Details:* This is an administrative amendment. ARRA stimulus funds will be used to construct all of the projects. The two project US 52 from west of 352 to US 231 and the US 52 bridge at the NS Railroad were moved from the INDOT unfunded to funded list.

**Amendment No. 7** February 18, 2009

*Requested by IDNR, CityBus, APC Staff & INDOT*

*Projects: Wabash Heritage Trail extension, continue bus service to 350S, update CityBus 2009 capital project list, SR 43 from SR 225 north to White County, and SR 28 from US 52 to Clinton County*

*Details: IDNR will extend the Wabash Heritage Trail within Prophetstown State Park by using enhancement funds. CityBus was awarded additional JARC funds to continue service to the CR 350S area and CityBus updated its 2009 capital project list. INDOT will resurface portions of two state roads. APC staff requested an amendment to add specific target letting dates and update local STP project information.*

**Amendment No. 8** March 6, 2009

*Requested by INDOT*

*Projects: SR 25 (Hoosier Heartland) Segment 1 - Phase B, bridges over Sugar Creek, bridges over No Name Creek, bridges over Bridge Creek, bridges over CR 900N and US 231 from SR 28 into Montgomery County*

*Details: This is an administrative amendment. ARRA stimulus funds will be used to construct all of the projects. All projects, except the one on US 231, are part of the Hoosier Heartland.*

**Amendment No. 9** March 18, 2009

*Requested by APC Staff*

*Projects: List of local highway, transit and airport projects*

*Details: This amendment programs local projects anticipated to use American Recovery and Reinvestment Act (ARRA) funds.*

**Amendment No. 10** March 19, 2009

*Requested by INDOT*

*Projects: SR 26 at 16<sup>th</sup>/Main St, SR 25 at Old US 231/Carter Lumber, various locations along I-65 and both US 231 bridges over the Wabash River.*

*Details: This is an administrative amendment. The intersection projects involve replacing the traffic signals and upgrading the equipment. The project on I-65 involves lining various pipe under the interstate and the last project involves repairing the US 231 bridges over the Wabash River.*

**Amendment No. 11** March 31, 2009

*Requested by INDOT*

*Projects: US 52 east and west bound bridges over the Wabash River and SR 26 east and west bound bridges over the Wabash River.*

*Details: This is an administrative amendment. INDOT will use ARRA stimulus funds for these maintenance and repairs projects.*

**Amendment No. 12** April 21, 2009

*Requested by APC Staff*

*Projects: CR 900E Bridge (#153)*

*Details: This is an administrative amendment. It changes the project des number from 0201093 to 0710298.*

**Amendment No. 13** May 20, 2009

*Requested by CityBus*

*Projects: Extend service to Clarian Arnett Hospital and extend hours of service for other routes.*

*Details: CityBus was awarded JARC funds to provide service to the new hospital and provide additional hours of service for five to six routes.*

**Amendment No. 14** August 19, 2009

*Requested by APC Staff, City of West Lafayette*

*Projects: Update local ARRA project list and program HSIP funds for Sycamore Lane and West Lafayette's Safe Routes to School infrastructure project.*

*Details: The ARRA project list update includes adding two projects (CR 350S & Stockwell Road), removing six projects and expanding the communities signal upgrade project. The second part of the amendment is adding local HSIP funds to Sycamore Lane (\$225,000) and the Crosswalk, Flasher and Ramps project (\$70,000).*

**Amendment No. 15** October 7, 2009

*Requested by CityBus, APC Staff*

*Projects: For CityBus: a) modify the 2010 capital project list; b) modify the scope of a project listed in its 2009 capital list; c) program a Section 5309 grant (\$2,945,000); d) slightly modify the ARRA list; and e) program a swap of federal/local funds. Lafayette's sidewalk along SR 38 and the extension of West Lafayette's Catrail Trail Extension – enhancement funds.*

*Details: Changes to the 2010 capital list includes removing the support vehicle, decreasing the cost of bus replacement and adding lighting for passenger shelters. The Land Acquisition and Associated Costs and Design item in the 2009 capital grant has been slightly modified to include possible adjacent transit oriented development sites. CityBus will use a Section 5309 capital grant to purchase up to six replacement buses. The trade in federal for local funds will be used for both operating and capital expenses. The last part of the amendments programs 2013 enhancement funds for two projects.*

## **EXECUTIVE SUMMARY and INTRODUCTION**

---

The purpose of the Transportation Improvement Program (TIP) is to coordinate the implementation of **all** transportation projects in Tippecanoe County. This includes projects receiving funds from the U.S. Department of Transportation and those funded solely with local revenue. The time period covered by this report is approximately five years: Fiscal Year 2009 through 2013. Each fiscal year begins on July 1st.

The TIP is a multi-modal capital budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation related projects. Projects come from any of the following six implementing agencies:

- The City of Lafayette
- The City of West Lafayette
- Tippecanoe County
- The Greater Lafayette Public Transportation Corporation (CityBus)
- The Purdue University Airport
- The Indiana Department of Transportation

Projects are programmed to anticipate future problems and react to ever changing conditions. Some of the projects have been selected in response to needs documented in the various long range plans, while other projects address emerging situations or current problems needing attention. This document provides local governments with a well-established direction for at least the next four-year period.

This community proposes to spend over \$222.3 million for locally initiated projects and program over \$206.9 million for State initiated projects in FY 2009 through FY 2013. The Federal share for the projects is over \$99.2 million and \$172.7 million respectively. These figures include only those projects for which funds are being programmed for one or more phases. The complete Five-Year Program of Projects list and location maps are in **Exhibits 1 through 8**. Those projects in **Exhibits 3 and 7** are included for informational purposes only.

For FY 2009 local jurisdictions requested over \$16.1 million in Surface Transportation Program funds (STP see page 10, Key to Abbreviations). This includes \$14.8 million of STP Urban Group II funds, \$1.1 million in Enhancement funds and \$0.2 million in HSIP funds (**Exhibit 1**). The projects' relative ranking for STP Urban Group II funds are shown in **Exhibit 18**.

All federally funded projects in the TIP, except those listed in **Exhibits 3 and 7**, are constrained by the funds available at all levels of government (local, state, and federal). These projects are the most pressing but in no way reflect all the communities' transportation needs. The TIP development process assures that limited funds are expended where the need is greatest.

This report is divided into eight sections. Section one details the public and private participation process. Section two documents the Environment Justice process. The method by which projects are selected for inclusion into the TIP comprises the third

section. The fourth section contains the Five-Year Program of Projects for the metropolitan area. Projects are listed by fiscal year and phase to illustrate when they will occur over the next four years. Section five provides a financial summary and plan. All local projects are tabulated by federal and local funds. This section also provides a comparison between available funds and those needed. Section six lists the local and state priorities for all federally funded projects. Section seven provides an analysis of financial capacity for CityBus. A short discussion of the progress of both local and INDOT projects over the past year is covered in the eighth section. A summary of public responses can be found in **Appendix 5**.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires all Metropolitan Planning Organizations to publish an annual listing of projects for which federal funds have been obligated in the preceding year. This information is covered in a separate more detailed report which is available at the APC office and on the APC web site.

On August 10, 2005, SAFETEA-LU was enacted as Public Law 109-59. On February 14, 2007, both the Federal Highway Administration and Federal Transit Administration issued their final guidance outlining the development and content of the TIP. This TIP complies with those requirements.

# **1. PUBLIC / PRIVATE PARTICIPATION PROCESS**

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As a requirement of SAFETEA-LU, all Metropolitan Planning Organizations must provide stakeholders reasonable opportunity to comment on the proposed TIP and the development of the report. This includes providing: adequate public notice, timely information to various organizations, reasonable public access to technical and policy information, and seeking out and considering the needs of those traditionally underserved. The process must involve citizens, freight shippers, traffic, safety, and enforcement officials, private transportation providers, representatives of users of public transit, and local elected officials.

In response to SAFETEA-LU, the Area Plan Commission of Tippecanoe County has developed a proactive participation process. The main source of public input and response is through the Area Plan Commission (APC) and its advisory committees. Notification of committee meetings, and other important information, is by, personal contacts, publication of legal notices and posting notices in public places. Personal contacts include notifying by letter representatives from the trucking industry, all freight transportation services in the area, railroads, bicycle clubs, minority groups, local private transportation providers, neighborhood organizations, representatives of users of public transit, and all Citizen Participation Committee members.

## **ADVISORY COMMITTEES**

As in past years, the public, stakeholder organizations, business representatives and government officials had the opportunity to participate in the development of the TIP through the Area Plan Commission and its three advisory Committees: the Technical Transportation Committee, the Citizen Participation Committee, and the Administrative Committee. These committees are an integral part of the planning process and advise the Area Plan Commission on transportation planning matters. The public is encouraged to attend all committee meetings.

### *a) Area Plan Commission*

The Area Plan Commission of Tippecanoe County is designated by the Governor as the official Metropolitan Planning Organization for Tippecanoe County. The Area Plan Commission is responsible for transportation planning, review of federally funded projects and programs within the Metropolitan Area. The Area Plan Commission holds its meetings on the third Wednesday evening of each month. When reviewing any resolution, and prior to a decision, the public is given the opportunity to express opinions and concerns. In addition, the agenda contains a separate time specifically devoted to citizens for comments and grievances. Agendas are posted as provided by law and sent to the media in both preliminary and final form 5 days prior to each meeting.

### *b) Technical Transportation Committee*

The Technical Transportation Committee (TTC) draws from the advice and knowledge of various local, state, and federal government engineers and planners,

traffic officers, and transit and airport operators. Members have important responsibilities for designing, operating, and maintaining the transportation system. This group makes recommendations to the APC on TIP development, project prioritization, and amendments. As with APC meetings, the public is asked to provide input and suggestions. The TTC meets on the third Wednesday afternoon of each month. Agendas are posted and sent to the media a week prior to meetings.

*c) Administrative Committee*

The Administrative Committee (AC) is comprised of the chief elected officials from the Cities of Lafayette and West Lafayette, and Tippecanoe County. Members also include representatives from INDOT, and CityBus. Members of this Committee ultimately make financial commitments to implement TIP projects. Meetings are held on an “as needed” basis, and agendas are posted as provided by law and sent to the media a week prior to meetings.

*d) Citizen Participation Committee*

The Citizen Participation Committee (CPC) is a broad based, grass roots, committee of citizens. These citizens provide a link for disseminating information to nearly 40 organizations in the Greater Lafayette area. In addition to providing information, the meetings allow for group representatives to give feedback on topics from previous meetings. The meetings are scheduled bimonthly and are held on the 4<sup>th</sup> Tuesday of the month. Agendas are mailed to all representatives, posted and sent to the media one to two weeks prior to the meeting.

This year, information regarding the TIP was presented at the March and May CPC meetings. At the first meeting, the process used to develop the TIP was presented and discussed as were the list of local projects. The project priorities recommended by the Technical Transportation Committee were also reviewed. All comments and questions from the members can be found in **Appendix 5**.

During the second meeting, the draft TIP was discussed and the schedule for approval by the Area Plan Commission was presented. The meeting notification letter also mentioned that the draft document was available for review and comment on the APC transportation web site. The letter further stated that a paper copy would be mailed upon request. The location, date and time the Area Plan Commission would review the TIP for adoption was also included in the letter.

**NOTICES**

Letters were mailed to all stakeholders more than 90 days before TIP adoption. The letter included a basic introduction, the content of the TIP, and how projects are prioritized. It also stated when the Technical Transportation Committee would review and prioritize local projects requesting federal funds. As an additional opportunity to provide information and receive comments, the letters included the address, email, and phone number of a staff contact person.

A second letter was mailed providing information about local and INDOT projects. The letter stated that the Technical Transportation Committee prioritized the local projects in which federal funds were requested. Both the local project list and prioritized list were included. The letter also stated that the Technical Transportation Committee would prioritize INDOT projects at its April meeting. A list of INDOT projects was included. Once again the letter contained the address, email and phone number of a staff contact person.

A third letter reviewed what actions had been taken and that the draft document had been completed. It further stated that copies of the draft document were available via the Internet or upon request. The date, time and location when the Area Plan Commission would discuss and possibly adopt the TIP were also provided. The letter included a contact name, phone number and address.

Two legal notices were published in each local newspaper, one daily and one weekly, concerning the development, project lists, prioritization, and adoption of the TIP. The first notice announced that the TIP was being developed and when the Technical Transportation Committee would review and prioritize all projects. The second notice stated when the Area Plan Commission would discuss the TIP and act on its adoption. Both notices provided persons an invitation to inspect the draft TIP and all pertinent material.

The public participation process included posting public notices at key locations: both City Halls, the County Office Building, West Lafayette Community Center, the Tippecanoe County Senior Center, Riehle Plaza, the West Lafayette Public Library, the Tippecanoe County Public Library branches (downtown, IV Tech and Lindberg campuses), and at the Hanna Center. A notice was also posted at the CityBus administrative building. Three notices were posted during the development of this TIP. The first notice stated that the draft TIP was being developed and when projects requesting federal funds were to be prioritized. The second notice stated when the Technical Transportation Committee would prioritize INDOT projects. The third notice stated that the draft document was completed, how to obtain a copy, and when the TIP was to be considered and possibly adopted by the Area Plan Commission.

Notification and public involvement was expanded during the development of the FY 2005 TIP. Taking advantage of the Internet, the draft document was placed on the APC web site. For viewers wanting to leave comments or ask questions, an email address was given on the web page.

If there had been significant differences between the TIP that the public had an opportunity to comment on and the TIP proposed for adoption, an additional public meeting would have been held. That was not necessary for this TIP. During the development process, all comments and questions that were received are noted in the **Appendix 5**.

Pursuant to the October 22, 1984 and the January 14, 1989 Federal Register concerning Private Enterprise Participation in the Federal Transit Program, the MPO has instituted a process that encourages the participation of private enterprises in

developing the plans and programs funded under by the Federal Transit Administration. The process incorporates an early notice to private transportation providers of proposed public sector transit service as well as an opportunity to review and comment on the TIP prior to Technical, Administrative and Policy Committee adoption. This process was initiated with the review of the FY 1986 TIP.

Prior to TIP development, a list is compiled of private transportation providers in the community. The list is generated from the APC's clipping file, the telephone directory, and the "Polk City Directory." Phone contact is then made to ensure that the operator: 1) is still in business, 2) that we have the correct address and name of the general manager or owner, and 3) that the operator does in fact provide transportation services. The aforementioned letters notified these providers that the Area Plan Commission was developing the TIP, when projects would be prioritized, and when the TIP would be adopted. They were also provided the list of local and INDOT projects.

The initial years of this review procedure generated some interest from private transportation providers. However, interest declined to only a few responses and then to none. No responses were received this year, although some private providers tell staff that they appreciated getting the project information.

## **2. ENVIRONMENTAL JUSTICE**

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Environmental Justice is a vital component of the TIP by amplifying and strengthening Title VI of the Civil Rights Act of 1964. It assures that minorities and persons of low income are considered in developing the TIP. Further, transportation improvements must not disproportionately impact those sectors of the Community.

Environmental Justice encompasses three principles. The first is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. The second is to ensure the full and fair participation by all those potentially affected in the transportation decision-making process. The third is to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Projects in the FY 2009 TIP were reviewed using APC's standard environment justice evaluation process. Projects were compared to those identified in the 2030 Transportation Plan and 2008 Transportation Improvement Program. If a project is shown in either Plan and is indicated that it may have an impact, the project is then listed below. Those projects that are not on either list go through the macro, and possible micro review. Those found that may have an impact are listed below.

To assure full participation by those potentially affected, local community organizations and groups are used to communicate to those impacted. This follows the recommendations in the US DOT manual: Public Involvement Techniques for Transportation Decision-Making. The Citizen Participation Committee includes most of these organizations and groups. Neighborhood organizations were also sent notification letters.

### *Projects with Possible Findings*

#### *Local Projects:*

Concord, Phase 1	Happy Hollow
Concord/Maple Point, Phase 2	Cumberland Rd Extension
Earl Avenue	Yeager

#### *INDOT Projects:*

- Hoosier Heartland, Phase 1
- SR 26: I-65 to CR 550E
- SR 26: CR 550E to CR 900E
- SR 43: SR 225 to Brookston
- US 52: Union to McCarty
- US 231: S. River Road to SR 26
- US 231: SR 26 to US 52

### **3. PROJECT SELECTION PROCESS**

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The project selection process begins in January. Project identification, selection, and review procedures are as follows:

1. Projects are submitted by participants in the transportation planning process.
2. Projects are reviewed and assembled by the MPO staff.
3. The transit portion is endorsed by the Board of Directors of CityBus.
4. The first notice is given which includes mailing contact letters and publishing legal ads in two local newspapers as outlined in the Public/Private Participation Process. The notice also states the meeting time and date when all of the local and INDOT projects requesting STP Group II funds will be reviewed and prioritized by the Technical Transportation Committee.
5. Submitted local projects are financially constrained and prioritized (including a discussion of safety, security and congestion) by the Technical Transportation Committee. INDOT projects are only prioritized.
6. Local and INDOT projects, priorities, and TIP development are presented and discussed with the members of the Citizen Participation Committee.
7. The draft TIP is developed. It is then made available for review and comment on the APC transportation web page.
8. The draft TIP is submitted to INDOT, FHWA and FTA for review.
9. The draft TIP is reviewed and endorsed by the Technical Transportation Committee.
10. The draft document is presented at a CPC meeting. Members are informed when the document will be reviewed and possibly adopted by the Area Plan Commission.
11. Another public notice is distributed. It states that a draft document has been developed and includes the date and time when the Area Plan Commission will review and possibly adopt the TIP.
12. The draft TIP and project priorities are reviewed and endorsed by the Administrative Committee.
13. The Area Plan Commission reviews and approves the TIP by Resolution.
14. If the final TIP differs significantly from the one made available for public comment, an additional opportunity for public comment is made available.
15. The adopted TIP is then submitted to: INDOT, FHWA, FTA and the local participating agencies.

The Area Plan Commission, at its June 18, 2008 meeting, adopted the FY 2009 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (March 26, 2008) for the transit portion. The APC, TTC, AC, CPC, and Board of Directors meetings were held as open forums. Notification to news media, posting notices and agendas all occurred in advance of these meetings.

## **4. FIVE YEAR PROGRAM OF PROJECTS**

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The Five-Year Program of Projects is required to include all projects that will use financial assistance from the US Department of Transportation. Most of the projects listed in this section have programmed State and/or Federal assistance within the five-year TIP. It is the outcome of the process discussed in the previous section. The program also includes all significant non-federally funded projects, whether state or locally initiated. Non-financially constrained projects (not yet fully funded), both local and State, are also shown, but in separate exhibits. They are shown for informational purposes only and as a reference of upcoming projects.

All local projects can be found in **Exhibits 1 and 3** with their locations shown in **Exhibits 2 and 4**. **Exhibits 5 through 8** list and show all State projects. Projects for which Surface Transportation Program Urban Group II funds will be used and their amounts are listed by their relative ranking in **Exhibit 18**. A summary of the funding sources for the locally initiated projects in and around the urban area is found in **Exhibit 13**. Projects for which Surface Transportation Program Urban Group II funds will be used and their amounts are listed by their relative ranking in **Exhibit 18**.

The Five-Year Program of Projects contemplates a total transportation budget of over \$429.2 million for the five-year period. In FY 2009, over \$183.0 million is programmed for fiscally constrained projects by the community. The U.S. Department of Transportation's share of the cost is over \$140.2 million. Locally initiated projects account for over \$40.4 million, with state projects accounting for over \$99.8 million. The cost for individual projects using Federal, State, and local funds can be found in **Exhibits 1, 3, 5, and 7**. Project cost estimates in this TIP reflect year of expenditure dollars.

In January of 1992, the CityBus Board of Directors approved and adopted an Americans with Disabilities Implementation Plan. That plan was updated and approved in January of 1993, 1994, and February 1995. On August 14, 1995, the FTA reduced the reporting requirements for those systems that were in compliance. Transit providers only had to submit a one-page plan update and hold a public hearing. Then on October 29, 1996, FTA issued additional guidelines. As the memo states "From now on, transit systems in compliance with the six ADA paratransit service criteria are not required to submit plan updates or hold annual hearings." Transit systems now submit a self-certification annually as part of their annual certification. The operating assistance being requested in this TIP will be used to continue the paratransit service.

## ***Key to Abbreviations***

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**AC** - Administrative Committee

**ADA** - American's with Disabilities Act

**AMP** - Airport Master Plan

**APC** - Area Plan Commission of Tippecanoe County

**ARRA** - American Recovery and Reinvestment Act of 2009

**AVL** - Advanced Location System

**COIT** - County Option Income Tax

**CPC** – Citizens Participation Committee

**DES NO** - Designation Number. These are project numbers used by the Indiana Department of Transportation and the Federal Highway Administration.

**FEDERAL SHARE (FED)** - Is the amount of funds the USDOT will match for the project.

**FFY** - Federal Fiscal Year. The Federal Fiscal year begins on October 1<sup>st</sup>.

**FHWA** - Federal Highway Administration

**FUND TYPE** - This identifies the source of funding.

**FTA** - Federal Transit Administration

**FY or Fiscal Year** -The State fiscal year is used and for FY 2009 it is from July 1st, 2008 to June 30th, 2009.

**GLPTC** - Greater Lafayette Public Transportation Corporation (now CityBus)

**IDEM** - Indiana Department of Environmental Management

**INDOT** - Indiana Department of Transportation

**ISTEA** - Intermodal Surface Transportation and Efficiency Act of 1991.

**KB&S** - Kankakee Beaverville & Southern Railroad

**LOCATION & PROJECT TYPE** - Specifies the project, where it is located, its general termini, and a short description of the project. More complete project information can be obtained from the FA-3 form.

**LPA** - Local Public Agency is local government body (i.e. City of Lafayette, West Lafayette, or Tippecanoe County)

**MPO** - Metropolitan Planning Organization

**NS** - Norfolk Southern Railroad

**PHASE (Ph)** - Road projects are broken down into implementation stages. The definition of the stages and the abbreviations are as follows:

**PE or Preliminary Engineering** is the initial phase of a project and includes planning, environmental, engineering, and design activities.

**RW or Right-of-Way** is the next phase (if needed) and involves obtaining the necessary land for the project. Federal funds shown may also be used for right-of-way engineering.

**CN or Construction** is the final implementation stage where the anticipated construction is performed. Federal funds shown may also be used for construction engineering.

Other projects proposed by LPA's and projects proposed by the Purdue University Airport and transit systems must be programmed in the TIP and include:

**ST or Study**  
**OP or Operating Assistance**  
**CA or Capital Assistance**  
**EQ or Equipment**

**PMTF** - Public Mass Transportation Funds. These funds are generated through revenues raised from the State sales tax.

**SAFETEA-LU** - Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users

**STP FUNDS** - Surface Transportation Program funds. These funds are dedicated in the Transportation Equity Act for the 21<sup>st</sup> Century. STP funds are divided into several different categories. Each category specifies where and how they can be spent. Several categories include: **Urban, Rural, Rail, Enhancement, and Bridge**. Urban Group II funds are dedicated funds for cities with a population between 50,000 to 200,000 persons.

**TCCA** - Tippecanoe County Council on Aging

**TDP** - Transit Development Plan

**TEA 21** - Transportation Equity Act for the 21st Century

**TFP** - Thoroughfare Plan

**TIF** - Tax Increment Financing

**TIP** - Transportation Improvement Program

**TP** - Transportation Plan for 2030

**TTC** - Technical Transportation Committee

**UAL** - Urban Area Limit

**USDOT** - United States Department of Transportation

## ***Funding Codes***

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### **Federal Funds:**

117	Bridge Replacement Off System
33B	STP: Transportation Enhancement
3AA	STP: > 50,000 < 200,000
AIP	Airport Improvement Program
Bridge	Bridge Funds
Enhancement	STP Enhancement Funds
Federal Funds	Federal Funds Not Specified
Group IV	STP Funds for towns and Countys
HES	Hazard Elimination Safety Funds
HSIP	Highway Safety Improvement Program
IBRC	Innovative Bridge Research and Construction Program
IM	Interstate Maintenance
Lease Pro	Lease Proceeds from the Toll Road
NHS	National Highway System Funds
PMTF	Public Mass Transportation Funds
S3C	Capital Assistance Grant, Section 5309 FTA Funds
S9C	Capital Assistance Grant, Section 5307 FTA Funds
S9O	Operating Assistance Grant, Section 5307 FTA Funds
S10C	Capital Assistance Grant, Section 5310 FTA Funds
S16	Section 5316, Job Access & Reverse Commute (JARC)
S17	Section 5317, New Freedom funds
SAFETEAL	High Priority Projects designated in SAFETEA-LU
STP	Surface Transportation Program
Stimulus	ARRA funds
SRTS	Safe Routes to School Funds
T21D	TEA21 Demonstration Funds

### **Local Funds:**

L1	County Option Income Tax (COIT)
L2	Cumulative Bridge Funds (CBF)
L3	Cumulative Capital Funds (CCF)
L4	Economic Development Income Tax (EDIT)
L5	General Funds (GF)
L6	Greater Lafayette Community Foundation (GLCF)
L7	General Obligation Bonds (GOB)
L8	Industrial Rail Service Funds (IRSF)
L9	Local Road and Street Funds (LR&S)
L10	Local Property Tax (LPT)
L11	Revenue Bond Funds (RBF)
L13	Tax Increment Financing (TIF)
L14	Developer Escrow Account (DEA)
L15	Purdue University Funds (PUF)
L16	Motor Vehicle Highway Account (MVHA)
L17	Local Funds Not Specified (LFNS)
L18	Fares, Passes, Tokens (FPT)

Exhibit 1

Funded Local Projects: Fiscal Year 2009 through 2013

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
<b>City of Lafayette</b>						
1. <b>Beck Lane</b> Poland Hill to Old US 231 Road Reconstruction & Widening	PE	L1,4,13,16,17	0	450,000	450,000	2008/09
	RW	L1,4,13,16,17	0	300,000	300,000	2009
	CN	L1,4,13,16,17	0	5,600,000	5,600,000	2012
2. <b>CR 350S</b> 9 <sup>th</sup> Street to Concord Road Road Reconstruction & Widening	PE	L1,4,13,16,17	0	400,000	400,000	2008
	RW					
	CN	L1,4,13,16,17	0	3,600,000	3,600,000	2009
3. <b>City-Wide Trail &amp; Greenway Master Plan , Des # 0801072</b>	ST	3AA,L4,13	125,000	31,250	156,250	Mar '09
4. <b>Concord Road, Des # 0500092</b> Brady Lane to CR 350S Road Reconstruction & Widening	PE					
	RW	3AA,L4,13	214,820	53,705	268,525	2009
	CN	3AA,L4,13	3,886,408	971,602	4,858,010	Aug '09
5. <b>Concord Rd. &amp; Maple Point Ext. Des # 0800256</b> US 52 to Brady Lane Reconstruction, Widening & New Road Construction	PE	L4,13	0	600,000	600,000	2009
	RW	3AA,L4,13	1,715,000	428,750	2,143,750	July '09
	CN	3AA,L4,13	4,800,000	1,200,000	6,000,000	Jan '11
6. <b>Earl Avenue, Des # 0400756</b> At State and 24 <sup>th</sup> Streets Safety Improvements	PE					
	RW					
	CN	HES/HSIP,L3	769,500	85,500	885,000	2008/09
7. <b>North 26<sup>th</sup> Street, Des # 0800010</b> Union Street to Cason Sidewalks & Handicapped Ramps	PE	SRTS	16,000	0	16,000	2008/09
	RW	SRTS				
	CN	SRTS	84,000	0	84,000	Aug '09
8. <b>Old Romney Road</b> Twyckenham to SR 25 Road Reconstruction & Widening	PE	L1,4,13,16,17	0	450,000	450,000	2008/09
	RW	L1,4,13,16,17	0	300,000	300,000	2009
	CN	L1,4,13,16,17	0	5,600,000	5,600,000	2010
9. <b>South 9<sup>th</sup> Street</b> Twyckenham Blvd to CR 350S Road Reconstruction & Widening	PE	L2,13	0	624,000	624,000	2011
	RW	L2,13	0	160,000	160,000	2012
	CN	L2,13	0	6,500,000	6,500,000	2013
10. <b>SR 38 Sidewalk</b> Kingsway Dr. to Creasy Lane New Sidewalk	PE	33B,L13	26,400	6,600	33,000	2013
	RW		0	0	0	
	CN	33B,L13	184,700	46,175	230,875	2013

**Exhibit 1 Continued**

<b>Project, Location &amp; Description</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>Local Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
<b>City of West Lafayette</b>						
11. <b>Cumberland Avenue</b> Salisbury St. to Soldiers Home Rd. Road Reconstruction	PE	3AA,L4,5	0	163,255	163,255	2010
	PE	3AA,L4,5	0	187,500	187,500	2012
	RW					
12. <b>Crosswalk, Flashers &amp; Ramps</b> <b>Des # 0800011</b> Happy Hollow & Cumberland Elm. Safe Routes to School Grant	PE	SRTS	10,000	0	10,000	2009
	RW					
	CN	SRTS	240,000	0	240,000	May '09
		HSIP	70,000	7,000	77,000	
13. <b>Grant, Chauncey, Vine &amp; Northwestern – Phase 1B</b> Reconfigure one-way pair	PE	L3,4,5,9,13,16	0	120,000	120,000	2009
	RW	L3,4,5,9,13,16	0	75,000	75,000	2010
	CN	L3,4,5,9,13,16	0	1,250,000	1,250,000	2011
14. <b>Happy Hollow Road</b> US 52 to North River Road Road Reconstruction	PE	3AA,L3,4,5	320,000	80,000	400,000	Mar '09
	RW	L3,4,9,16	0	70,000	70,000	2010
	CN	3AA,L4,9,16	4,198,636	1,049,659	5,248,295	2013
15. <b>Lindberg Road</b> Through Celery Bog & Golf Course Reconstruction	PE	3AA,L13,16	0	250,000	250,000	2009
	RW					
	CN					
16. <b>School-Centered Safety Program</b> <b>Des # 0800009</b> Non-Infrastructure Activities Safe Safe Routes to School Grant	PE					
	RW					
	CN	SRTS	71,000	0	71,000	Mar '09
17. <b>Soldiers Home Road</b> US 52 to Kalberer Road Road Reconstruction &	PE	3AA,L3,4,5	505,263	126,316	631,579	Mar '10
	RW					
	CN					
18. <b>Sycamore Lane, Des # 0600792</b> US 52 to Salisbury St. Traffic Calming	PE					
	RW	L4,5,9,13,16	0	75,000	75,000	2009
	CN	HES,4,9,13,16	495,000	55,000	550,000	May '09
		HSIP	225,000	31,045	256,045	
19. <b>Wabash Heritage Trail Extension</b> Trolley Line to existing Wabash H. Trail New Trail <b>Des # 0710997</b>	PE					
	RW	33B,L3,4,5,13	40,000	10,000	50,000	2009
	CN	33B,L3,4,5,13	811,000	192,000	964,000	Nov '09
20. <b>Yeager Road, Des # 0600696</b> US 52 to Northwestern Ave. Added Travel Lanes	PE					
	RW	3AA,L3,4,13	1,054,756	263,689	1,318,445	Feb '09/Jul '10
	CN	3AA,L13	1,789,474	447,369	2,236,843	July '10
21. <b>Wabash Heritage Trail Extension</b> Happy Hollow Park to Rose St. New Trail <b>Des # 0810347</b>	PE	33B,L3,4	19,000	4,750	23,750	Feb '09
	RW					
	CN	33B,L3,4	361,000	90,250	451,250	Nov '09

**Exhibit 1 Continued**

<b>Project, Location &amp; Description</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>Local Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
22. <b>Cattail Trail Extension</b>	PE	33B,L13	53,040	13,260	66,300	2013
Lindberg Rd. to Neil Armstrong Dr.	RW		0	0	0	
New Trail	CN	33B,L13	115,860	249,995	418,895	2013
<b>Tippecanoe County</b>						
23. <b>Cumberland Road Extension</b>	PE					
<b>Des # 0300593 &amp; 0300595</b>	RW	3AA,L4,9	168,421	42,105	210,526	2010
Klondike Road to Existing Road	CN	3AA,L4,9	3,052,000	1,948,000	5,000,000	2012
New Road Construction						
24. <b>CR 900E Bridge (#153)</b>	PE					
<b>Des # 0710298</b>	RW					
Bridge over North Fork Wildcat Cr.	CN	IBRC, L2	620,000	155,000	755,000	Feb '09
Bridge Rehabilitation		Group IV				
25. <b>Hog Point Bridge (#151)</b>	PE	L2	0	200,000	200,000	2009
Bridge over Tippecanoe River	RW	L2	0	300,000	300,000	2009
Replace Bridge & Approaches	CN	L2	0	2,300,000	2,300,000	2009
26. <b>Lilly Road Bridge (#U209)</b>	PE					
<b>Des # 0100365</b>	RW					
Replace Bridge & Approaches	CN	117,L2	1,560,000	391,000	1,951,000	May '09
27. <b>Lindberg Road</b>	PE					
Klondike to McCormick	RW	L4,9	0	150,000	150,000	2009
Road Reconstruction & Widening	CN	L4,9	0	2,600,000	2,600,000	2010
28. <b>McCarty Lane Ext., Des #0400938</b>	PE					
CR 550E to SR 26	RW	L2,9	0	300,000	300,000	2009
New Road Construction	CN	3AA,L2,9 & INDOT Funds	5,873,443	1,468,361	7,341,803	Aug '09
29. <b>McCormick Road</b>	PE					
Cherry Lane to Lindberg Road	RW	L4,9	0	150,000	150,000	2009
Road Reconstruction & Widening	CN	L4,9	0	1,600,000	1,600,000	2010
30. <b>South River Road, Phase III</b>	PE					
CR 300W to US 231	RW	L2,9	0	200,000	200,000	2009
Widening & Resurfacing	CN	L2,9	0	2,000,000	2,000,000	2009
31. <b>County Bridge Replacement</b>						
a <b>Bridge #152 (Pretty Prairie Rd)</b>	CN	L2	0	700,000	700,000	2009
b <b>Bridge #28 (CR 200W &amp; 900S)</b>	CN	L2	0	900,000	900,000	2008
c <b>Bridge #U64 (Lilly Rd at 210W)</b>	CN	L2	0	900,000	900,000	2010
d <b>Bridge #65 (Lilly Rd at CR240W)</b>	CN	L2	0	900,000	900,000	2010
e <b>Bridge #141 (CR100N at 605E)</b>	CN	L2	0	2,000,000	2,000,000	2013
f <b>Bridge #516 (CR575E over Baker)</b>	CN	L2	0	250,000	250,000	2009
g <b>Bridge #503 (CR900S at 500E)</b>	CN	L2	0	300,000	300,000	2012
h <b>Bridge #501 (CR300S at 450W)</b>	CN	L2	0	300,000	300,000	2011

**Exhibit 1 Continued**

Project, Location & Description		Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
<b>31. County Bridge Replacement Continued</b>							
i	Bridge #191 (CR400W over Ditch)	CN	L2	0	400,000	400,000	2012
j	Bridge #190 (CR 1200S at 860W)	CN	L2	0	300,000	300,000	2011
k	Bridge #165 (Burnett over Creek)	CN	L2	0	1,000,000	1,000,000	2012
l	Bridge #210 (CR 300S over N&S)	CN	L2	0	500,000	500,000	2011
m	Bridge #U208 (Old Shadeland Rd)	CN	L2	0	700,000	700,000	2011
n	Bridge #527 (Old US 231 over Wea)	CN	L2	0	1,300,000	1,300,000	2009
o	Bridge #173 (CR600N at 180E)	CN	L2	0	700,000	700,000	2013
p	Bridge #33 (CR200S at 1095E)	CN	L2	0	600,000	600,000	2012
q	Bridge #17 (CR800S at 350E)	CN	L2	0	750,000	750,000	2010
<b>32. Tyler Road, Des # 0400311</b>		PE					
North County Line Rd. to CR 900N		RW					
Safety Improvements		CN	HES,L9	1,269,000	141,000	1,410,000	Dec '09
<b>33. Yeager Road</b>		PE					
at Curves north of Kalberer Rd.		RW	L4,9	0	230,000	230,000	2008/09
Road Realignment		CN	L4,9	0	1,900,000	1,900,000	2009
<b><i>Town of Battle Ground</i></b>							
<b>34. Railroad Street</b>		PE					
<b>Des # 0200770</b>		RW					
Road Rehabilitation		CN	Group IV,L17	530,000	174,000	1,214,000	2008/09
			3AA	510,400			
<b><i>CityBus</i></b>							
<b>35. Operating Assistance</b>		OP	S90,L1,3,10	473,511	4,973,523	9,038,739	2008
<i>Section 5307</i>				700,000	5,173,140	9,581,063	2009
				1,450,000	5,381,266	10,155,927	2010
				1,450,000	5,598,283	10,765,283	2011
				1,450,000	5,824,588	11,303,547	2012
				1,450,000	6,060,602	11,868,724	2013
<b>36. Capital Assistance</b>		CA	S9C,L3	1,990,624	497,656	2,488,280	2008
<i>Section 5307</i>				1,887,342	471,835	2,359,177	2009
				1,266,709	316,677	1,583,386	2010
				1,402,544	350,636	1,753,180	2011
				1,545,171	386,293	1,931,464	2012
				1,694,930	423,733	2,118,663	2013
<b>37. Capital Assistance</b>		CA	S3C,L10,18	700,000	203,906	1,119,530	2008
<i>Section 5309</i>				195,624			
E-2008-BUSP-0272				750,000	187,500	937,000	2009
E-2008-BUSP-0284							
Bus Replacement							
Hybrid Conversion				984,000	246,000	1,230,000	2008/2009
<i>Section 5309</i>				2,945,000	736,250	3,681,250	2009
E-2009-BUSP-358							
Bus Replacement							

**Exhibit 1 Continued**

<b>Project, Location &amp; Description</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>Local Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
38. <b>Job Access and Reverse Commute (JARC), Section 5316</b> Extend Service to CR 350S & Purchase Hybrid Bus	OP/CA	S16,L10,18	625,000	287,500	912,500	2008/09
39. <b>New Freedom, Section 5317</b> Extend Service to Community Correction Facility & Purchase Security Cameras	OP/CA	S17,L10,18	141,720	70,680	212,400	2008/09
40. <b>Job Access and Reverse Commute (JARC), Section 5316</b> Extend Service to CR 350S	OP	S16,L10,18	183,750	183,750	367,500	2009
41. <b>Job Access and Reverse Commute (JARC), Section 5316</b> Extend Service to Clarian Arnett Hospital and extend hours of service to other routes	OP	S16,L10,18	413,317	413,317	826,634	2009/2010
42. <b>Federal / Local Funding Trade MACOG &amp; City of Kokomo</b>	OP	S9O	540,000	540,000	1,080,000	2009
	CA	S9C	560,000	140,000	700,000	2009
<b><i>Purdue University Area</i></b>						
43. <b>Williams/Harrison Streets Phase 1A, Des # 0501163</b> Road Reconstruction & Widening	PE					
	RW	SAFETEALU	80,000	20,000	100,000	2009
	CN	SAFETEALU	5,000,000	1,250,000	6,250,000	2010
<b><i>Purdue University Airport</i></b>						
44. <b>Ten Unit Nested T-Hanger and Helistop</b>	CN	AIP,L15	715,263	79,474	794,737	2008/09
<b><i>Area Plan Commission</i></b>						
45. <b>US 52 West Study, Des # 0801072</b> CR 500W to Night Hawk/Lindberg Corridor Study	ST	3AA,County	200,000	25,000	250,000	Dec. '08
<b><i>Wabash Center</i></b>						
46. <b>Two Replacement Vans</b>	CA	S10C,L17	74,400	18,600	93,000	2009

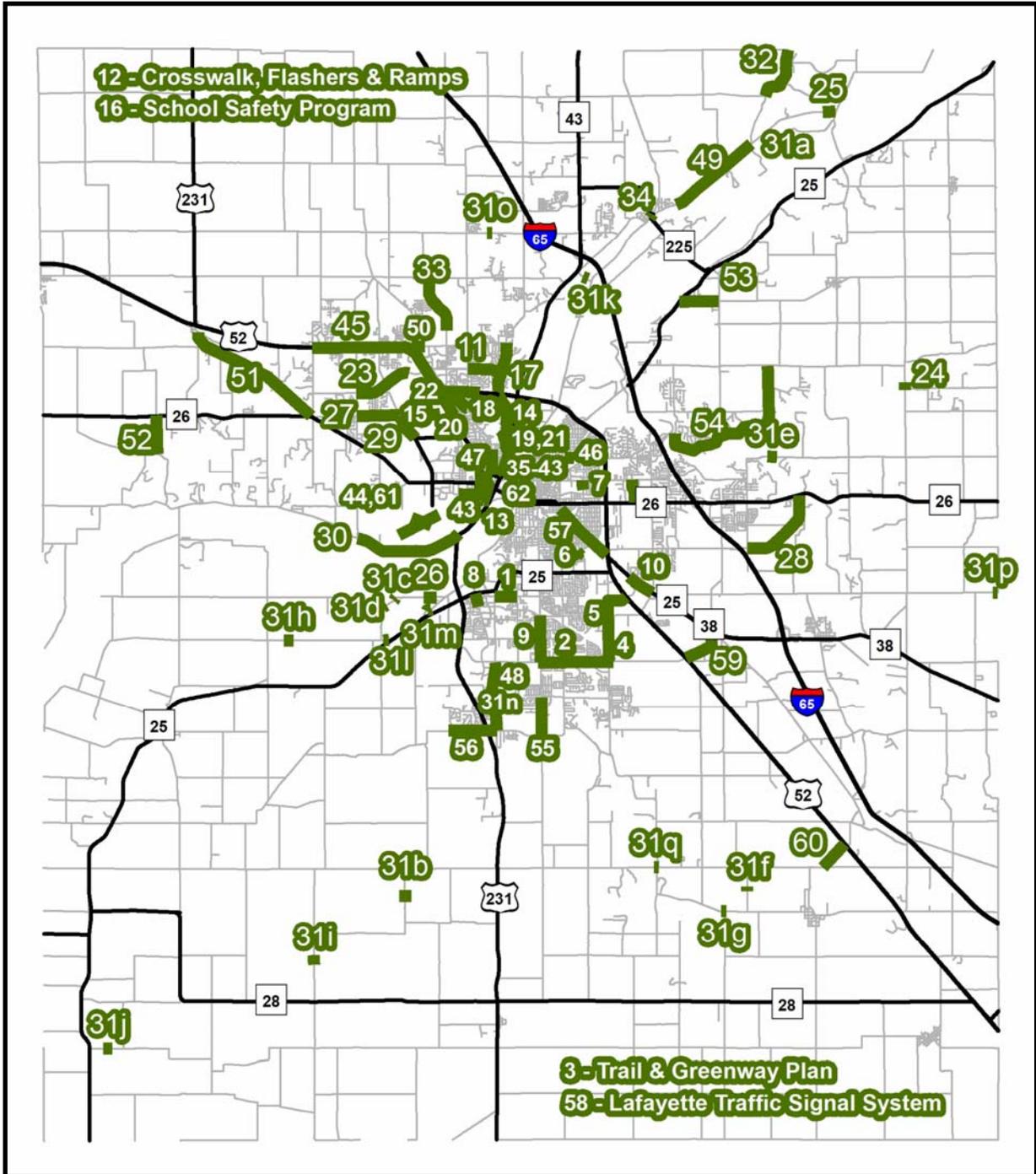
**Exhibit 1 Continued**

<b>Project, Location &amp; Description</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>Local Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
<b><i>Local Stimulus Projects</i></b>						
47. <b>Salisbury</b> (Wiggins to Robinson)	CN	Stimulus	517,500	0	517,500	2009/2010
48. <b>Old US 231</b> (CR 350S to CR 500S)	CN	Stimulus	432,701	0	432,701	2009/2010
49. <b>Pretty Prairie</b> (B.G Town to Tyler Rd)	CN	Stimulus	352,480	0	352,480	2009/2010
50. <b>CR 350N</b> (Morehouse to West L)	CN	Stimulus	89,273	0	89,273	2009/2010
51. <b>Jackson Highway</b> (SR 25 to US 52)	CN	Stimulus	645,940	0	645,940	2009/2010
52. <b>CR 750W</b> (CR 125N to SR 26)	CN	Stimulus	113,852	0	113,852	2009/2010
53. <b>CR 450N</b> (SR 25 to CR 500E)	CN	Stimulus	187,443	0	187,443	2009/2010
54. <b>Eisenhower</b> (Laf to CR 300N)	CN	Stimulus	501,734	0	501,734	2009/2010
55. <b>CR 100E</b> (CR 510S to CR 430S)	CN	Stimulus	233,532	0	233,532	2009/2010
56. <b>CR 500S</b> (Union Twp to Old 231)	CN	Stimulus	224,111	0	224,111	2009/2010
57. <b>Main Street, Laf.</b> (18 <sup>th</sup> to US 52)	CN	Stimulus	1,131,550	0	1,131,550	2009/2010
58. <b>Lafayette Traffic Signals</b>	CN	Stimulus	619,516	0	619,516	2009/2010
59. <b>CR 350S</b> (US 52 to SR 38)	CN	Stimulus	334,041	0	334,041	2009/2010
60. <b>Stockwell Rd</b> (CR 800S to US 52)	CN	Stimulus	187,245	0	187,245	2009/2010
61. <b>Perimeter Fence</b>	CN	Stimulus	815,880	0	815,880	2009/2010
62. <b>CityBus</b>	EQ	Stimulus	2,413,099	0	2,413,099	2009/2010
Three replacement 40' buses						
GFI Trim Units						
Electrical Upgrade						
CAD/AVL Hardware						
Shelters (2)						
Staff Vehicles						
New Telephone System						
<b>TOTAL</b>			<b>75,452,923</b>	<b>101,117,345</b>	<b>192,257,777</b>	

\* Note: The City of West Lafayette started the RW phase with federal funding allocated in the FY 2008 TIP

Exhibit 2

Location of Fiscally Constrained Local Projects, FY 2009 – 2013



### Exhibit 3, Unfunded Local Projects – FY 2009 through FY 2013

Project Location	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
1. <b>Cumberland Avenue</b> Salisbury St. to Soldiers Home Rd. Road Reconstruction	PE RW CN	3AA,L3,4,9,16	4,000,000	1,000,000	5,000,000	2011
2. <b>North River Road</b> Quincey St. to Catherwood Dr. Reconstruction & Urbanization	PE RW CN	3AA,L3,4,5,9,16 3AA,L9,16	280,000 3,480,000	70,000 870,000	350,000 4,350,000	2012 2013
3. <b>Salisbury Street</b> At US 52 Intersection Improvement	PE RW CN	3AA,L4,5,13 3AA,L4,9,13,16 3AA,L4,9,13,16	120,000 56,000 1,440,000	30,000 14,000 360,000	150,000 70,000 1,800,000	2011 2012 2012
4. <b>Soldiers Home Road</b> US 52 to Kalberer Road Road Reconstruction &	PE RW CN	3AA,L3,4,9,16 3AA,L9,16	384,000 6,240,000	96,000 1,560,000	480,000 7,800,000	2011 2012
5. <b>Soldiers Home Road</b> Kalberer Road to City Limits Road Reconstruction &	PE RW CN	3AA,L3,4,5 3AA,L3,4,9,16 3AA,L3,4,9,16	520,000 400,000 6,640,000	130,000 100,000 1,660,000	650,000 500,000 8,300,000	2011 2012 2013
6. <b>Replace 6 Passenger Vans</b> Section 5310 Request	EQ	S10C,L17	237,600	59,400	297,000	2008/2009
7. <b>Purdue Ring Road, Phase 1a</b>	CN	Stimulus	---	---	---	---
<b>TOTAL</b>			23,797,600	5,949,400	29,747,000	

### Exhibit 4

#### Location of Local Projects Shown for Informational Purposes Only



**Exhibit 5**

**Indiana Department of Transportation Projects (Financially Constrained)**

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
1. <b>SR 25, Des # 9802920 (Note 1)</b> <i>Hoosier Heartland – Phase A</i> I-65 to CR 750E <i>Major Moves Date: 2010</i>	PE					
	RW	NHS	627,415	156,854	784,269	2008
	CN	NHS	21,574,574	5,393,643	26,968,217	2010
2. <b>SR 25, Des # 0500597 (Note 2)</b> <i>Hoosier Heartland – Phase B</i> CR 750E to Norfolk Southern RR <i>Major Moves Date: 2011</i>	PE					
	RW	NHS	653,275	163,319	816,594	2008
	CN	Stimulus	29,900,000	0	29,900,000	2009
3. <b>SR 25, Des # 0500598 (Note 3)</b> <i>Hoosier Heartland – Phase C</i> NS RR to east of County Line <i>Major Moves Date: None</i>	PE					
	RW	NHS	482,672	120,668	603,340	2008
	CN	Federal Aid	3,600,000	900,000	4,500,000	2009
4. <b>SR 25, Des # 0101064</b> at CR 575W & 500W Intersection Improvement	PE					
	RW	Federal Aid	250,000	50,000	300,000	2008
	CN	Federal Aid	727,760	181,940	909,700	2009
5. <b>SR 25, Des # 0500107</b> At CR 375W Auxiliary Lanes, Passing	PE					
	RW	Federal Aid	37,600	9,400	47,000	2009
	CN	Federal Aid	120,000	30,000	150,000	2009
6. <b>SR 26, Des # 0012950 (Note 4)</b> From 1.12 to 4.71 miles E of I-65 Pavement Replacement <i>Major Moves Date: 2012</i>	PE	NHS	80,000	20,000	100,000	2008
	RW	NHS	40,000	240,000	280,000	2010
	CN					
7. <b>SR 26, Des # 0201252</b> at Tippecanoe/Warren County Line Small Structure Replacement	PE	Federal Aid	13,600	3,400	17,000	2008
	RW	Federal Aid	32,000	8,000	40,000	2009
	CN					
8. <b>SR 26, Des # 0600401 (Note 5)</b> at CR 500E Landscaping	PE					
	RW					
	CN	STP	80,000	20,000	100,000	2008
9. <b>SR 26, Des # 0900319</b> EB bridge over Wabash River Bridge Rehabilitation	PE					
	RW					
	CN	Stimulus	500,000	0	500,000	2009/2010
10. <b>SR 26, Des # 0900320</b> WB bridge over Wabash River Bridge Rehabilitation	PE					
	RW					
	CN	Stimulus	500,000	0	500,000	2009/2010
11. <b>SR 28, Des # 0800831</b> East jct of US 52 to Clinton Co. Microsurface	PE					
	RW					
	CN	State Fed \$	176,400	44,100	220,500	2009

**Exhibit 5 Continued**

<b>Project Location</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
12. <b>SR 38, Des # 9802490 (Note 6)</b> 0.45 to 1.35 Mi east of I-65 Pavement Replacement <i>Major Moves Date: 2009</i>	PE					
	RW					
	CN	Federal Aid	2,004,000	501,000	2,505,000	2009
13. <b>SR 43, Des # 0800831</b> SR 225 north into White County Microsurface	PE					
	RW					
	CN	State Fed. \$	392,000	98,000	490,000	2009
14. <b>US 52, Des # 9802510</b> Beech to SR 25/38 Pavement Rehabilitation	PE	Federal Aid	1,788,000	447,000	2,235,000	2008
	RW	Federal Aid	504,800	126,200	631,000	2008
	CN	Federal Aid	15,120,000	3,780,000	18,900,000	2011
15. <b>US 52, Des # 9900510</b> Norfolk Southern RR Crossing Grade Separation	PE					
	RW					
	CN	Stimulus	6,200,000	0	6,200,000	2009/2010
16. <b>US 52, Des # 0100699 (Note 7)</b> Wabash R. to Beech Street Pavement Rehabilitation <i>Major Moves Date: 2011</i>	PE					
	RW					
	CN	Federal Aid	7,200,000	1,800,000	9,000,000	2011
17. <b>US 52, Des # 0201210</b> EB Bdg over CSX RR & N 9 <sup>th</sup> Bridge Deck Replacement	PE					
	RW					
	CN	Federal Aid	1,256,000	314,000	1,570,000	2011
18. <b>US 52, Des # 0201211</b> WB Bdg over CSX RR & N 9 <sup>th</sup> Bridge Deck Overlay	PE					
	RW					
	CN	Federal Aid	560,000	140,000	700,000	2011
19. <b>US 52, Des # 0400774</b> EB Bridge over Wabash River Bridge Replacement	PE	Federal Aid	320,000	80,000	400,000	2009
	RW					
	CN					
20. <b>US 52, Des # 0401007</b> 0.72 miles W of SR 352 to US 231 Road Resurfacing	PE					
	RW					
	CN	Stimulus	4,100,000	0	4,100,000	2009
21. <b>US 52, Des # 0401287</b> East side of SR 443 Bridge Landscaping – Wildflowers	PE					
	RW					
	CN	Stimulus				
22. <b>US 52, Des # 0800515</b> EB bridge over the Wabash River Bridge Maintenance & Repair	PE	Safety	360,000	90,000	450,000	2009
	RW	Safety	40,000	10,000	50,000	2010
	CN	Stimulus	750,000	0	750,000	2010
23. <b>US 52, Des # 0801072</b> CR 500W to Night Hawk/Lindberg Corridor Study	ST	3AA	200,000	25,000	250,000	2008/09
24. <b>US 52, Des # 0900023</b> WB Bridge over Wabash River Bridge Maintenance & Repair	PE					
	RW	Bridge	20,000	5,000	25,000	2009/2010
	CN	Stimulus	600,000	0	600,000	2009/2010

**Exhibit 5 Continued**

<b>Project Location</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
25. <b>US 52, Des # 0900079</b> US 231 (west jct.) to Cumberland Road Resurfacing	PE RW CN	Stimulus	2,000,000	0	2,000,000	2009/2010
26. <b>I-65, Des # 9802790 (Note 8)</b> at SR 43 Road Reconstruction <i>Major Moves Date: 2008</i>	PE RW CN	Federal Aid	2,976,800	744,200	3,721,000	2008
27. <b>I-65, Des # 0710149</b> Throughout Tippecanoe County Install guard/cable barrier	PE RW CN	Safety	4,293,000	477,000	4,770,000	2009
28. <b>I-65, Des # 0900174</b> Various Locations Pipe Lining	PE RW CN	Stimulus	1,800,000	0	1,800,000	2009/2010
29. <b>US 231, Des # 9700830 (Note 9)</b> North of Wabash River to SR 26 Road Grading Only <i>Major Moves Date: 2007</i>	PE RW CN	NHS	14,623,000	5,655,000	20,278,000	2008
30. <b>US 231, Des # 0300431</b> SR 26 to US 52 New Road Construction <i>Major Moves Date: 2009</i>	PE RW CN	Federal Aid Federal Aid	5,376,000 20,828,800	1,344,000 5,207,200	6,720,000 26,036,000	2008 2009
31. <b>US 231, Des # 0400064</b> Bridge over Wabash River Bridge Maintenance & Repair	PE RW CN	Federal Aid	1,360,000	340,000	1,700,000	2009
32. <b>US 231, Des # 0600629 (Note 10)</b> North of Wabash River to SR 26 New Road Construction (S. Intramural Widening 0300374) <i>Major Moves Date: 2009</i>	PE RW CN	NHS 3AA 3AA	14,000,000 447,032 2,696,349	3,500,000	17,500,000 1,316,000	2009 2009
33. <b>US 231, Des # 0900098</b> North of I-74 to SR 28 Ultra thin bonded wearing coarse	PE RW CN	Stimulus	1,400,000	0	1,400,000	2009/2010
34. <b>Various Locations Des # 0800236</b> Raised Pavement Marking Replace	PE RW CN	Stimulus	311,500	0	311,500	2009/2010

**Exhibit 5 Continued**

<b>Project Location</b>	<b>Ph</b>	<b>Fund Code</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Total Cost</b>	<b>Anticipated Year</b>
35. <b>Various Locations</b> <b>Des # 0800239</b> Debris Removal	PE RW CN	Stimulus	300,000	0	300,000	2009/2010
36. <b>Traffic Signals, Des # 0801076</b> SR 26 & 16 <sup>th</sup> / Main and SR 25 & Old US 231/Carter Lumber Signal Upgrade/Replacement	PE RW CN	Stimulus	575,000	0	575,000	2009/2010
37. <b>12 Acres of Museums Campus</b> <b>Des # 9981310</b> Museum at Prophetstown	PE RW CN	Enhancement	384,000	96,000	480,000	2004
38. <b>Wabash Heritage Trail Extension</b> <b>Des # 0810383</b> Within Prophetstown State Park	PE RW CN	Enhancement	746,500	462,018	1,208,518	2012
<b>Total</b>			175,928,077	32,832,942	206,958,638	

Note 1: includes 0400991, 0400992, 0500648, 0710323

PE: Bbg CR 300N over SR 25, Des # 0500648, FY 2008; Federal: \$8,000,000, State: \$2,000,000, Total Cost: \$10,000,000  
 Bridge on CR 500E over SR 25, Des # 0400991, FY 2008; Federal: \$8,000,000, State: \$2,000,000, Total Cost: \$10,000,000  
 Bridge on CR 625E over SR 25, Des # 0400992, FY 2008; Federal: \$8,000,000, State: \$2,000,000, Total Cost: \$10,000,000

Note 2: includes 0400995, 0400996, 0400997

Bridge on CR 900E over SR 25, Des # 0400996, FY 2009; Federal: \$3,680,000, State: \$920,000, Total Cost: \$10,000,000  
 Des # 0400995: Bridge over Buck Creek Des # 0400996: CR 900E bridge over H Heartland and Railroad  
 Des # 0400997: Bdg over Sugar Creek (NB), CN: \$3,500,000  
 Des # 0400999: Bdg over No Name Creek (NB), CN: \$2,866,336 Des # 0401000: Bdg over Bridge Creek (NB), CN: \$3,575,215  
 Des # 0401001: Bdg over CR 900N (NB), CN: \$3,575,215 Des # 0900133: Bdg over Sugar Creek (SB), CN: \$3,500,000  
 Des # 0900134: Bdg over No Name Creek (SB), CN: \$2,866,335 Des # 0900135: Bdg over Bridge Creek (SB), CN: \$3,575,214  
 Des # 0900136: Bdg over CR 900N (SB), CN: \$3,575,214

Note 3: includes 0400998, 0400999, 0401000, 0401001, 0401002, 0401003

PE: Bridge on SR 25 over NS Railroad, Des # 0401002, FY 2008, Federal: \$8,000,000, State: \$2,000,000, Total Cost: \$10,000,000  
 SR 25: NB Bdg over NS RR, Des # 0401002, FY 2009; Federal: \$5,080,000, State: \$1,270,000, Total Cost: \$6,350,000  
 Northbound Bridge over CR 900W, Des # 0401003, FY 2009  
 Federal Share: \$1,146,000, State Share: \$268,000, Total Cost:  
 Southbound Bridge over CR 900W, Des # 0801081, FY 2009  
 Federal Share: \$1,146,000, State Share: \$268,000, Total Cost:  
 Southbound Bridge over NS RR, Des # 0801080, FY 2009  
 Federal Share: \$5,080,000, State Share: \$1,270,000, Total Cost: \$6,350,000  
 Bridge on CR 100E over SR 25, Des # 0400998, FY 2009  
 Federal Share: \$2,800,000, State Share: \$700,000, Total Cost: \$3,500,000

Note 4: includes 9608220

Note 5: includes 0600131

Note 6: includes 0101058

Note 7: includes 0800317, 0800318

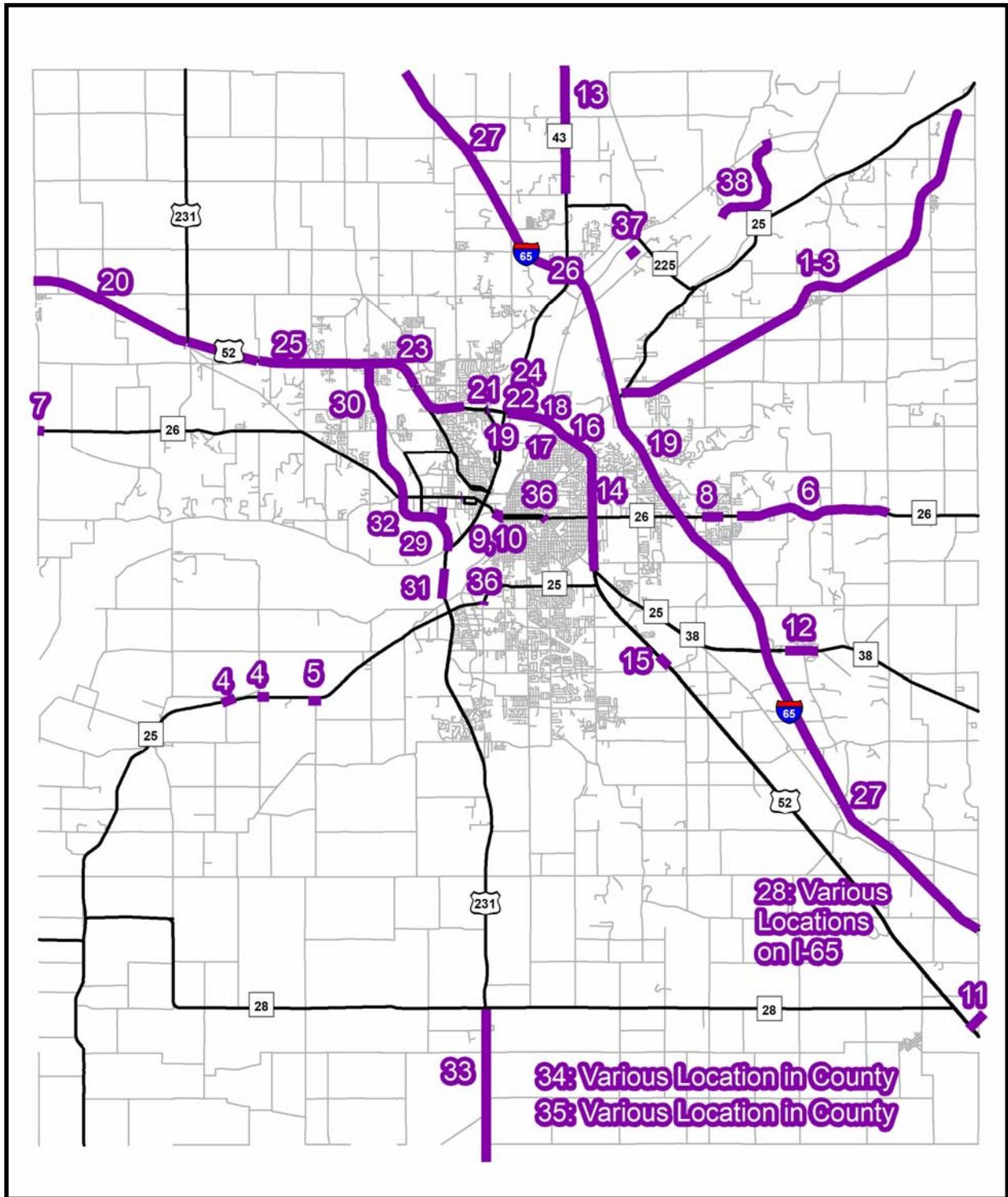
Note 8: includes 0300284

Note 9: includes 9900831, 9900832

Note 10: includes 9900833, 000083A, 000083B, 000083C, 000083X, 0100932, 0100933, 0300374

Exhibit 6

Location of INDOTs Projects

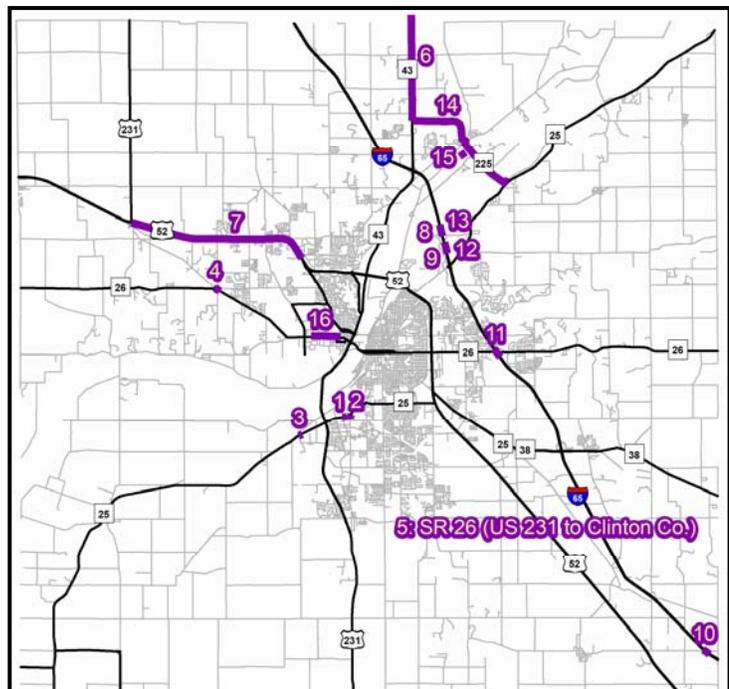


## Exhibit 7 INDOT Projects for Informational Purposes Only

<u>Project, DES Number</u>	<u>Project Location &amp; Description</u>	<u>Project Status</u>
1. <b>SR 25, Des # 9800590</b>	At South Beck Lane, Intersection Improvement	Project Suspended
2. <b>SR 25, Des # 9800690</b>	At Old US 231, Intersection Improvement	Project Suspended
3. <b>SR 25, Des # 0400775</b>	At CSX Railroad Bridge, New Bridge Construction	Project Suspended
4. <b>SR 26, Des # 0100427</b>	At CR 200N, 400W & Jackson H., Safety Improvement	Project Eliminated
5. <b>SR 26, Des # 0401143</b>	US 231 to Clinton Co. Line, Guard Rail Improvements	Project Eliminated
6. <b>SR 43, Des # 0012940</b>	SR 225 to SR 18, Road Replacement	Project Suspended
7. <b>US 52, Des # 0201393</b>	US 231 to 1.78 Mi, W of SR 443, Road Rehabilitation	Project Eliminated
8. <b>I-65, Des # 0012660</b>	Wabash River SB Bridge, Deck Reconstruction	Project Eliminated
9. <b>I-65, Des # 0066620</b>	Wildcat Creek SB Bridge, Deck Replacement & Widening	Project Suspended
10. <b>I-65, Des # 0100293</b>	Bridge over Lauramie Creek, Bridge Rehabilitation	Project Eliminated
11. <b>I-65, Des # 0100309</b>	Over SR 26, Bridge Rehabilitation	Project Eliminated
12. <b>I-65, Des # 0600400</b>	Wildcat Creek NB Bridge, Deck Replacement & Widening	Project Suspended
13. <b>I-65, Des # 0600402</b>	Wabash River NB Bridge, Deck Recon & Widening	Project Suspended
14. <b>SR 225, Des # 0401399</b>	SR 25 to SR 43, Road Resurfacing	Project Eliminated
15. <b>Prophetstown Eagle Des # 0200981</b>	Enhancement Grant	Project Suspended
16. <b>Purdue University</b>	ARRA Projects (sidewalks, ramps, lighting & signals)	Illustrative Projects

## Exhibit 8

### Location of Non-Financially Constrained INDOT Projects



## **5. AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009**

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The American Recovery and Reinvestment Act of 2009 (ARRA) was enacted on February 17, 2009. The Act is a nationwide effort to create jobs and stimulate the economy, in part by providing new funding for transportation infrastructure. ARRA funds are available for local highway, CityBus and the Purdue Airport. The funds are administered, like other federal funding, thru FHWA, FTA and FAA. All projects must follow the Federal Aid process and comply with federal requirements, including environmental approvals. ARRA funds can not be used for design or land acquisition, do not require any local match, must be obligated by March 3, 2010, and projects must be completed by February 17, 2012.

### **Local Projects**

Local government agencies submitted proposed projects; the initial list was refined as guidance from US DOT and INDOT was released. The final apportionments are: \$2,412,099 for transit and \$4,158,431 for highways. Upon recommendation by the Technical Transportation, the Administrative and the Citizen Participation Committee, the APC approved the financially constrained ARRA project list on March 18, 2009. The list was adjusted on August 19, 2009 and October 7, 2009.

#### **Exhibit 9. ARRA of 2009 - Local Projects**

Project, Location Description	Ph	Federal Funds/ Total Cost
<hr/> <i><b>West Lafayette</b></i> <hr/>		
1. <b>Salisbury</b> , Wiggins to Robinson Mill, Wedge & Resurface	CN	\$517,500
<hr/> <i><b>Tippecanoe County</b></i> <hr/>		
2. <b>Old US 231</b> , CR 350S to CR 500S Street Resurfacing	CN	\$432,701
3. <b>CR 350S</b> , US 52 to SR 38 Mill, Wedge & Resurface	CN	\$334,041
4. <b>CR 500S</b> , Union Twp to Old US Street Resurfacing	CN	\$224,111
5. <b>CR 100E</b> , CR 510S to CR 430S Street Resurfacing	CN	\$233,532
6. <b>Pretty Prairie</b> , B.G. to Tyler Rd. Street Resurfacing	CN	\$352,480

Project, Location Description	Ph	Federal Funds/ Total Cost
<b><i>Lafayette</i></b>		
7. <b>Main Street</b> , 18 <sup>th</sup> to US 52 Mill, curb & resurface	CN	\$1,131,550
8. <b>Lafayette Traffic Signals</b> Radio interconnect and	CN	\$619,516
<b><i>Other</i></b>		
9. <b>Purdue Airport</b> Perimeter Fence	CN	\$815,880
10. <b>CityBus</b>		
Three Hybrid Replacement		\$1,338,099
GFI Trim Units (65)		\$292,500
Electrical Upgrade		\$67,500
CAD/AVL Hardware		\$500,000
Shelters (2)		\$30,000
Staff Vehicles (2 Hybrids)		\$60,000
New Telephone System		\$25,000
<b><i>Illustrative Projects</i></b>		
11. <b>Eisenhower</b> , Laf. Limits to CR Street Resurfacing	CN	\$501,734
12. <b>CR 350N</b> , Morehouse to WL City Street Resurfacing	CN	\$89,273
13. <b>Jackson Hwy</b> , SR 26 to US 52 Street Resurfacing	CN	\$604,940
14. <b>CR 450N</b> , SR 25 to CR 500E Street Resurfacing	CN	\$187,443
15. <b>Stockwell Road</b> , CR 800S to US Street Resurfacing	CN	\$187,245
16. <b>CR 750W</b> , CR 125N to SR 26 Street Resurfacing	CN	\$113,852

## INDOT Projects

The following list of projects was compiled from INDOT:

### Exhibit 10. ARRA of 2009 – INDOT Projects

Project Location	Ph	Federal Funds (Total Cost)
1. <b>SR 25, Des # 0500597</b> CR 750E to NS Railroad	CN	\$29,900,000
2. <b>Bridge over Sugar Creek (NB)</b> Des # 0400997	CN	\$3,500,000
3. <b>Bridge over Sugar Creek (SB)</b> Des # 0900133	CN	\$3,500,000
4. <b>Bridge over No Name Creek (NB)</b> Des # 0400999	CN	\$2,866,336
5. <b>Bridge over No Name Creek (SB)</b> Des # 0900134	CN	\$2,866,336
6. <b>Bridge over Bridge Creek (NB)</b> Des # 0401000	CN	\$3,575,215
7. <b>Bridge over Bridge Creek (SB)</b> Des # 0900135	CN	\$3,575,215
8. <b>Bridge over CR 900N (NB)</b> Des # 0401001	CN	\$3,575,215
9. <b>Bridge over CR 900N (SB)</b> Des # 0900136	CN	\$3,575,215
10. <b>US 52, Des # 9900510</b> New Bridge over NS Railroad	CN	\$6,200,000
11. <b>US 52, Des # 0900079</b> US 231 (w jct.) to Cumberland	CN	\$2,000,000
12. <b>US 231, Des # 0900098</b> North of I-74 to SR 28	CN	\$1,400,000

**Exhibit 10. ARRA of 2009 – INDOT Projects (Continued)**

<b>Project Location</b>	<b>Ph</b>	<b>Federal Funds (Total Cost)</b>
13. <b>Various Locations, Des #</b> Raised Pavement Markings	CN	\$311,500
14. <b>Various Locations, Des #</b> Debris Removal	CN	\$300,000
15. <b>Traffic Signals, Des # 0801076</b> SR 26 & 16 <sup>th</sup> / Main, and SR 25 & Old US 231/Carter	CN	\$575,000
16. <b>I-65, Des # 0900174</b> Various Locations	CN	\$1,800,000
17. <b>US 52, Des # 0800515</b> EB bridge over Wabash River	CN	\$750,000
18. <b>US 52, Des # 0900023</b> WB bridge over Wabash River	CN	\$600,000
19. <b>SR 26, Des # 0900319</b> EB bridge over Wabash River	CN	\$500,000
20. <b>SR 26, Des # 0900320</b> WB bridge over Wabash River	CN	\$500,000
21. <b>US 52, Des # 0401007</b> .72 mi west of SR 352 to US 231	CN	\$4,100,000

## **6. FINANCIAL SUMMARY AND PLAN**

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SAFETEA-LU requires all TIPs to be financially constrained (project costs can not exceed expected revenue). Thus, no community can program or spend more than it is allocated. A financial plan is required that demonstrates how projects are implemented within budget as well as indicates resources from both public and private sources that are reasonably expected to be made available to carry out the plan.

Before a financial plan is developed, available funding limits are provided by INDOT for all funding categories within the urban area. Bridge, rail safety, rural roads, and enhancement projects compete against other projects throughout the state/district and are thus shown on the “information only” list until INDOT awards funding. Transit funding is based on both present and past year funding levels; the same is true for airport projects.

The Five Year Program of Projects anticipates a total cost of over \$402.1 million. Sources of federal and local funds for locally initiated projects are shown in **Exhibits 11 through 13**.

Living within the budget means that project requests are capped or limited to the requested amount. If a project needs additional federal funding, the TIP can either be amended (if there are still federal funds available) or the jurisdiction must make up the difference with local funds. The costs shown are estimated for the year the project phase is implemented or started.

### **STP GROUP II FUNDS (Urban Area)**

Projects within the urban area are eligible for federal Surface Transportation Program (STP) Group II funds. This TIP covers the final year of SAFETEA-LU (2009) and the first four years of the next transportation act. Because this TIP is split between two transportation acts, the handling of federal STP funds differs slightly from previous TIPs. Requests for 2009 funds were reviewed separately.

At the end of the previous transportation act, MPOs were able to carry forward unused federal funds so long as the funds were programmed for a project in the TIP. With the approaching end of SAFETEA-LU, the MPO has been advised by FHWA and INDOT that this is no longer an option. INDOT first directed MPOs to have their STP funds under contract by August 2009. In October of 2008, INDOT presented a new strategy. Specific project information is added directly into the State’s biennial budget. INDOT officials asked each MPO to provide dates and funding allocation for projects using SAFETEA-LU funds as well as project information for FY 2010 and 2011. The funding allocations for these years are now locked.

According to INDOT, the MPO has \$3,781,957 available to program in FY 2009. Specific details regarding the amount can be found in **Appendix 3. Table 1** shows how much federal funding we have received over the life of SAFETEA-LU (\$20,744,552) and

the amount already spent or obligated (\$5,284,532 on nine projects). This leaves a balance of \$15,460,020.

**Table 1** also shows which projects received STP federal funds. The first two projects, Kalberer Road and Tapawingo Extension are complete and are open to traffic. The county and City of Lafayette have engineering firms developing the Cumberland Extension and Concord Road improvements. Residents will be seeing construction begin soon on Railroad Street in Battle Ground. The City of West Lafayette is moving the Yeager Road project forward with engineering. Finally, STP funds will be used for a Trail and Greenway Study (Lafayette) and a US 52 West corridor study. Overall, this area has spent, committed or obligated \$5,284,532.

On April 19, 2006, the Area Plan Commission adopted a new change order policy for local federal aid projects. It can be found in **Appendix 6**. The policy reserves 5% of the estimated federal funds for change orders that occur when unforeseen situations arise so long as those unprogrammed funds are not in danger of being lost by the community. Since those funds are now vulnerable, the policy is suspended for 2009 through 2011.

**Table 1. Summary of Federal STP Funds: 2004 – 2009**

***Federal Funds Available:***

<u>Year</u>	<u>Amount</u>
FY 2004	\$2,871,986
FY 2005	\$3,238,443
FY 2006	\$3,369,891
FY 2007	\$3,700,318
FY 2008	\$3,781,957
FY 2009	<u>\$3,781,957</u>
<b>Total</b>	<b>\$20,744,552</b>

***Federal Funds Obligated through FY 2008:***

<u>Project</u>	<u>Amount</u>
Kalberer Road	\$909,060
Tapawingo Extension	\$2,056,000
Cumberland Extension	\$422,268
Concord Road	\$214,772
Railroad Street	\$510,400
Yeager Road	\$400,000
South Intramural Drive	\$447,032
Trail & Greenway Plan	\$125,000
US 52 W. Corridor Study	<u>\$200,000</u>
<b>Total</b>	<b>\$5,284,532</b>

For the remaining four years of the TIP (2010 – 2013), INDOT's Division of Finance recommended using the 2008 funding amount, \$3,781,957, for each of the four remaining years. INDOT also allows combining the first two years of funding. In

previous TIPs, INDOT has allowed MPOs to combine their first three years of funding. Since we have already dealt with 2009 separately, we can still combine the second and third year. Finally, the change order policy will not be reinstated.

The Local Public Agencies (LPA) initially submitted eleven project requests for Urban STP funds for FY 2009. The City of West Lafayette requested funds to improve Yeager Road, Happy Hollow, Soldiers Home Road (two projects), and portions of Salisbury Street, Cumberland Avenue, and North River Road. The City of Lafayette requested funds to reconstruct and widen Concord Road. The first project focuses on the portion from CR 350S to Brady Lane. The second project improves the section from Brady Lane to Maple Point Extension. This project also includes extending Maple Point Drive westward connecting US 52 to Concord Road. Finally, the County requested funds for two projects: McCarty Lane Extension (construction phase) and Cumberland Road Extension (right-of-way and construction).

On February 20, 2008, the Technical Transportation Committee first discussed the requests for all five years of the TIP. Committee members reviewed and discussed the requests for 2009 separate from the 2010 through 2013 requests. During the meeting, two issues were discussed due to the potential risk of losing federal funds. The Committee had to first determine whether the requests could be under contract by August 2009. The Committee then had to decide how to allocate the remaining balance of federal funds. Four proposals for the balance were put forward: CityBus request for buses, US 231 shortfall, trails, and sidewalks. Extensive discussion took place and the Committee decided to request guidance from the Administrative Committee. The Committee financially constrained the 2010 through 2013 requests.

The Administrative Committee reviewed the 2009 project requests and addressed the remaining balance at its March 4<sup>th</sup> meeting. It decided that the balance of local STP funds should be used for the US 231 project. A stipulation was placed on the use of funds: an agreement is needed between the MPO and INDOT that guarantees the funds will be obligated to the US 231 project in time to avoid rescission. The Administrative Committee also agreed that if any of the proposed road projects can not be obligated by August 2009, the funds could be used for buses.

The Technical Transportation Committee finalized the local requests at its March 19, 2008 meeting. At the start of the meeting, the requests were reviewed again and then slightly revised. The federal funds originally requested for the preliminary engineering phase of the Concord Road and Maple Point Extension project were redirected to fund a trail and greenway plan and the right-of-way phase of the Concord Road and Maple Point Extension project. The Committee then assigned priorities and affirmed the 2010 through 2013 priorities.

**Exhibit 11** shows that the requests for FY 2009 are fiscally constrained. The six year apportionments, obligations, and program balance are shown at the top of the exhibit. Each project is then shown, by priority, along with a running balance. All of the federal funds have been programmed and the project requests are fiscally constrained.

**Exhibit 11**

**Financially Constrained Local Public Agencies Projects: FY 2009**

Agency	Project	Phase	Fiscal Year	STP	Priority Ranking
Apportionment FY 2004 through 2009				20,744,552	
Funds Already Allocated, Obligated, or Committed				5,284,532	
Funds Available				<b>15,460,020</b>	
Lafayette	Concord Road Brady Lane to CR 350S	RW	2009	<u>214,820</u> 15,245,200	1
West Lafayette	Yeager US 52 to US 231	RW	2009	<u>754,000</u> 14,291,200	2
West Lafayette	Happy Hollow SR 43 to US 52	PE	2009	<u>320,000</u> 14,171,200	3
Lafayette	Concord Rd. & Maple Point Brady Lane to US 52	RW	2009	<u>1,715,000</u> 12,456,200	4
Lafayette	Concord Road Brady Lane to CR 350S	CN	2009	<u>3,886,408</u> 8,569,792	5
Tippecanoe Co.	McCarty Lane CR 550E to SR 26	CN	2009	<u>5,873,443</u> 2,696,349	6
INDOT	US 231 River Road to US 52	CN	2009	<u>2,696,349</u> <b>0</b>	7

Of the initial project requests, only seven projects were allocated federal funds. For the City of Lafayette, federal funds will be used to purchase the right-of-way for both Concord Road projects, and construct the first phase of Concord Road. For the City of West Lafayette, federal funds will be used to purchase the right-of-way for Yeager Road and conduct preliminary engineering for Happy Hollow Road. The County will use these funds to construct McCarty Lane. Finally, the balance of funds will be used on the US 231 project.

The initial funding requests from the local government agencies for 2010 through 2013 greatly exceed the amount of funding available. Local jurisdictions submitted seventeen requests totaling over \$36 million dollars, far exceeding the \$14.8 million anticipated to be available. To constrain the list, many of these projects were either assigned to a later date or removed.

The Technical Committee reviewed the requests at its February meeting and constrained them. Those requests that did not receive funding are shown in **Exhibit 3**. The Committee recommended funding Yeager Road (construction phase), Concord

Road from Brady Lane to CR 350S (construction phase), Cumberland Extension (right-of-way phase), Soldiers Home Road (preliminary engineering phase, and Cumberland (phase one, preliminary engineering phase) for 2010 and 2011. For 2012, the Committee recommended funding Cumberland Extension (construction phase) and Cumberland (phase two, preliminary engineering phase). Finally, in 2013, only the construction phase of Happy Hollow will received STP federal funds.

On February 18, 2009, the Area Plan Commission adopted an updated financially constrained local project list. The project list was updated due to INDOT's new strategy to address the expected loss of local federal funds. The list specifically included obligation dates by month and year. Other issues addressed included: 1) reallocation of funds from one project to another, 2) the change order policy, and 3) balance of federal funds not obligated from a completed project or project phase.

A detailed analysis of available funds and project requests can be found in **Exhibits 11 and 12**, all of which are financially constrained.

### **STP GROUP IV FUNDS (Rural Area)**

LPAs seeking these funds compete against projects statewide. INDOT approves and financially constrains them. Approval is based on several factors: how close the project is to construction, the ability of the LPA to match federal funds, and how well the project is moving through land acquisition.

There is only one project in this TIP utilizing Rural STP Group IV funds. The Town of Battle Ground will combine these funds with other federal funds to reconstruct a portion of Railroad Street. Construction is anticipated to begin in FY 2009. The County is not requesting any of these funds at this time.

### **STP HAZARD ELIMINATION SAFETY AND HIGHWAY SAFETY IMPROVMENT PROGRAM FUNDS**

Hazard Elimination Safety and Highway Safety Improvement Program funds are for projects that specifically involve safety-oriented improvements. Special guidelines have been developed for these funds that require documenting the problem and defining the solution. This involves a crash diagram and analysis and a cost-benefit assessment.

The Highway Safety Improvement Program is a new program established under SAFETEA-LU. It is a core funding program. For a project to qualify, it must correct or improve a documented hazardous road location or feature, or address a highway safety problem. These funds pay for ninety percent of the project cost. As with STP funds, our community receives a portion of these funds. Since FFY 2006, we have received \$755,580. **Table 2** shows the amount of funds that have been allocated to the community by year.

**Exhibit 12**

**Financially Constrained Local Public Agencies Projects: FY 2010 - 2013**

Agency	Project	Phase	Fiscal Year	STP	Target Letting Date
<b>FISCAL YEARS 2010 &amp; 2011</b>					
<i>Funds Available for FY 2010</i>				3,781,957	
<i>Funds Available for FY 2011</i>				<u>3,781,957</u>	
				<b>7,563,914</b>	
Programmable Balance less 5% Change Order Policy				<b>0</b>	
Tippecanoe Co.	Cumberland Extension	RW	2010	168,421	Obligated
West Lafayette	Yeager	RW	2010	300,756	July 2009
West Lafayette	Yeager	CN	2010	1,789,474	January 2010
West Lafayette	Soldiers Home Road	PE	2010	505,263	March 2010
Lafayette	Concord Rd (Brady/350S)	CN	2011	4,800,000	January 2011
Total Cost of Projects				<u>7,563,914</u>	
Balance (Funds Available minus Total Cost)				<b>0</b>	
<b>FISCAL YEAR 2012</b>					
<i>Carry Over Funds</i>				0	
<i>Funds Available for FY 2012</i>				<u>3,781,957</u>	
<i>Total Funds Available</i>				<b>3,781,957</b>	
Tippecanoe Co.	Cumberland Extension	CN	2012	3,052,000	
West Lafayette	Cumberland	PE	2012	150,000	
Total Cost of Projects				<u>3,202,000</u>	
Balance (Funds Available minus Total Cost)				<b>579,957</b>	
<b>FISCAL YEAR 2013</b>					
<i>Carry Over Funds</i>				579,957	
<i>Funds Available for FY 2013</i>				<u>3,781,957</u>	
<i>Total Funds Available</i>				<b>4,280,275</b>	
West Lafayette	Happy Hollow	CN	2013	4,280,275	
Total Cost of Projects				<u>4,280,275</u>	
Balance (Funds Available minus Total Cost)				<b>0</b>	

**Table 2. Summary of HSIP Federal Funds: 2006 – 2008**

***Federal Funds Available:***

<u>Year</u>	<u>Amount</u>
FFY 2006	\$269,207
FFY 2007	\$239,289
FFY 2008	\$247,084
<b>Total</b>	<b>\$755,580</b>

Three projects have been approved for HES funds. One is located in the City of Lafayette and targets improvements to Earl Avenue at State and 24<sup>th</sup> Streets. The County project improves to Tyler Road just south of the County Line. The City of West Lafayette submitted a request for these funds in July of 2005 to add traffic calming elements to Sycamore Lane. The INDOT and FHWA Safety Committee approved the project on August 20, 2006. All three projects are shown in **Exhibit 1**.

On August 19, 2009, the Area Plan Commission approved a request by the City of West Lafayette to utilize \$295,000 in HSIP funds for two projects: Sycamore Lane (\$225,000) and the Safe Routes To School Crosswalk, Flashers and Ramps (\$70,000) projects.

**STP ENHANCEMENT FUNDS**

Transportation Enhancement funding provides opportunities to help expand transportation choices and enhance the transportation experience. Eligible activities include pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. These projects must relate to surface transportation and must qualify under one or more of the 12 eligible categories.

Enhancement projects are reviewed and chosen statewide by a broad-based selection committee. Those projects receiving the highest ranking are chosen. It is the responsibility of the selection committee to financially constrain the state-wide list.

There are six enhancement projects listed in the Program of Projects: four in **Exhibit 1**, one in **Exhibit 5**, and one in **Exhibit 7**. The projects listed in **Exhibit 1**, West Lafayette Wabash Heritage Trail Extension, Phases I & II, were approved for funding on November 13, 2007 and October 1, 2008. The City of West Lafayette requested these funds to construct over a mile of trail that will extend the Wabash Heritage to the Trolley Line Trail and the trail segment from Happy Hollow Park to Rose Street. Parts of it will be along North River Road, Happy Hollow Road and in Happy Hollow Park. The trail's extension will provide a critical transportation and recreation link for bicyclists and pedestrians to the Wabash Heritage Trail; the Trolley Line Trail; several CityBus routes; residential, retail/entertainment, and recreational areas; the West Lafayette bikeway system; and Happy Hollow School.

The other two projects in **Exhibit 1** involve constructing a sidewalk along SR 38 from Kingsway Drive to Creasy Lane in Lafayette. The second involves extending the Cattail Trail north along Northwestern in West Lafayette.

The one project awarded federal funding in **Exhibit 5** is located in the Prophetstown State Park. The Museum at Prophetstown project involves constructing an Ecotone shuttle road, pedestrian and bicycle trail, restoring twelve acres of historic landscaping, environmental and wildlife habitat; and providing both safety and educational activities. The Museum was also awarded a grant (2002) for the construction of the Eagle Wing Center parking lot but that project has been suspended (**Exhibit 7**).

## **SAFE ROUTES TO SCHOOL FUNDS**

The Safe Routes to School (SRTS) program provides funds to substantially improve the ability of elementary and middle school students to walk and bicycle to school safely. Projects seeking these funds compete statewide, and are selected by a board-based committee. While federal-aid programs usually require a twenty percent local match, this program requires none. It is the responsibility of the selection committee to financially constrain the state-wide list.

Three applications, two for infrastructure and one for education and coordination, were submitted and selected in the 2007 call for projects. The City of Lafayette received \$100,000 to construct sidewalks of both sides of North 26<sup>th</sup> Street from Union Street to Cason. The City of West Lafayette submitted two applications and both were funded. One of the projects involves installing new pedestrian-activated crosswalk lights, solar operated internet-based school zone flashers, and ten universal access ramps. Total cost is \$250,000. The other application includes establishing two school-centered transportation safety committees that will sponsor related outreach programs. Total cost of this application is \$71,500. On November 13, 2007, INDOT awarded these special federal funds to all three projects.

## **STP RAIL & HIGHWAY CROSSING FUNDS**

These special funds target improving railroad-crossing safety. Like Rural STP Funds, projects compete against others statewide. Projects are chosen based on FRA index ratings and benefit to cost analysis. Those that have the highest rating and best benefit ratio are chosen.

The County is not requesting any of these funds at this time.

## **BRIDGE REPLACEMENT FUNDS**

These funds allow INDOT and local jurisdictions to improve the condition of their highway bridges through replacement, rehabilitation and systematic preventive maintenance. To qualify, a bridge must have a sufficiency rating of 50 or below for bridge replacement, or have a sufficiency rating of less than 80 for bridge rehabilitation. INDOT approves and financially constrains the requests.

Bridge Replacement Funds have been approved for only one project: the Lilly Road Bridge near the pharmaceutical plant. The location is shown in **Exhibit 2**.

## **TRANSIT & AIRPORT FUNDING**

Funding projections for transit projects, both operating and capital, are based on current and previous year funding levels. A more detailed analysis of the financial condition and capability of CityBus can be found in the next section, Analysis of Financial Capacity: CityBus.

In addition, the Federal Aviation Administration has set limits for its funding categories. Funding for airport projects, both capital and operating, will remain at current levels.

## **LOCAL FUNDING SOURCES**

The projects listed in **Exhibit 1**, indicate that a variety of local funding sources will be used in FY 2009 through FY 2013. A summary of these sources is shown in **Exhibit 13**. The City of Lafayette anticipates using a variety of local funding for its projects: County Option Income Tax (COIT), Economic Development Income Tax (EDIT), Tax Increment Financing (TIF) and Local Road and Street (LR&S). To a lesser extent, the City will also use Community Block Grant Funds and Cumulative Capital Funds. The City of West Lafayette anticipates using Cumulative Capital Funds (CCF), Economic Development Income Tax (EDIT), General Funds (GF), Motor Vehicle Highway Account (MVH), Tax Increment Financing (TIF). The County will be using Cumulative Bridge Funds (CBF), Economic Development Income Tax (EDIT), and Local Road and Street funds (LR&S).

## **INDOT FUNDING**

INDOT uses a variety of federal and state funds for its road and bridge programs. **Table 12** summarizes the amount of funds it anticipates using by source and by year. INDOT is responsible for fiscally constraining its project list.

**Exhibit 13**

**Source of Local Funds for Funded Local Projects (Exhibit 1)**

<b>Fund</b>	<b>FY 08/09</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>
<b>Lafayette</b>					
COIT, EDIT, TIF, LR&S & Local Funds (L1, L4, L13, L16, L17)*	5,500,000	5,600,000		5,600,000	
CBF & TIF (L 2, L13)*			624,000	160,000	6,500,000
CCF (L3)*	85,500				
EDIT & TIF (L4 & L13)*	2,026,500	1,140,000			
TIF (L13)*					52,775
<i>Total</i>	<i>7,612,000</i>	<i>6,740,000</i>	<i>624,000</i>	<i>5,760,000</i>	<i>6,552,775</i>
<b>West Lafayette</b>					
CCF & EDIT (L3 & L4)*	95,000				
CCF, EDIT & GF (L3, L4 & L5)*	80,000	120,000			
CCF, EDIT, TIF (L3, L4, L13)*	55,000				
CCF, EDIT, GF & TIF (L3, L4, L5 & L13)*	202,000				
CCF, EDIT, LR&S & MVH (L3, L4, L9 & L16)*		70,000			
CCF, EDIT, PU, LR&S, TIF & MVH (L3, L4, L5, L9, L13 & L16)*	120,000	75,000	1,250,000		
EDIT & TIF (L4 & L5)*		32,651		37,500	
EDIT, TIF, LR&S, TIF, MVH (L4, L5, L9, L13 & L16)*	130,000				
EDIT, LR&S & MVH (L4, L9 & L16)*					1,049,659
TIF (L13)*		425,000			263,255
TIF & MVH (L13 & L16)*	50,000				
<i>Total</i>	<i>732,000</i>	<i>722,651</i>	<i>1,250,000</i>	<i>37,500</i>	<i>1,312,914</i>
<b>Tippecanoe County</b>					
CBF (L2)*	6,785,000	2,550,000	1,800,000	2,300,000	2,700,000
CBF & LR&S (L2 & L9)*	3,700,000				
EDIT & LR&S (L4 & L9)*	2,430,000	4,240,000		1,948,000	
LR&S (L9)*	141,000				
<i>Total</i>	<i>13,056,000</i>	<i>6,790,000</i>	<i>1,800,000</i>	<i>4,248,000</i>	<i>2,700,000</i>
<b>Purdue Airport</b>					
Purdue funds (L15)*	79,474				
<b>CityBus</b>					
COIT, CCF & LPT (L1, L3 & L10)*	10,146,663	5,381,266	5,598,283	5,824,588	6,060,602
CCF (L3)*	969,491	316,677	350,636	386,293	423,733
LPT & FPT (L10 & L18)*	808,086				
<i>Total</i>	<i>11,924,240</i>	<i>5,697,943</i>	<i>5,948,919</i>	<i>6,210,881</i>	<i>6,484,335</i>

\* See Exhibit 1

Exhibit 14

INDOT's Project Expenditures by Fund and Year (Exhibit 5)

Funding Type	FY 2008/09			FY 2009/2010		
	Federal	State	Total	Federal	State	Total
NHS	29,813,126	9,452,561	39,265,648	0	0	0
STP	80,000	20,000	100,000	0	0	0
Federal Aid	39,939,360	9,666,340	49,911,700	0	0	0
Safety	4,653,000	567,000	5,220,000	0	0	0
State Fed. Aid	568,400	142,100	710,500	0	0	0
Stimulus	34,000,000	0	34,000,000	13,875,000	0	13,875,000
Bridge	0	0	0	20,000	5,000	25,000
<b>Total</b>	<b>109,053,886</b>	<b>20,154,001</b>	<b>129,207,887</b>	<b>13,895,000</b>	<b>5,000</b>	<b>13,900,000</b>

Funding Type	FY 2010		
	Federal	State	Total
NHS	21,614,574	5,633,643	27,018,217
STP	0	0	0
Federal Aid	1,000,000	250,000	1,250,000
Safety	40,000	10,000	50,000
Stimulus	750,000	0	750,000
<b>Total</b>	<b>23,404,574</b>	<b>5,893,643</b>	<b>29,298,217</b>

Funding Type	FY 2011			FY 2012		
	Federal	State	Total	Federal	State	Total
NHS	0	0	0	0	0	0
Federal Aid	24,136,000	6,034,000	30,170,000	0	0	0
STP	0	0	0	0	0	0
Safety	0	0	0	0	0	0
Enhancement				746,500	462,018	1,208,518
<b>Total</b>	<b>24,136,000</b>	<b>6,034,000</b>	<b>30,170,000</b>	<b>746,500</b>	<b>462,018</b>	<b>1,208,518</b>

## **CITIES and COUNTY OPERATIONS and MAINTENANCE FINANCIAL ANALYSIS**

According to the final guidance issued by the Federal Highway Administration on February 14, 2007, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways. TIPs are now required to examine previous years' operating and maintenance expenses and revenues, and then estimate whether they will have sufficient funds to maintain the federal-aid highway system for over the next four years.

Both cities and the county have provided financial information from their Annual Operational Report for Local Roads and Streets. This report is required under Indiana Code 8-17-4.1. The information used in this analysis is from 2003 to 2006. Information for 2007 is not yet available for all local government agencies. Individual tables for each jurisdiction follow.

There are no clear trends for receipts, disbursements and differences or any jurisdiction. Receipts and disbursements fluctuate yearly. In some years increases or decreases were small, however, in other years they were substantial. Overall, with the exception of only a couple of years, the difference has been positive.

Comparing cash and investments at the beginning and end of the year presents a challenge because there are several years in which only cash was reported. Outside of those years, the end balances for all jurisdictions show no overall increasing or decreasing trends. What is quite apparent is that the balances at the end of the year have always been positive.

Both cities and the county anticipate receiving adequate funding to continue operating and maintaining the federal-aid highways over the next four years. The three local governments prepare budgets every year which must be approved by the state. The information in the following exhibits is used when developing their budgets.

Exhibit 15

**City of Lafayette**  
**Operating and Maintenance History 2003 through 2006**

	2003 <sup>1</sup>	2004	2005 <sup>2</sup>	2006 <sup>2</sup>
<b><i>Cash and Investments as of January 1</i></b>				
Balance	<b>1,258,662.80</b>	<b>605,195.19</b>	<b>1,178,447.02</b>	<b>1,558,963.40</b>
<b><i>Annual Information</i></b>				
<u><i>Receipts</i></u>				
MVH	3,442,266.40	4,180,081.94	5,359,223.25	5,249,681.31
LRS	489,547.70	531,635.57	937,547.85	580,793.34
LH				726,001.31
Other				
<b>Total</b>	<b>3,931,814.10</b>	<b>4,711,717.51</b>	<b>6,296,771.10</b>	<b>6,556,475.96</b>
<u><i>Disbursements</i></u>				
MVH	4,141,271.40	4,199,297.93	6,353,626.68	4,024,313.34
LRS	538,777.00	471,911.96	747,644.28	725,413.06
Cum. Bridge				782,848.18
Other				
<b>Total</b>	<b>4,680,048.40</b>	<b>4,671,209.89</b>	<b>7,101,270.96</b>	<b>5,532,574.58</b>
Total Receipts	3,931,814.10	4,711,717.51	6,296,771.10	6,556,475.96
Total Disbursements	4,680,048.40	4,671,209.89	7,101,270.96	5,532,574.58
<b>Difference</b>	<b>-748,234.30</b>	<b>40,507.62</b>	<b>-804,499.86</b>	<b>1,023,901.38</b>
<b><i>Cash and Investments as of December 31</i></b>				
Balance	<b>221,521.44</b>	<b>648,035.09</b>	<b>1,768,989.37</b>	<b>2,582,864.78</b>

Note 1: Only includes cash balances. Investments are not included.

Note 2: Cash and Investment information is based on audited financial statements from the City of Lafayette. Capital assets are excluded to reflect more appropriate comparisons with previous years.

Exhibit 16

**City of West Lafayette**  
**Operating and Maintenance History 2003 through 2006**

	2003 <sup>1</sup>	2004	2005	2006
<b><i>Cash and Investments as of January 1</i></b>				
<b>Balance</b>	<b>12,753,022.73</b>	<b>12,529,050.31</b>	<b>10,328,861.93</b>	<b>12,912,119.35</b>
<b><i>Annual Information</i></b>				
<b><i>Receipts</i></b>				
MVH	1,201,572.04	1,058,818.90	1,102,391.77	1,323,368.28
LRS	462,468.28	244,641.13	253,742.83	275,675.69
Other Funds	5,970,474.70	17,867,268.74	13,190,951.96	15,744,525.61
<b>Total</b>	<b>7,634,515.02</b>	<b>19,170,728.77</b>	<b>14,547,086.56</b>	<b>17,343,569.58</b>
<b><i>Disbursements</i></b>				
MVH	926,380.77	815,006.30	1,192,399.05	1,629,561.20
LRS	669,932.27	308,840.15	119,314.94	234,640.89
Other	4,163,512.73	4,113,618.45	2,788,705.16	15,581,796.87
<b>Total</b>	<b>5,759,825.87</b>	<b>5,237,464.90</b>	<b>4,100,419.15</b>	<b>17,445,998.86</b>
<i>% Change</i>		-9.1%	-21.7%	
Total Receipts	7,634,515.02	19,170,728.77	14,547,086.56	17,343,569.58
Total Disbursements	5,759,825.87	5,237,464.90	4,100,419.15	17,445,998.86
<b>Difference</b>	<b>3,803,826.42</b>	<b>13,933,263.87</b>	<b>10,446,667.41</b>	<b>-102,429.38</b>
<b><i>Cash and Investments as of December 31</i></b>				
<b>Balance</b>	<b>9,743,088.23</b>	<b>26,462,314.18</b>	<b>20,775,529.34</b>	<b>12,809,689.97</b>

Note 1: Only includes cash balances. Investments are not included

Exhibit 17

**Tippecanoe County**  
**Operating and Maintenance History 2003 through 2006**

	2003	2004	2005	2006
<b><i>Cash and Investments as of January 1</i></b>				
<b>Balance</b>	<b>41,267,388.88</b>	<b>42,067,394.61</b>	<b>37,617,381.98</b>	<b>31,095,744.43</b>
<b><i>Annual Information</i></b>				
<b><i>Receipts</i></b>				
MVHs	4,004,913.96	3,780,907.10	3,734,737.57	4,564,347.15
LRS	2,352,821.56	1,107,570.26	1,106,468.62	2,700,009.80
Cum. Bridge	4,778,178.16	2,731,836.52	5,267,373.54	10,176,214.17
Other	3,295,526.18	770,691.33	2,648,629.43	2,204,973.50
<b>Total</b>	<b>14,431,439.86</b>	<b>8,391,005.21</b>	<b>12,757,209.16</b>	<b>19,645,544.62</b>
<b><i>Disbursements</i></b>				
MVH	4,282,660.25	3,464,011.73	3,752,043.98	3,831,029.78
LRS	2,239,355.70	1,940,476.67	3,018,941.70	2,366,782.57
Cum. Bridge	6,065,663.56	3,267,760.79	11,218,310.58	4,242,140.84
Other	1,043,754.62	2,662,613.00	1,283,164.26	1,873,885.78
<b>Total</b>	<b>13,631,434.13</b>	<b>11,334,862.19</b>	<b>19,272,460.52</b>	<b>12,313,838.97</b>
Total Receipts	14,431,439.86	8,391,005.21	12,757,209.16	19,645,544.62
Total Disbursements	13,631,434.13	11,334,862.19	19,272,460.52	12,313,838.97
<b>Difference</b>	<b>800,005.73</b>	<b>-4,443,856.98</b>	<b>-6,515,251.36</b>	<b>7,331,705.65</b>
<b><i>Cash and Investments as of December 31</i></b>				
<b>Balance</b>	<b>42,067,394.61</b>	<b>37,623,537.63</b>	<b>31,102,130.62</b>	<b>38,427,450.08</b>

## **7. PRIORITIZING PROJECTS**

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The Technical Transportation Committee reviews requests for federal funds. Its review includes discussing issues pertaining to safety, security, traffic flow, and congestion. The limited amount of federal funds constrains the projects that can be programmed. To stay within available funding, the following general criteria are used:

1. Projects that were previously programmed, were not funded, but still remain ready to be committed;
2. Projects programmed for construction phase;
3. Traffic operation or Transportation System Management type improvements;
4. Projects programmed for right-of-way acquisition; and
5. Projects programmed for preliminary engineering.

Following Technical Transportation Committee review, the Administrative Committee reviews the recommended priorities. Only after Administrative Committee approval does the Area Plan Commission review and adopt the recommended priorities and document.

The criteria cited above were used to develop the project ranking in 2012 and 2013 (**Exhibit 18**). Project ranking, 2009 – 2011, were based on letting dates. Estimated funding levels for STP Urban Group II funds were provided by INDOT, Division of Finance. Details of the estimated level of funding are found in Chapter 5, Financial Summary and Plan.

The relative ranking of projects submitted (as shown in **Exhibit 18**) does not exceed INDOT estimated funding levels. Fiscal Years were not "over programmed" unless local government agencies committed to fund them with additional local money or moved the project back to a year with available funding.

### **STP GROUP II FUNDS**

For **FY 2009** there are seven programmed projects: three from the City of Lafayette, two from the City of West Lafayette, one from the County and one from INDOT. Priorities were assigned by obligation date rather than the usually criteria. The number one priority was assigned to the Concord Road (Brady to CR 350S) right-of-way phase. The construction phase of the same project received fifth priority. Second priority was assigned to the Yeager Road right-of-way phase. The engineering phase of Happy Hollow received third priority. The fourth priority was assigned to the Concord Road and Maple Point extension project (right-of-way phase) and the sixth was assigned to the County's McCarty Lane project. The US 231 project was assigned seventh priority.

For **FY 2010** and **FY 2011**, there are five funded projects: one from the City of Lafayette, three from the City of West Lafayette, and one from the County. Top priority was given to the right-of-way phase of the Cumberland Extension project. Second

**Exhibit 18**

**Prioritized STP Group II Urban Funds**

<b>Fiscal Year</b>	<b>Priority Rank</b>	<b>Agency</b>	<b>Project</b>	<b>Phase</b>	<b>Federal Share</b>	<b>Date</b>
<b>Funds Available, Spent and Committed: 2004 – 2009</b>						
					<i>Funds Available for FY 2004</i>	2,871,986
					<i>Funds Available for FY 2005</i>	3,238,443
					<i>Funds Available for FY 2006</i>	3,369,891
					<i>Funds Available for FY 2007</i>	3,700,318
					<i>Funds Available for FY 2008</i>	3,781,957
					<i>Funds Available for FY 2009</i>	3,781,957
			<b>Total</b>			<b>20,744,552</b>
			Kalberer Road		909,060	
			Tapawingo Extension		2,056,000	Note 1
			Cumberland Extension		422,268	Note 2
			Concord Road (Brady to CR 350S)		214,772	
			Railroad Street		510,400	
			South Intramural Drive		447,032	
			Yeager Road		400,000	
			Trail and Greenway Plan		125,000	
			US 52 West Study		200,000	
			<b>Total</b>		<b>5,284,532</b>	
					<b>Balance (Available to Carry Over into FY '09 TIP)</b>	<b>15,460,020</b>
<b>Projects Programmed for 2009</b>						
			Funds Available for 2009		<b>15,460,020</b>	
<b>FY 2009</b>	1	Lafayette	Concord (Brady – 350S)	RW	214,820	Obligated
	2	W. Laf.	Yeager	RW	754,000	Feb. '09
	3	W. Laf.	Happy Hollow	PE	320,000	Mar. '09
	4	Lafayette	Concord & Maple Point	RW	1,715,000	July '09
	5	Lafayette	Concord (Brady – 350S)	CN	3,886,408	Aug. '09
	6	County	McCarty Lane	CN	5,873,443	Aug. '09
	7	INDOT	US 231	CN	2,696,349	April '10
			Total Cost of Projects		<b>15,460,020</b>	
			Balance (Funds Available minus Total Cost)		<b>0</b>	

**Note 1:** An addition \$296,000 in TEA 21 federal funds are included in this project phase.

**Note 2:** Of the \$120,000 in federal funds allocated to the Cumberland Extension project (PE phase), \$48,000 are TEA 21 federal funds and \$72,000 are SAFETEA-LU funds.

**Exhibit 18 Continued**

<b>Fiscal Year</b>	<b>Priority Rank</b>	<b>Agency</b>	<b>Project</b>	<b>Phase</b>	<b>Federal Share</b>	<b>Date</b>
<b>Projects Programmed for 2010 &amp; 2011</b>						
<i>Funds Available for FY 2010</i>					3,781,957	
<i>Funds Available for FY 2011</i>					<u>3,781,957</u>	
					<b>7,563,914</b>	
Programmable Balance less 5% Change Order Policy					<b>7,563,914</b>	
<i>\$378,196 amount of Change Order Set Aside</i>						
<b>FY 2010</b>	1	County	Cumberland Extension	RW	168,421	Obligated
	2	W. Laf.	Yeager	RW	300,756	July 2009
	3	W. Laf.	Yeager	CN	1,789,474	January 2010
	4	W. Laf.	Soldiers Home Road	PE	505,263	March 2010
Total Cost of Projects					<u>2,763,914</u>	
Balance (Funds Available minus Total Cost)					<b>4,800,000</b>	
<b>FY 2011</b>	1	Lafayette	Concord (Brady/350S)	CN	4,800,000	January 2011
Total Cost of Projects					<u>4,800,000</u>	
Balance (Funds Available minus Total Cost)					<b>0</b>	
<b>Projects Programmed for 2012</b>						
<i>Carry Over Funds</i>					0	
<i>Funds Available for FY 2012</i>					<u>3,781,957</u>	
<i>Total Funds Available</i>					<b>3,781,957</b>	
<b>FY 2012</b>	1	County	Cumberland Extension	CN	3,052,000	
	2	W. Laf.	Cumberland	PE	150,000	
Total Cost of Projects					<u>3,202,000</u>	
Balance (Funds Available minus Total Cost)					<b>579,957</b>	
<b>Projects Programmed for 2013</b>						
<i>Carry Over Funds</i>					579,957	
<i>Funds Available for FY 2013</i>					<u>3,700,318</u>	
<i>Total Funds Available</i>					<b>4,280,275</b>	
<b>FY 2013</b>	1	W. Laf.	Happy Hollow	CN	4,280,275	
Total Cost of Projects					<u>4,280,275</u>	
Balance (Funds Available minus Total Cost)					<b>0</b>	

priority was assigned to the right-of-way phase of the Yeager Road project. West Lafayette's Yeager Road project (construction phase) was assigned third priority. Fourth priority was assigned to the Soldiers Home (preliminary engineering phase). Only the Concord Road and Maple Point Extension project is programmed in **FY 2011**.

For the remaining two years, three projects are programmed to receive federal funds. In **FY 2012**, first priority was given to the County's Cumberland Extension project (construction phase). Second priority was assigned to West Lafayette's Cumberland project (preliminary engineering, 2<sup>nd</sup> phase). Only one project will be funded in **FY 2013**, the construction of Happy Hollow.

Comparing the priorities in the 2008 TIP to this 2009 TIP, numerous changes have occurred. The project given top priority last year, Tapawingo Extension, was constructed and the road opened to traffic in 2007. Two projects, Cumberland Extension (second priority) and Yeager Road (fourth priority), advanced and are now in preliminary engineering. The third priority in the '08 TIP was the Concord Road project (right-way-phase). It is still in the engineering phase and the project has now moved up to second priority. The McCarty Lane project was programmed as top priority during the second year of the 2008 TIP. It still remains a priority in this TIP. Several new projects appear: the Trails/Greenway and US 52 West studies. The South 18<sup>th</sup> Street project has been withdrawn by the City of Lafayette.

## **STP ENHANCEMENT FUNDS**

Enhancement projects are only prioritized if two or more applications are submitted at the same time. The Technical Transportation Committee determined the priorities and their decision is forwarded to INDOT when the applications are submitted.

## **STP GROUP IV, HAZARD ELIMINATION SAFETY, HIGHWAY SURFACE IMPROVMENT PROGRAM, SAFE ROUTES TO SCHOOL, RAIL & HIGHWAY CROSSING, AND BRIDGE REPLACEMENT**

Application for any of these federal funds follows specific guidelines and do not require local prioritizing.

## **INDOT PROJECTS**

The Technical Transportation Committee prioritizes INDOT projects in addition to local projects. Only those proposed in FY 2009 through 2012 were prioritized. This year the process for prioritizing projects differs from previous TIPs for several reasons: 1) INDOT has either suspended or placed projects on provisional status that are essential to the community, 2) some local priorities do not match those of INDOTs, and 3) the project list has not yet been financially constrained.

Priorities were assigned only to Major Moves and other significant projects. Projects involving safety and maintenance were not prioritized. While these projects are important and necessary, they are based on needs and assessments. They include

projects involving road resurfacing, bridge maintenance, traffic signal modernization, small structure replacement, and building demolition.

The Technical Transportation Committee did not assign priorities to individual project, or project phases. It prioritized projects by category. Projects that fell under the Major Moves New Construction category received the highest priority. These projects include the Hoosier Heartland, US 231 (both phases), I-65 at SR 26, and the Norfolk Southern rails/US 52 South grade separation project near Tate & Lyle. Projects in the Major Moves Major Preservation category were ranked as high priority. These projects include the SR 43 and I-65 improvement, SR 38 through Dayton, the US 52 reconstruction projects in Lafayette, and the SR 26 pavement replacement project. Finally, projects in Other Significant Projects were assigned moderate priority. These projects include the radii improvements at SR 26 and 36<sup>th</sup> Street, the intersection improvements at SR 25 and CR 500W and CR 575W, adding a passing lane to the intersection of SR 25 and CR 375W, surface treatment to the SR 43 project north of SR 225, and the CSX railroad bridge over SR 25.

**Exhibit 19**

**INDOT Prioritized Projects: FY 2009 - 2012**

<b>Priority</b>	<b>State Road</b>	<b>Location</b>	<b>Description</b>	<b>CN Date</b>
<b>Major Moves – New Construction</b>				
Highest	SR 25	Hoosier Heartland	New Road Construction	2008
Highest	US 231	N. of Wabash R. to SR 26	Grading Only	2009
Highest	US 231	SR 26 to US 52	New Road Construction	2010
Highest	US 231	N. of Wabash R. to SR 26	New Road Construction	2011
Highest	US 52	At Norfolk Southern Railroad	Grade Separation	Provisional
<b>Major Moves – Major Preservation</b>				
High	I-65	At SR 43	Road Reconstruction	2008
High	SR 38	Through Town of Dayton	Pavement Replacement	2009
High	US 52	Beech St. to SR 25/38	Pavement Rehabilitation	2011
High	US 52	Wabash River to Beech St.	Pavement Replacement	2011
High	SR 26	1.12 to 4.71 miles east of I-65	Pavement Replacement	2012
<b>Other Significant Projects</b>				
Moderat	SR 25	At CR 500W & CR 575W	Intersection Improvement	2009
Moderat	SR 25	At CR 375W	Passing Lane	2009
Moderat	SR 43	1.93 miles north of I-65 to SR 18	Surface Treatment	2011
Moderat	SR 25	CSX Railroad Bridge	Bridge Replacement	---

## 8. ANALYSIS OF FINANCIAL CAPACITY: CITYBUS

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The Area Plan Commission of Tippecanoe County has, in accordance with the requirements of FTA Circular 7008.1, made an assessment of the Greater Lafayette Public Transportation Corporation's (CityBus), financial condition and capability. Historic trends are shown in **Tables 3 and 4**. Projected revenue (**Table 5**) will meeting the need of future operating and capital needs from fares, passes, local taxes, and state PMTF funds, in conjunction with stable federal assistance.

### FINANCIAL CONDITION REVIEW

In reviewing CityBus's financial condition, there are primarily four funding sources used by the transit system. CityBus receives revenue from the National Transit Trust Fund, apportioned by Congress each year. Funds from the State's Public Mass Transit Fund are used to meet both operating and capital needs. Local funds received are generated from operating revenue (fares, passes, advertising and tokens) and local taxes (property tax, county option income tax, and excise tax).

**Table 3** shows the annual federal apportionment and the percent change. The increases in federal funding have been respectable except for 2003 and 2004. CityBus also received a smaller than typical increase in funds in 2005, but then a significant increase in 2006 and 2007.

The table does include special federal funds for CityBus. FTA has set aside federal funds for the Small Transit Intensive Cities (STIC) program. These funds are awarded to transit systems based on meeting and/or exceeding six industrial performance measures. They are: passenger miles per vehicle revenue mile, passenger miles per vehicle revenue hour, vehicle revenue mile per capita, vehicle revenue hour per capita, passenger miles per capita, and passenger trips per capita. CityBus has met and exceeded all six categories. CityBus is the only transit system in Indiana to exceed all six categories. For 2007, CityBus received an additional \$723,646. For 2008, they will receive \$752,084.

**Table 3 Federal Funds Available to CityBus**

Year	Total Apportionment	Percent Change
1999	\$1,131,334	
2000	\$1,230,688	8.8%
2001	\$1,303,073	5.9%
2002	\$1,428,159	9.9%
2003	\$1,437,945	0.7%
2004	\$1,437,785	<- 0.1%
2005	\$1,506,780	4.8%
2006	\$1,898,035	26.0%
2007	\$2,300,689	21.2%
2008	\$2,464,135	7.1%

Over the past five years, the Indiana Public Mass Transportation Funds (PMTF) received steadily increased (**Table 4**). The formula INDOT uses to distribute funds is solely based on performance measures. Since CityBus has been aggressively marketing itself and ridership continues to climb, the amount of PMTF funds received has increased each year. The increase was substantially higher in 2004.

Funds received through fares, passes, tokens, and advertising (listed under operating revenues) have increased over the past five years. **Table 4** shows a large increase in 2003 when additional funds were received from both Cities for the new trolley service.

Revenues generated from local taxes (listed under local revenue) have fluctuated. These funds are comprised of three different sources: property tax, county option income tax, and excise tax. Of the three, the excise tax has been reliable sources steadily increasing over the past five years. Property tax has fluctuated every year.

## **FINANCIAL CAPABILITY REVIEW**

CityBus anticipates it will receive adequate funding to continue operating the system through the next five years (**Table 5**). Operating costs are anticipated to increase not only in 2009, but for the following four years as well. Projected revenues are also expected to increase and will be more than sufficient to meet projected expenses. Comparing projected operating and capital costs to total projected revenue; **Table 5** clearly shows there will be adequate funds available. These projections include all local, State PMTF, and federal assistance.

CityBus expects that Section 5307 federal funding to increase over the next five years (**Table 5**). From available information, the increase is anticipated to be approximately five percent a year.

State PMTF funds are also predicted to increase. The funding formula rewards transit systems that operate efficiently. Past annual reports clearly show that CityBus leads the state in many of these areas. If CityBus continues to operate as efficiently as it does, then state funds should at least remain stable if not continue to increase.

Local funding sources are also anticipated to increase over the next five years. At this time, funds generated from fares, passes, advertising and tokens are anticipated to steadily increase. Likewise, funds generated from taxes are anticipated to increase as well.

## **FUNDING TRADE**

CityBus has made an arrangement with the Michiana Area Council of Governments and the City of Kokomo to trade \$1,100,000 of their federal transit funds for \$560,000 in CityBus local funds. Unlike CityBus, the other two transit systems are unable to use their full allocation of federal funds. Instead of returning them to the Federal Trust Fund, the trade keeps the federal funds within the state and allows CityBus additional funds for operating and capital expenses. Specific project details and justification can be found in the staff report located in the appendix.

**TABLE 4**

**CityBus Financial Condition**

***Operating Financial Summary - Expenses***

Revenues	2003	2004	2005	2006	2007
Operating <sup>1</sup>	1,919,259	1,909,937	2,087,442	2,274,403	2,400,542
% Change	13.9%	< -0.1%	9.3%	9.0%	5.5%
Local <sup>2</sup>	1,688,358	1,564,642	1,559,320	1,028,272	2,381,509
% Change	2.0%	-0.7%	0.0%	-34.0%	131.6%
State (PMTF)	1,865,860	2,412,753	2,606,658	2,776,548	3,054,605
% Change	11.5%	29.3%	8.3%	6.5%	10.0%
Federal	949,574	932,166	1,007,926	1,409,762	2,300,689
% Change	102.9%	-0.2%	8.1%	39.9%	63.2%
<b>Total</b>	<b>6,423,051</b>	<b>6,819,498</b>	<b>7,261,346</b>	<b>7,488,985</b>	<b>10,137,345</b>
% Change	17.1%	6.2%	6.5%	3.1%	35.4%

***Capital Financial Summary***

Local <sup>3</sup>	85,400	145,420	124,900	87,560	192,096
Community					
State	150,000	0	0	0	0
Federal	341,600	581,680	499,598	350,240	768,384
<b>Total</b>	<b>577,000</b>	<b>727,100</b>	<b>624,498</b>	<b>437,800</b>	<b>960,480</b>

***Carry Over Funds (Cumulative Capital Funds)***

0      300,000      300,000

*Source: Indiana Public Transportation Annual Report: 2003, 2004, 2005 & 2006  
Greater Lafayette Public Transportation Corporation: 2007  
All Figures are Unaudited*

<sup>1</sup> *Funding sources derived from Fares, Passes, Advertising and Tokens*

<sup>2</sup> *Funding sources derived from Property Tax, County Option Income Tax, and Excise Tax*

<sup>3</sup> *Capital projects reflect both Section 5307 Capital and capital grants solely funded from local funds*

**TABLE 5**

**CityBus Financial Capability**

Year	2008	2009	2010	2011	2012	2013
<b>Projected Revenues</b>						
Operating <sup>1</sup>	2,520,569	2,646,598	2,778,927	2,917,874	3,063,767	3,216,956
% Change		5.0%	5.0%	5.0%	5.0%	5.0%
Local <sup>2</sup>	2,452,954	2,526,542	2,602,339	2,680,409	2,760,821	2,843,646
% Change		3.0%	3.0%	3.0%	3.0%	3.0%
State (PMTF)	3,554,503	3,732,228	3,918,840	4,114,782	4,320,521	4,536,547
% Change		5.0%	5.0%	5.0%	5.0%	5.0%
Federal						
Sec 5307	2,464,135	2,587,342	2,716,709	2,852,544	2,995,171	3,144,930
%Change		5.0%	5.0%	5.0%	5.0%	5.0%
Sec 5309	895,624	750,000				
State C.A.	186,936	200,000	200,000	200,000	200,000	200,000
State C.O.						
Carry over						
<b>Total</b>	<b>12,074,721</b>	<b>12,442,710</b>	<b>12,216,81</b>	<b>12,765,60</b>	<b>13,340,28</b>	<b>13,992,07</b>
<b>Projected Operating Costs</b>						
	9,038,739	9,581,063	10,155,927	10,765,283	11,303,547	11,868,724
		6.0%	6.0%	6.0%	5.0%	5.0%
<b>Projected Capital Costs</b>						
	2,488,280	2,359,177	1,583,386	1,753,180	1,931,464	2,118,663
<b>Projected Operating and Capital</b>						
<b>Total</b>	<b>11,527,019</b>	<b>11,940,240</b>	<b>11,739,313</b>	<b>12,518,463</b>	<b>13,235,011</b>	<b>13,987,387</b>

Source: Greater Lafayette Public Transportation Corporation

<sup>1</sup> Funding sources derived from Fares, Passes, Advertising and Tokens

<sup>2</sup> Funding sources derived from Property Tax, County Option Tax, and Excise Tax

## REQUESTS FOR CAPITAL ASSISTANCE

CityBus will apply for Section 5307 Capital Assistance over the next five years and provided the following justification and estimated cost for each capital project.

### SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2009

CityBus amended its 2009 capital project list. The Area Plan Commission approved the request on February 18, 2009. Specific project details and justification can be found in the staff report located in the appendix.

#### I. REPLACEMENT TIRES - \$50,000

#### II. BUS OVERHAUL - \$69,000

- A. Rebuild up to five (5) bus engines - \$61,000
- B. Rebuild up to three (3) bus transmissions - \$24,000
- C. Rebuild up to four turbo charge - \$4,000
- D. Rebuild up to five charged air coolers - \$4,000
- E. Rebuild up to eight alternators - \$8,000
- F. Rebuild or replace up to four electronic control modules - \$4,000
- G. Rebuild up to two caps fuel pumps - \$4,000

#### III. MAINTENANCE EQUIPMENT - \$5,000

#### IV. PASSENGER SHELTERS - \$15,000

#### V. BUS STOP SIGNS - \$30,000

#### VI. CAD/AVL SOFTWARE UPGRADE - \$400,000

#### VII. REPLACEMENT ACCESS VEHICLE - \$150,000

#### VIII. SUPPORT VEHICLE REPLACEMENT - \$30,000

#### IX. COMPUTER HARDWARE & SOFTWARE UPGRADES - \$30,000

#### V. LAND ACQUISITION, ASSOCIATED COST, DESIGN - \$749,300

**Table 6 2009 Section 5307 Capital Grant Summary**

	Federal Share	Local Share	Total Cost
Replacement Tires	40,000	10,000	50,000
Bus Overhaul	55,200	13,800	69,000
Maintenance Equipment	4,000	1,000	5,000
Passenger Shelters	12,000	3,000	15,000
Bus Stop Signs	24,000	6,000	30,000
CAD/AVL Software Upgrade	320,000	80,000	400,000
Replacement Access Vehicle	120,000	30,000	150,000
Support Vehicle Replacement	24,000	6,000	30,000
Computer Hardware & Software	24,000	6,000	30,000
Land Acquisition & Associated Costs	599,440	149,860	749,300
<b>TOTAL</b>	<b>1,222,640</b>	<b>305,660</b>	<b>1,528,300</b>

**SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2010**

**I. REPLACEMENT TIRES - \$45,000**

With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$1,500.

**II. BUS OVERHAUL - \$113,000**

*A. Rebuild up to five (5) bus engines - \$61,000*

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to five (5) engine rebuilds at an average cost of \$12,200 each.

*B. Rebuild up to three (3) bus transmissions - \$24,000*

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to three (3) transmission rebuilds. Estimated average cost of each transmission rebuild is \$8,000.

*C. Bus rebuild components - \$28,000*

CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on 2007 and similar experience, up to two (2) units of each item may be needed.

**III. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000**

A continuous investment must be made in up-to-date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively.

**IV. PASSENGER SHELTER LIGHTING - \$50,000**

Two passenger shelters are located across from a large apartment complex where many passengers board and deboard. This location is dark in the morning and evening hours making the area a security problem at those times of the day. CityBus would like to install lighting appropriate for the area.

**V. BUS REPLACEMENT - \$1,315,386**

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain and be reliable. CityBus will replace Bus #1003, #1004, and #1005 (1998 (Gilligs)).

**Table 7 2010 Section 5307 Capital Grant Summary**

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Replacement Tires	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware and Software Upgrades	48,000	12,000	60,000
Passenger Shelter Lighting	40,000	10,000	50,000
Bus Replacement	1,052,309	263,077	1,315,386
<b>TOTAL</b>	<b>1,266,709</b>	<b>316,677</b>	<b>1,583,386</b>

**SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2011**

**I. REPLACEMENT TIRES - \$45,000**

With over 1.5 million revenue miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budget amount for tires for each unit is \$1,500.

**II. BUS OVERHAUL - \$113,000**

*A. Rebuild up to Five (5) Bus Engines - \$61,000*

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to five (5) engine rebuilds at an average cost of \$12,200 each.

*B. Rebuild up to Three (3) Bus Transmissions - \$24,000*

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to four (3) transmission rebuilds. Estimated average cost of each transmission is \$8,000.

*C. Bus rebuild components - \$28,000*

CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years experience, up to two (2) units of each item may be needed.

**III. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000**

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively.

**IV. SUPPORT VEHICLE - \$30,000**

Replacement for the 2001 Dodge Truck. The support vehicle to be replaced was purchased in 2001. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement.

**V. BUS REPLACEMENT/FIXED ROUTE - \$1,505,180**

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain and be reliable. CityBus will replace Bus #1006, #1007, and #1008 (1998 Gilligs).

**Table 8 2011 Section 5307 Capital Grant Summary**

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Tires, Replacement	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,204,144	301,036	1,505,180
<b>TOTAL</b>	<b>1,402,544</b>	<b>350,636</b>	<b>1,753,180</b>

**SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2012**

**I. REPLACEMENT BUS TIRES - \$45,000**

With over 1.5 million revenue miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire.

**II. BUS OVERHAUL - \$113,000**

*A. Rebuild up to five (5) Bus Engines - \$61,000*

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to five (5) engine rebuilds at an average cost of \$12,200 each.

*B. Rebuild up to Three (3) Bus Transmissions - \$24,000*

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to three (3) transmission rebuilds. Estimated average cost of each transmission is \$8,000.

*C. Bus rebuild components - \$28,000*

CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years experience, up to two (2) units of each item may be needed.

**III. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000**

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively.

**IV. SUPPORT VEHICLE - \$30,000**

Replacement for the 2003 Dodge Durango. The support vehicle to be replaced was purchased in 2003. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement.

**V. BUS REPLACEMENT/FIXED ROUTE - \$1,683,464**

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain and be reliable. CityBus will replace a 1998 Gillig Bus, #1009, and Bus #1101 and #1102 (1999 Gilligs).

**Table 9 2012 Section 5307 Capital Grant Summary**

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Tires, Replacement	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,346,771	336,693	1,683,464
<b>TOTAL</b>	<b>1,545,171</b>	<b>386,293</b>	<b>1,931,464</b>

**SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2013**

**I. REPLACEMENT BUS TIRES - \$45,000**

With over 1.5 million revenue miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budget amount for tires for each unit is \$1,500.

**II. BUS OVERHAUL - \$113,000**

*A. Rebuild up to five (5) Bus Engines - \$61,000*

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to five (5) engine rebuilds at an average cost of \$12,200 each.

*B. Rebuild up to Three (3) Bus Transmissions - \$24,000*

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to three (3) transmission rebuilds. Estimated average cost of each transmission is \$8,000.

*C. Bus rebuild components - \$28,000*

CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years experience, up to two (2) units of each item may be needed.

**IV. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000**

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively.

**IV. SUPPORT VEHICLE - \$30,000**

Replacement for the 2003 Ford Truck. The support vehicle to be replaced was purchased in 2003. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement.

**V. BUS REPLACEMENT/FIXED ROUTE - \$1,505,555**

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain and be reliable. CityBus will replace Bus #1103, (1998 Gillig) and Bus #1201 and #1202 (2002 Gilligs).

**Table 10 2013 Section 5307 Capital Grant Summary**

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Tires, Replacement	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,204,444	301,111	1,505,555
<b>TOTAL</b>	<b>1,548,400</b>	<b>387,100</b>	<b>1,935,500</b>

**SECTION 5309 CAPITAL EXPENDITURES JUSTIFICATION and SUMMARY**  
**FOR 2008 and 2009**  
**(Formerly Section 3)**

**2008 Bus Replacement - \$1,119,530**

As shown in the January 28, 2008 Federal Register, CityBus was awarded a Section 5309 capital grants. The first grant, E-2008-BUSP-0272 is for \$700,000 and the second grant, E-2008-BUSP-0284454, is for \$195,624. The combined total is \$895,624. Both grants will be used to replace two buses. One of them will be an articulated 60' bus while the other will be a standard forty foot bus. The new buses will replace #708 (1990 New Flyer) and #802 (1992 Gillig). Both buses are over 12 years in age and are becoming increasingly too expensive to maintain and be reliable.

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
2008 – Bus Replacement			
One Articulated and one 40' Standard bus	895,624	223,906	1,119,530

**2008 Hybrid Conversion - \$984,000**

CityBus has been awarded federal funds through the Lugar Electric Hybrid Bus Grant. The federal funds provide additional money to help communities pay the cost differential for acquiring electric hybrid busses. CityBus was awarded \$984,000 in federal funds and will allow them to upgrade six new transit vehicles to electric hybrids.

**2009 Bus Replacement - \$937,500**

Due to the age and condition of several buses in the fleet, CityBus desires to purchase (2) replacement full-sized hybrid transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced will be over 12 years in age, and they are becoming increasingly too expensive to maintain and be reliable. CityBus will replace Bus #803 and #804 (1992 Gilligs)

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
2009 – Bus Replacement			
Two Hybrid Buses	\$750,000	\$187,500	\$937,000

**2009 Bus Replacement - \$3,681,250**

Due to age and condition of several buses in the fleet, CityBus desires to purchase up to six (6) replacement full-size buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age and are becoming increasingly to expensive to maintain to be reliable. CityBus will replace Bus # 709, 710, 711, 712, 713, and 714 (1994 New Flyers).

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
2009 Bus Replacement – up to 6 buses	\$2,945,000	\$736,250	\$3,681,250

## **9. AREA IMPROVEMENTS FROM FY 2007/2008 TIP**

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Since the adoption of the 2007/08 TIP, both cities, the county, CityBus, and INDOT made progress on many projects throughout Tippecanoe County. They ranged from small intersection improvements to major road reconstruction.

### ***City of Lafayette***

#### ***18<sup>th</sup> and Kossuth:***

During the summer of 2006, the City made major improvements to the intersection. Construction started in May 2006 and completed on October 20, 2006. The major jog in 18<sup>th</sup> Street south of the intersection was improved and a left turn lane was added to eastbound Kossuth. Both sidewalks and drainage were improved. HES funds were used.

#### ***Earl at State and 24<sup>th</sup> Street:***

For many years flashing red lights and stop signs controlled traffic at Earl and State. With 24<sup>th</sup> Street intersecting Earl just north of State Street, crashes and congestion were common place. By using federal safety money, the City will be improving both intersections. A public information meeting was held at Jeff High School on February 6, 2008 introducing the project to the public. The project is scheduled for the INDOT May 8, 2008 letting.

#### ***Greenbush Street:***

Reported in the previous TIP, the City of Lafayette was moving forward in widening Greenbush from US 52 to Creasy Lane. The project included a new traffic signal at Creasy and a wide side path for pedestrians and bicyclists. The City officially completed the work on October 15, 2006.

#### ***Creasy and SR 26:***

Working with the developer of the Pavillions, the City made significant changes to the intersection. Additional left turn lanes were constructed on both of the Creasy Lane approaches and westbound SR 26. Additional improvements were also made to Creasy Lane just south of the intersection. Construction was completed on October 3, 2006.

#### ***Park East Boulevard:***

Another joint venture between a developer and City, Park East was extended to McCarty Lane. The road now provides another way for motorists to access business located on the south side of SR 26 without having to travel on the state road. The road was constructed with four travel lanes and no sidewalks. Pedestrians will have to wait until the individual lots are developed before sidewalks are provided. The improvements were completed on December 2, 2006.

#### ***Concord Road:***

The City has been moving forward with its plans to improve the Concord Road corridor. The first project involves improving the portion from Brady Lane to CR 350S. The project scope includes reconstructing the road and adding two additional travel lanes. At this time a sidewalk is not planned for the east side of the road. While a trail is planned for the west side, it will not extend the entire project length. At this time the design plans are being developed and the city has not yet held the public hearing.

**CR 350S:**

The City is currently developing plans to widen CR 350S from 9<sup>th</sup> Street to Concord Road. The project includes two additional travel lanes, improved intersections and sidewalks. No additional right-of-way will be needed for the project. Major construction is planned to begin in 2008. Only local funds will be used for this project.

**City of West Lafayette****Tapawingo Extension:**

On June 5, 2007, city officials cut the ribbon opening the extension of Tapawingo Drive. The new four lane road connects SR 26 at Tapawingo to US 231 at Williams Street. It provides motorists a bypassing from the heavily congested SR 26/US 231 intersection. A wide path is located on the northern side of the road. This new road also serves as the connection to the perimeter boulevard around Purdue.

**Sycamore Lane:**

The City is in the early stages of adding traffic calming measures to Sycamore Lane. An engineering firm has been hired and the design plans are being developed. The project scope includes installing speed tables, narrowing the travel lanes, modifying on street parking, creating a bus pull off and constructing sidewalks. The traffic calming features are intended to slow down motorists and deter the use of Sycamore as a short cut between US 52 and Salisbury.

**Yeager Road:**

The City has just embarked on improvements to Yeager Road between US 231 (Northwestern) and US 52 (Sagamore Parkway West). Yeager Road is heavily congested and functions as part of the interchange between the two state roads. The engineering firm working with the City is currently surveying and developing the design plans.

**Tippecanoe County****McCarty Lane:**

This project continues to move forward and design engineering is nearly complete. The public hearing will be held soon. Shortly thereafter the County will begin purchasing property and construction is planned to begin in 2009. This project is the last improvement to the McCarty Lane corridor.

**Cumberland Extension:**

The alignment has been determined and design is progressing. This project involves extending Cumberland Avenue to Klondike Road. It will intersect US 231 near its midpoint. While this portion of the project is moving forward, the project is delayed due to INDOT's US 231 project. The drainage for Cumberland is dependent on new drainage facilities that will be built for the new US 231. Cumberland can not be constructed until the drainage work is completed.

**Tyler Road:**

The improvements for this project will address sight distance issues north of CR 900N. HES funds are being used. The project is currently in the early design stage.

**South River Road:**

This is the last of several projects targeting South River Road. The design work is nearly complete and the County anticipates purchasing the needed property this summer.

***Lilly Road Bridge:***

The Lilly Road Bridge is the main entrance and exit to the Lilly plant in Shadeland. Major progress has occurred over the past year. The design plans were completed and are now being reviewed by INDOT. As soon as the review is completed, the project can be let. The County does not need to purchase any additional land for the improvements.

***McCormick Road:***

This project is the short section of McCormick between Lindberg Road and Cherry Lane. The project has been placed on hold until Purdue's Master Plan has been completed.

***Lindberg Road:***

Using only local funds, the County has hired an engineering firm to design the improvements from McCormick to Klondike Road. The road will be widened and a trail will be constructed. Design plans are nearly complete and the County anticipates purchasing the additional property this year.

***CR 430S/450S:***

Located on the south side of Lafayette, these two county roads have seen a tremendous increase in traffic due to recent school and housing developments. This project is complete. The entire pavement was removed and replaced. In addition, both roads were slightly widened.

***Yeager Road:***

Travelers using Yeager Road between CR 500N and Kalberer Road currently must navigate four ninety degree curves. This project straightens the road out. Using only local funds, the County is currently working on the engineering plans.

***Purdue Perimeter Parkway***

The Transportation Plan for the Purdue Area received funding under SAFETEA-LU for the Harrison/William project: \$5.6 million. An engineering firm was hired and is working on the design plans. The major obstacle encountered so far is the grade on Williams Street and the intersections with Chauncey and Salisbury. Due to these design challenges, constructing the improvements will now be done in two phases. Harrison Street will be done first.

***CityBus***

CityBus added six new buses to its fleet on March 9, 2007. Two of the six buses were hybrids that operate by using electric motors and a smaller diesel engine.

Early in 2008, CityBus announced another record. The system transported over 4.7 million riders in 2007, a 7.2 percent increase over 2006. The only other transit system that transported more riders was Indianapolis. CityBus transported more riders in 2007 than Fort Wayne, South Bend and Evansville.

On January 3, 2008, CityBus started servicing developments and residents along CR 350S. This includes the new Wal-Mart store.

## STATE PROJECTS

Various state roads have also been improved throughout the County. The projects varied from pavement marking to resurfacing roads, to new road construction. Several projects also advanced to the next stage of either right-of-way acquisition or construction. Some, however, have not progressed as anticipated.

### ***SR 43 North:***

Let on March 15, 2006, work progressed on the north bound travel lanes over the 2007 construction season. That side of the new road was completed on December 1, 2007 and motorists were then routed onto the new pavement. Work began shortly thereafter on the south bound lanes. Work is expected to continue over the 2008 construction season with completion before winter.

The improvements included widening the state road to four/five travel lanes from the interstate to just north of SR 225, and reduce the slight distance problem just north of CR 600N. This was the oldest project in the TIP, having been programmed in 1985.

### ***SR 26 East:***

The second oldest project in the FY 08 TIP was the “Crossroads SR 26” project. It was a high priority project designated by INDOT in 2000. The project was let for construction on November 15, 2006 and utility work began shortly after. On July 12, 2007, INDOT officials held the official ground breaking ceremony. Progress continued through the construction season and the new travel lanes were completed. Motorists were then routed onto the new pavement on December 3, 2007.

This project involves widening SR 26 just east of the I-65 to CR 550E. Improvements also include relocating CR 500E eastward to align with Goldersgreen Drive.

### ***Hoosier Heartland:***

INDOT placed this project on a fast track and the engineering firms are moving quickly through design. Even though the design has not yet been finalized, INDOT has already started purchasing property and construction will begin later in 2008 on several of the bridges. A building demolition project was let April 7, 2008. INDOT officials still anticipate a 2010 date for constructing the new road.

### ***US 231 projects:***

In FY 2007 and 2008, the north section of US 231 Relocation project (SR 26 to US 52) progressed with preliminary engineering activity continuing. Tippecanoe County and the APC held a meeting of the CAC to review project progress with the community.

However, all progress on the south section (US 231 to SR 26) of the Relocation project stopped. INDOT ceased all work because of rising costs and a low initial cost estimate. The community was informed that INDOT's project funds were capped and that any cost over the estimated needed to come from the community or other solutions explored. A local task force investigated options and conducted an additional Value Engineering assessment to identify project and funding options. For nearly a year, representatives from the community have met with INDOT, at both the policy and the

technical level, to explore ways to move the project forward. The community has proposed solutions and they are being discussed.

***US 52 Bridges at the Norfolk and Southern Railroad:***

In 1999, INDOT officials identified a need for a vehicular bridge over the Norfolk Southern railroad south of Lafayette. Trains block the road for lengthily periods of time causing significant delay, congestion and air pollution.

Initially identified as an important project under INDOT's IPOC scoring, this project has been placed on what INDOT refers to as provisional status. While technically not suspended or eliminated, the project is not advancing. INDOT officials have not provided any explanation why this project is not advancing.

INDOT completed engineering, design work, purchased all property needed for the improvements, and has cleared the right-of-way. The project is ready to be constructed. Several letters from local officials have been sent to INDOTs reiterating the importance of this project and requesting INDOT to move forward.

***SR 26 at 300W and 500W:***

In the western part of the County, INDOT has been moving these two improvements forward. The improvements at CR 500W include correcting the sight distance problem. The project was programmed in 1998, let for construction on December 12, 2007, and utility work started in early 2008. When the road construction begins, only one intersection will be closed at a time. The estimated completion date is July 31, 2009.

***SR 38 through the Town of Dayton:***

This project is progressing very slowly. Programmed in 1998, it took six years to reach the public hearing stage. The public hearing was held on October 20, 2004. Several objections were raised including the lack of sidewalks and the rural cross section design at the western portion of the project. The project is scheduled for an April 2009 letting.

***US 52 – Beech Street to SR 25/38 and Wabash River to Beech Street:***

These projects appear to now be on track and are progressing forward. Engineering firms have been hired and design is proceeding. Discussion has taken place concerning the maintenance of the current surface and the possible need for a temporary asphalt overlay. INDOT officials are working to keep these projects on track.

***I-65 at SR 26:***

This project is progressing. The scope of this project includes adding lanes by pulling back the sloped retaining walls underneath the I-65 Bridge. While this project addresses motor vehicle congestion, it originally did not provide for pedestrian traffic. During the public meeting, the Area Plan Commission requested sidewalks be installed with this project. Sidewalks are now included.

Two other improvements to SR 26 were combined with this project. One is radii improvements at 36<sup>th</sup> Street and the other is an asphalt overlay from US 52 to Park East Boulevard to prolong the life of the pavement.

The combined projects were let for construction on April 4, 2008 for \$13,993,403.71. The radii and resurface project will be done in 2008 and the major improvements at I-65 will be done in 2009. INDOT is holding off the major improvement until the construction east of the interstate is completed.

***I-65 at SR 43:***

The scope of this project has been scaled back since its initial inception due to project costs. One of the original components to this project involves reducing the congestion on the interstate northbound ramp. Due to budget constraints, this will not be done. The project does include replacing the SR 43 surface and improving the flow of south bound traffic on 43 who are turning left onto the interstate. The project was let for construction on May 8, 2008.

***SR 25 at CR 575W and CR 500W:***

Railroad and motor vehicle safety is the primary reason for this project. It is part of a three way agreement between Tippecanoe County, the Norfolk Southern Railroad and INDOT. The project closes the railroad crossing at CR 400S and at CR 575W. The County first constructed a new road connecting CR 400S to CR 500W. The railroad then upgraded the railroad crossing at CR 500W. This project is the remaining part of the three way agreement.

***SR 25 – SR 28 to CR 100W:***

This project involves resurfacing the road. It was identified as an important project by Major Moves in 2006. INDOT let the project on July 25, 2007 for \$3,330,695.18. The contractor is currently performing the prep work, and should be completed by August 2008.

***US 52 – Just west of SR 352 to US 231:***

This project is located on the west fringe of Tippecanoe County. Its scope involves rehabilitating the road and sub pavement. Unfortunately due to budget constraints and the low volume of traffic the project has been suspended.

Finally, several smaller state projects progressed within Tippecanoe County. A new traffic signal is being installed at US 52 and McCormick Road. The project was let October 31, 2007 and work started in April 2008. A drainage pipe under US 52 just south of Cumberland Avenue collapsed and needed to be replaced. That project was let for construction on August 8, 2007.

## 10. ITS Projects for Fiscal Year 2009 through 2013

All of the Intelligent Transportation System (ITS) projects, or portions of a project, that are in the TIP are in the Tippecanoe County Regional ITS Architecture (version 1.1). ITS projects include traffic detection devices, dynamic message signs, emergency communications systems, and GPS-base vehicle tracking.

SAFETY-LU Rule 940 requires any project that moves into design to follow a systems engineering analysis that is commensurate with the project scope. A project is defined as an ITS project or program that will receive federal-aid. A portion of this system engineering approach includes the identification of portions of the regional architecture being implemented. **Exhibit 20** lists TIP projects, along with the corresponding Market Package<sup>1</sup>, identified as having an ITS component. Descriptions of each ITS Market Package (i.e., grouping of similar technology) is provided following the table.

### Exhibit 20 ITS Summary

ITS Market Package Name	Projects
<b>ASTM03: Surface Street Control</b>	<b>City of Lafayette</b> <i>(numbers are those listed in Exhibit 1)</i>
	1. Beck Ln; Poland Hill to Old US 231, Road Reconstruction & Widening
	2. CR 350S, 9th Street to Concord Road, Road Reconstruction & Widening
	4. Concord Rd. (Des # 0500092), Brady Lane to CR 350S, Road Reconstruction & Widening
	5. Concord Rd. & Maple Point Ext. (Des # 0800256), US 52 to Brady Lane, Reconstruction, Widening & New, Road Construction
	6. Earl Ave. (Des # 0400756), at State and 24th Streets, Safety Improvements
	8. Old Romney Rd.; Twyckenham to SR 25, Road Reconstruction & Widening
	9. South 9th St.; Twyckenham Blvd. to CR 350S, Road Reconstruction & Widening
	<b>City of West Lafayette</b> <i>(numbers are those listed in Exhibit 1)</i>
	10. Cumberland Ave; Salisbury St. to Soldiers Home Rd., Road Reconstruction
	11. Crosswalk, Flashers & Ramps (Des # 0800011), Happy Hollow & Cumberland Elementary, Safe Routes to School Grant
	12. Grant, Chauncey, Vine & Northwestern – Phase 1B, Reconfigure one-way pair
	19. Yeager Rd. (Des # 0600696), US 52 to Northwestern Ave., Added Travel Lanes
<b>Purdue University Area</b> <i>(numbers are those listed in Exhibit 1)</i>	
37. Williams/Harrison St., Phase 1A, (Des # 0501163) Road Reconstruction & Widening	

<sup>1</sup> National ITS Architecture Version 6.0

<b>APTS01: Transit Vehicle Tracking</b>	<b>CityBus</b> ( <i>numbers are those listed in Exhibit 1</i> )
<b>APTS02: Transit Fixed-Route Operations</b>	35. Job Access and Reverse Commute (JARC), Section 5316, Extend Service to CR 350S & Purchase Hybrid Bus 36. New Freedom, Section 5317, Extend Service to Community Correction Facility & Purchase Security Cameras
<b>APTS05: Transit Security</b>	
<b>APTS06: Transit Fleet Management</b>	
<b>APTS06: Transit Traveler Information</b>	
<b>APTS10: Transit Passenger Counting</b>	

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**ASTM03 Surface Street Control:** This market package provides the central control and monitoring equipment, communication links, and the signal control equipment that support local surface street control and/or arterial traffic management. This market package is consistent with typical urban traffic signal control systems.

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**APTS01: Transit Vehicle Tracking:** This market package monitors current transit vehicle location using an Automated Vehicle Location System. The location data may be used to determine real time schedule adherence and update the transit system’s schedule in real-time. The Transit Management Subsystem processes this information, updates the transit schedule and makes real-time schedule information available to the Information Service Provider.

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**APTS02: Transit Fixed-Route Operations:** This market package performs vehicle routing and scheduling, as well as automatic operator assignment and system monitoring for fixed-route and flexible-route transit services. This service determines current schedule performance and provides information displays at the Transit Management Subsystem.

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**APTS5: Transit Security:** This market package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment is deployed to perform surveillance and sensor monitoring in order to warn of potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems.

The surveillance and sensor information is transmitted to the Emergency Management Subsystem, as are transit user activated alarms in public secure areas. On-board alarms, activated by transit users or transit vehicle operators are transmitted to both the

Emergency Management Subsystem and the Transit Management Subsystem, indicating two possible approaches to implementing this market package.

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**APTS06: Transit Fleet Management:** This market package supports automatic transit maintenance scheduling and monitoring. On-board condition sensors monitor system status and transmit critical status information to the Transit Management Subsystem.

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**APTS08: Transit Traveler Information:** This market package provides transit users at transit stops and on-board transit vehicles with ready access to transit information. The information services include transit stop annunciation, imminent arrival signs, and real-time transit schedule displays that are of general interest to transit users. Systems that provide custom transit trip itineraries and other tailored transit information services are also represented by this market package.

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**APTS10: Transit Passenger Counting:** This market package counts the number of passengers entering and exiting a transit vehicle using sensors mounted on the vehicle and communicates the collected passenger data back to the management center. The collected data can be used to calculate reliable ridership figures and measure passenger load information at particular stops.

# APPENDICES

RESOLUTION T-08-04  
RESOLUTION TO ADOPT THE  
FY 2009 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) is designated as the Metropolitan Planning Organization responsible for transportation planning in Tippecanoe County, and

WHEREAS, it is required that a Transportation Improvement Program be developed and include all local and State transportation projects for which US Department of Transportation funds are being requested, and

WHEREAS, the FY 2009 Transportation Improvement Program has been developed by staff and has been recommended for approval by the Technical Transportation and Administrative Committees, and

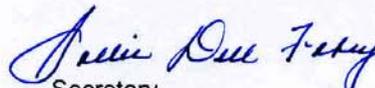
WHEREAS, the Board of Directors of the Greater Lafayette Public Transportation Corporation has endorsed the transit portion of the Five-Year Program of Projects on March 5, 2008, and

WHEREAS, the projects herein have been selected from the adopted Transportation Plan, Thoroughfare Plan, Transportation Systems Management Plan, Transit Development Plan, ITS Architecture, and the Indiana Statewide Transportation Improvement Program, as a part of the comprehensive planning process.

NOW THEREFORE BE IT RESOLVED by the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, that the presented attached FY 2009 Transportation Improvement Program for Tippecanoe County is hereby accepted and adopted.

ADOPTED on Wednesday, the 18<sup>th</sup> of June 2008.

  
President, APC  
David R. Williams

  
Secretary  
Sallie Dell Fahey

**GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION  
MINUTES OF BOARD MEETING NO. 479  
HELD MARCH 05, 2008**

**Present:** Mr. Joe Krause, Board Chairman  
Mr. Jeris Ekenberry, Board Secretary  
Mr. Fred Harless  
Dr. Jon Fricker  
Mr. Joel Wright  
Mr. Lee Kuipers  
and Mr. Dan Moore

Mr. Martin Sennett, General Manager  
Mr. Arnold Becker, Controller  
Mr. John Connell, Manager of Operations  
Mr. George Turner, Manager of Maintenance  
Mr. John Metzinger, Development Manager  
Mr. Chris Whitehead, Assistant Controller  
Ms. Billye Vandeventer, Administrative Assistant  
and Ms. Cheryl Knodle, Attorney

**Guests:** Doug Henderson - Co-Alliance

Mr. Joe Krause, Chairman, called the Board Meeting #479 to order at 11:47 am in the CityBus Board Room, 1250 Canal Road, Lafayette, Indiana 47904.

**ROUTINE BUSINESS**

1. Mr. Ekenberry made the motion to approve the minutes of Meeting 478, held January 23, 2008. Mr. Harless seconded the motion. The motion carried by a vote of 6 ayes and 0 nays.

**OLD BUSINESS**

**NEW BUSINESS**

Mr. Sennett presented a plaque to William Silver for his years of service with CityBus and congratulated him on his retirement.

1. Mr. Moore made the motion to accept the fuel bid for #2 diesel from Co-Alliance. (Exhibit I) Mr. Harless seconded the motion. The motion then carried by a vote of 6 ayes to 0 nays.
2. Mr. Eikenberry made the motion to approve the FY '09 TIP. (Exhibit II) Mr. Wright seconded the motion. The motion then carried by a vote of 6 ayes to 0 nays.
3. Mr. Harless made the motion to approve the Strategic Plan and reserves the right to amend if needed. (Exhibit III) Mr. Kuipers seconded the motion. The motion then carried by a vote of 6 ayes to 0 nays.

Mr. Kuipers excused himself from the meeting during Powerpoint presentation.

4. Mr. John Metzinger gave a Powerpoint presentation to the board on the results of the Customer Satisfaction Survey. Mr. Metzinger stated we received 825 surveys. Mr. Metzinger discussed the passenger demographics, overview of riders, and where they are going. He commented that we have an 87% satisfaction ratio. He then stated this survey was conducted on the regular routes and Access.
5. Mr. Moore made the motion to approve the incentive goals for FY '08 as presented. (Exhibit IV). Mr. Sennett stated under Staff Goals Compete TOD preliminary study should be changed to complete TOD and transfer center preliminary study. Mr. Wright seconded the motion and the motion then carried by a vote of 4 ayes to 0 nays.

Mr. Wright was not in Board Room during the vote.

6. Mr. Eikenberry made the motion to approve permission to seek bids for the disposal of obsolete buses. (Exhibit V). Mr. Sennett stated these buses will be placed on ebay for disposal and the bids will be presented to the board for approval. Mr. Moore seconded the motion. The motion then carried by a vote of 5 ayes to 0 nays.

- 7. Mr. Harless made the motion to approve sending the General Manager, the Manager of Development and up to two Purdue staff members to the APTA Transportation & University Communities Conference, April 05-08, 2008, in Reno, NV. Mr. Eikenberry seconded the motion. The motion then carried by a vote of 4 ayes to 1 nay.
  
- 8. The Board then considered approval of claims 14626 thru and including 14795 for a total of \$394,622.63. Mr. Eikenberry made the motion to approve and Mr. Wright seconded the motion. It then carried by a vote of 5 ayes to 0 nays.

General Manager stated it is time to submit a request for additional appropriations. He has requested 5 hybrid buses. GM stated this would be \$2.1 million in federal and we would have to match that with \$525 thousand. Mr. Sennett stated the request for buses should not require a vote now. Mr. Sennett commented his trip to Washington, DC with the Chamber of Commerce was a good trip. Mr. Sennett then stated he will be out of the office March 12 - 14.

Mr. Moore excused himself from the meeting during the General Manager's report.

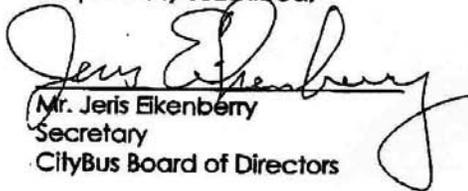
Chair, Joe Krause, opened the floor to discussion.

Dr. Fricker asked Mr. Metzinger about the marketing strategy for our goal of 7 million riders in 2012. Mr. Metzinger stated that he would be meeting with our advertising people to discuss.

Mr. Harless inquired if Mr. Sennett talked to anyone in Washington about a Federal Relations person. Mr. Sennett stated he had a meeting with someone that he feels he can work with.

With no other business to be conducted, Mr. Wright made the motion to adjourn the meeting. Mr. Harless seconded the motion. The motion carried by a vote of 4 ayes to 0 nays. The meeting adjourned at 1:08 pm. The next Board Meeting will be held on Wednesday, March 26, 2008, at 5:15 pm.

Respectfully Submitted,

  
 Mr. Jeris Eikenberry  
 Secretary  
 CityBus Board of Directors

3/27/08  
 Date



**Table Two**  
**Apportionments**  
**Draft**

<u>GROUP</u>	<u>STP</u>	<u>Safety</u>	<u>EB</u>	<u>CMAQ</u>	<u>BRIDGE</u>	<u>TOTAL</u>
GROUP II						
ANDERSON	\$ 2,332,399	\$ 204,898	\$ -	\$ 803,844	\$ -	\$ 3,341,141
BLOOMINGTON	\$ 2,988,154	\$ 195,223	\$ -	\$ -	\$ -	\$ 3,183,377
ELKHART/GOSHEN	\$ 3,208,539	\$ 277,087	\$ -	\$ 1,020,743	\$ -	\$ 4,506,369
KOKOMO	\$ 2,060,027	\$ 134,587	\$ -	\$ -	\$ -	\$ 2,194,614
LAFAYETTE	\$ 4,063,819	\$ 265,499	\$ -	\$ -	\$ -	\$ 4,329,318
MUNCIE	\$ 2,167,065	\$ 191,458	\$ -	\$ 763,463	\$ -	\$ 3,121,986
TERRE HAUTE	\$ 1,873,620	\$ 167,605	\$ -	\$ 691,791	\$ -	\$ 2,733,016
COLUMBUS	\$ 1,623,323	\$ 106,056	\$ -	\$ -	\$ -	\$ 1,729,379
MICHIGAN CITY	\$ 1,510,733	\$ 139,781	\$ -	\$ 608,193	\$ -	\$ 2,258,707
<b>TOTAL</b>	<b>\$ 21,827,679</b>	<b>\$ 1,682,194</b>	<b>\$ -</b>	<b>\$ 3,888,034</b>	<b>\$ -</b>	<b>\$ 27,397,907</b>



3/24/2008



**Apportionments Spending Limitation  
Draft**

<u>GROUP</u>	<u>FY07 Share</u>	<u>FY08 Target</u>	<u>Spending Authority</u>	<u>Percentage increase from FY07</u>	<u>Spending Authority for FY08</u>	<u>Percentage for FY08</u>
				1.3398%		93.0641%
<b>GROUP II</b>						
ANDERSON	\$ 3,296,968	\$ 3,341,141	\$ 3,109,403		\$ -	
BLOOMINGTON	\$ 3,141,290	\$ 3,183,377	\$ 2,962,581		\$ -	
ELKHART/GOSHEN	\$ 4,446,791	\$ 4,506,369	\$ 4,193,812		\$ -	
KOKOMO	\$ 2,165,599	\$ 2,194,614	\$ 2,042,398		\$ -	
LAFAYETTE	\$ 4,272,081	\$ 4,329,318	\$ 4,029,041		\$ -	
MUNCIE	\$ 3,080,711	\$ 3,121,986	\$ 2,905,448		\$ -	
TERRE HAUTE	\$ 2,696,883	\$ 2,733,016	\$ 2,543,457		\$ -	
COLUMBUS	\$ 1,706,515	\$ 1,729,379	\$ 1,609,431		\$ -	
MICHIGAN CITY	\$ 2,228,845	\$ 2,258,707	\$ 2,102,045		\$ -	
<b>TOTAL</b>	<b>\$ 27,035,683</b>	<b>\$ 27,397,907</b>	<b>\$ 25,497,616</b>			



3/24/2008

## Calculation of FY 2008 STP Funds

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### Lafayette Group II Funds:

STP: \$4,063,819  
Safety: \$265,299

### Lafayette Group II Funds

STP	\$4,063,819
Safety	<u>\$265,299</u>
<b>Total</b>	<b>\$4,329,318</b>

Spending Authority: 93.0641

Total	\$4,329,318	x .930641 =	\$4,029,041
STP	\$4,063,819	x .930641 =	\$3,781,957
Safety	\$247,084	x .930641 =	<u>\$247,084</u>
			<b>\$4,029,041</b>

Amount of STP Group II funds available to program in FY 2008: \$3,781,957

# METROPOLITAN TRANSPORTATION PLANNING PROCESS

## CERTIFICATION

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Area Plan Commission of Tippecanoe County, Metropolitan Planning Organization for the Lafayette, West Lafayette, and Tippecanoe County, Indiana, urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State Under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21<sup>st</sup> Century (Pub. L. 105-178) regarding the involvement of disadvantage business enterprises in those FHWA and the FTA funded projects (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)).

**Area Plan Commission of Tippecanoe County**  
**Metropolitan Planning Organization**

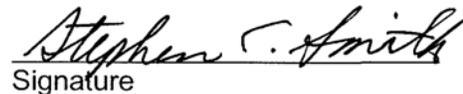
**Indiana Dept. of Transportation**  
**State Department of**  
**Transportation**

  
Signature

Sallie Dell Fahey  
Name

Executive Director  
Title

12/19/07  
Date

  
Signature

STEPHEN C. SMITH  
Name

PLANNING MANAGER  
Title

03/3/08  
Date

# Public / Private Participation Responses and Comments

## ***February 20, 2008: Technical Transportation Committee***

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The Committee reviewed the requests for local STP funds. The Committee first discussed the 2009 requests. Members decided to seek guidance from the Administrative Committee before prioritizing and determining the best use of the remaining balance. Members then discussed and prioritized 2010 through 2013 requests. No comments or questions were received from the general public.

## ***March 4, 2008: Administrative Committee***

---

A brief status report of the TIP was presented. Committee members discussed the remaining balance of federal funds and it recommended the funds be used for road projects first and then for bus purchase. No comments or questions were received from the general public.

## ***March 19, 2008: Technical Transportation Committee***

---

The Committee first decided which project would receive the remaining balance of federal funds and then the 2009 requests were prioritized. The Committee approved the priorities for all five years. No comments or questions were received from the general public.

## ***March 25, 2008: Citizens Participation Committee***

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General information about the TIP, the timing of the report this year, local project information and priorities were presented. The following are the questions and comments from the meeting:

1. When it says fiscal year 2008, does it mean this fiscal year and that the money has not been spent yet or is it just for informational purposes only.
2. Is there some place in here (the handout) where it explains what PE, RW, and CN mean?
3. What does PE and ST mean?
4. What is project number five?
5. Will the project take out the extension office?
6. Do you think they will work on the lights at each end of Maple Point Drive? Getting out of Country Charm to cross 38 is a two minute wait and getting on 52 is a two minute wait. It takes four minutes to travel this far.
7. They asked local officials and we told it was state controlled. They came out and dug it up all real nice this summer at Country Charm and 38 and put in new loops but if you miss the loops. I have to wait four minutes everyday with preschoolers in my bus.
8. The light at maple point and 52 does not stay on that long and not many cars can turn.
9. I have counted seven and I don't know how many have turned on red.
10. They have cut a lot of trees down along Concord.
11. Is it from the tree fund?
12. Is it part of the Concord project?
13. They have paint marks on State Street.
14. Is that the light behind Jeff High School?
15. Is that the special federal money?
16. Will 24<sup>th</sup> be a right turn in and right turn out?
17. That is a bad intersection.
18. Is that the same money that paid for 18<sup>th</sup> and Kossuth?
19. Was that enhancement funds, what that approved?
20. Where will the security cameras be going?
21. There are eight or nine cameras on each bus.
22. They are interior and exterior.
23. Are they there to monitor the driver?
24. When they order new buses, do they also order cameras?
25. I saw the front of the bus laying there on the garage.
26. The camera proved that the beer truck crossed the lane.
27. What is project number 28, safety improvements.
28. The last time they did a surface treatment, the just roughed up the pavement.
29. Project 29, Yeager Road, are they going to pave Yeager Road all the way?
30. What were the problems being experience on 52?

31. Does that go as far west as Kerfoot? When they added the turn lane and the lane shift is a mess. No one is following the white lines and the reflectors were not put back
32. There is another development where there is a shift in lanes and you get stuck in the ruts. They will probably have to repave a lot of 52 because later this year.
33. That Cumberland that comes into 52, at the first major road about half of the turn lane is gravel now.
34. The state repaved the travel lanes just south of Cumberland but they didn't do any paying of the turn lanes and the right turn lane was worse and really needed the new pavement.
35. On 52 from Klondike to 400, traveling both ways you can not see the white lines. The road is dirty, the lines don't show, the reflectors are gone and the shifts are terrible.
36. The shift used to be very bad but they were widened out. The problem is how much fill would be needed to probably fix it.
37. I see the state is starting to put up the light at McCormick and 52.
38. Would there be enough money to put the reflectors back in? It has been that for over a year or two.
39. I have complained to the district manager about a hole at Maple Point and 52. The hole fills with water and you don't know how deep it is. The district has filled it with stone but it keeps getting splashed out when it rains. If they did a better job at first they would not have to keep redoing it.
40. They also disputed that crossovers are not part of their maintenance responsibilities. It took a letter to the Governor and they (DOT) finally admitted that the county road crossovers and those for commercial are their responsibility.
41. Do you think if it would be helpful if a letter from our committee be drafted to Mr. Burris to have the reflectors be replaced?
42. It's a large organization and it's somewhat deorganized and that the two are working on different wave lengths. It's been years that they have tried to solve it.
43. I have sent Scott an email about the railroad crossing on 52 south because the pavement was bumpy at the crossing. They just recently ground the pavement and it's smoother.
44. Did that bridge get kicked off of the list?
45. On 52 you get stopped there for a very long period of time. The train is now stopping the traffic on 9<sup>th</sup> and 18<sup>th</sup> to do switching.
46. They are only supposed to block the road for so long.
47. They have put in more lines in the yard.
48. What is to replace the vans?
49. Do these projects get federal funds?
50. So would LUM qualify?
51. So would the Red Cross be included?
52. What does the Red Cross transport and to where?
53. Can you tell us again who is on the Technical Committee?
54. Do they have an opportunity for public comment?
55. Is the information advertised before the meeting?
56. Where does the neighborhood list contact list come from and when is it updated?
57. When does the Technical Committee meet?
58. Are you worried about the trust funding drain?
59. Is the problem with the Trust fund is that it is not bring in enough funds.
60. Is that the only income source for the trust fund?
61. That is how much we contributed, how much did we get back?
62. On page 16, are the fund numbers supposed to add up?
63. Did the bridge repair come out of different funds?
64. Are there special caps and levees for bridges?
65. Where do your salaries come from?
66. Since this is done every year, the main impact is 2009. Page 33 is the main important table.
67. At one time the 52 north project was on the list.
68. So it's spend it or lose it.
69. What would the money be used for?
70. The state is going to spend it and use it for construction.
71. You have a US highway project and how can you say we are not going to build it?
72. The article in the paper said that lowering the speed limit. This is a false economy.
73. When you have an accident, you won't travel as far.
74. How does it reduce the cost of the project?
75. You are going to have people race through the new section and they will probably raise the speed limit and install a concrete barrier in three years.
76. I thought a trial would be installed there all along.

77. Who did the proposal go to?
78. How much savings have been identified?
79. We out to be planning a 565 around the west side.
80. With the reduced speed, it would be nice for it to be landscaped.
81. I think the wildflowers are very helpful and environmentally friendly.

***April 16, 2008: Technical Transportation Committee***

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The Committee reviewed and prioritized INDOT projects. No comments or questions were received from the general public.

***May 21, 2008: Technical Transportation Committee***

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The Committee reviewed the draft document. There was discussion regarding the list of INDOT projects and fiscal constraint. The Committee voted and recommended adoption. No comments or questions were received from the general public.

***May 27, 2008: Citizens Participation Committee***

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The draft TIP was presented to the Committee. The following are the questions and comments from the meeting:

1. Do we have a final response from INDOT about US 231?
2. Does this just include the section up to 26?
3. Have they decided to reduce the design speed?
4. Are they going to use a raised median?
5. At the CAC meetings, the design would be grass medians.
6. Would cable barriers be installed?
7. The barriers are very effective and cheap.
8. What does fiscally constrained mean.
9. There is a minor discrepancy about the US 52 project. The project starts at CR 500W and the tables and maps do not show that.
10. Since the project was shown in both lists was the money double counted?
11. The project numbering on the INDOT list and the map doesn't coincide. Should #35 on the list should be #21?
12. The US 52 project looks like it ends at McCarty on the map.
13. Will the corner of US 52 and SR 38 will be fixed with this project? There are problems with the right turn lane. Semis are having a hard time negotiating the curve and it is tearing up the ditch. INDOT did come out and place stone in the area.
14. That is really dangerous.
15. Are they going to replace the concrete?
16. Is INDOT going to rebuild the medians or leave them alone?
17. It was very hard to turn into Defouw and would they close the crossovers.
18. It sounds like they are going to install Michigan lefts but there is not enough right-of-way to do it.
19. Are there were any dual lefts on 52?
20. There are dual left turns on 52 at Schuyler.
21. When was US 52 constructed. The pavement was over forty years old.
22. It was a while back and it's probably past its life.
23. The additional two lanes on the west side were built in the 60s
24. The pavement condition is in bad condition.
25. Does the APC adopt the TIP and do the committees adopt or recommend adoption?
26. Does the TIP become official when the APC adopts it?
27. The safe routes to school funds were not restricted to just side walks.
28. Do we have to wait for the funds?
29. Are any projects that will be using our safety funds?
30. Is it this was our money?
31. Will we will lose the money in 2009.
32. Does the city only has to pay its portion during the project?
33. Are they were going to do anything with 26 between Park East and the project being built right now?
34. When construction was going to begin.

35. It would be painful for drivers.
36. I don't go through the area during rush hours and it really isn't that bad.
37. What does provisional mean?
38. What does suspended versus provisional mean? How does that related to the 52 bridge.
39. I'm concerned about semis turning into Stayles on the north side of the bridge. The travel lane is too short and people coming over bridge are going to run into the trucks trying to enter the plant.
40. Why there is a large increase in federal funding in 2006 from previous years?
41. Does the and need to be an?
42. The federal numbers in tables three and four don't match up. What caused the difference?
43. Would the unused amount be carry over?
44. CityBus operates on a calendar year.
45. CityBus gets a lot of federal money.
46. They spend a lot to transport people.
47. It was just a drop in the bucket compared to the money spent on highway funding.
48. CityBus does well because it has smart management.
49. It has all 76 comments from the previous meeting.
50. I went to a meeting at the fairgrounds and the guest speaker (Morton Marcus) commented that all of the local roads are in great shape but the state roads were not.
51. Maybe the roads would be better if the state relinquished them.
52. The cities couldn't afford to maintain them.
53. That it was the State and Earl project.
54. The same and added that it includes 24<sup>th</sup> Street. It looks like they will be putting a median down the center of the road.
55. It would be a right turn in only.
56. Will the State will incorporate it?
57. Will become part of their plan?
58. Does it still need to be adopted?
59. Will be adopted on the 18<sup>th</sup>?

***June 4, 2008: Administrative Committee***

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The Committee reviewed the draft document. No comments or questions were received from the general public. The Committee voted and recommended adoption.

***June 18, 2008: Area Plan Commission***

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The draft document was presented. No comments or questions were received from the general public. The Area Plan Commission adopted the TIP.

**CHANGE ORDER POLICY  
for  
FEDERAL AID STP/MG FUNDS**

**Greater Lafayette Area Transportation and Development Study Area**

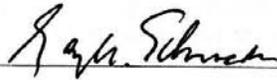
The following procedures will be followed by the Area Plan Commission of Tippecanoe County (APC) in its capacity as Metropolitan Planning Organization (MPO), the INDOT Crawfordsville District Construction Engineers, the Local Government Engineers (LPA Engineer), and Project Construction Engineers regarding all federal aid local project change orders in Tippecanoe County, Indiana:

- When the LPA Engineer is informed by the Project Construction Engineer that a change order is required, the LPA Engineer shall contact the MPO to determine if or what portion of federal funds are available within the amount programmed for the project in the Transportation Improvement Program (TIP). The MPO will verify by phone whether or not the funds exist for the change order and inform the LPA Engineer if federal aid funds are available.
- The LPA Engineer will complete the change order form along with the amount of federal aid funds being requested, and send it directly to the MPO (APC). The Executive Director of the Area Plan Commission or designee will sign the change order and indicate the amount of federal, if any, and local funds required. The MPO will send the change order to the LPA Engineer for signature by the Board of County Commissioners, Mayor, or Town Council as appropriate.
- The LPA Engineer will provide a signed copy of the change order to the MPO.
- The MPO will forward the signed change order with the corresponding state Designation Number (Des #) to INDOT's Office of Policy and Budget Fiscal Management and the INDOT Crawfordsville District Construction Engineer.
- It is the responsibility of the local government to ensure that change orders have been provided to the MPO and that the MPO has signed off assuring that the federal aid funds are available.
- If this change order policy is not followed, the local government requesting federal aid funds will be required to use 100% local funds for the change order.
- When additional federal aid funds are not available within the amount programmed in the TIP, the local government may request a TIP amendment to increase the amount of federal aid available to the project. To facilitate such an eventuality, 5% of estimated federal funds will be left unprogrammed in the TIP so long as those unprogrammed funds are not in danger of being lost to the community. As custodians of those funds, the MPO (APC staff) will determine when all unprogrammed funds must be programmed.

April 11, 2006

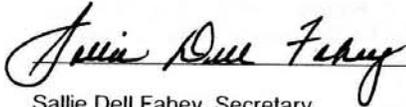
- In Dayton, Battle Ground and Clarks Hill (which have no local government engineer), the Project Construction Engineer will fulfill the responsibilities of the LPA Engineer for purposes of compliance with this policy.

Adopted by the Area Plan Commission of Tippecanoe County in its capacity as the Policy Committee of the Metropolitan Planning Organization this 19<sup>th</sup> day of April 2006.



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Gary Schroeder, President



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Sallie Dell Fahey, Secretary

April 11, 2006

## Planning Support for TIP Projects

The following two tables document the planning support for both local and State Projects. Each list provides a project description or code number and the document and page number where the planning support can be found.

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
<b>Beck Lane</b> (Poland Hill to Old 231)	Road Reconstruction & Widening	---	TP, TFP-15
<b>CR 350S</b> (9 <sup>th</sup> to Concord Road)	Road Reconstruction & Widening	---	TP, TFP 14/15
<b>City-Wide Trail &amp; Greenway Master Plan</b>	Trail Plan	---	City Assessment
<b>Concord Road</b> (Brady Lane to CR 350S)	Road Reconstruction & Widening	0500092	TP, TFP-14/15, FY '08 TIP
<b>Concord Rd. &amp; Maple Point</b> (US 52 to Brady Lane)	Road Reconstruction & Widening & New CN	0800256	TP, FY '08 TIP
<b>Earl Avenue</b> (at State and 24 <sup>th</sup> Streets )	Safety Improvements	0400756	HES Study, FY '08 TIP
<b>North 26<sup>th</sup></b> (Union to Cason)	Sidewalks & Ramps	0800010	SRTS Application
<b>Old Romney Road</b> (Twyckenham to SR 25)	Road Reconstruction & Widening	---	TP
<b>South 9<sup>th</sup></b> (Twyckenham to CR 350S)	Road Reconstruction & Widening	---	TP, TFP-15, FY '08 TIP
<b>Cumberland Avenue</b> (Salisbury to Soldiers Hm)	Road Reconstruction	---	TP, TFP-15, FY '08 TIP
<b>Crosswalk, Flashes &amp; Ramps</b>	SRTS Grant	0800011	SRTS Application
<b>Grant, Chauncey, Vine</b> (Phase 1B)	Reconfigure One-Way Pair	---	TP, TFP-15, FY '08 TIP
<b>Happy Hollow</b> (US 52 to North River R.)	Reconstruction	---	TP, TFP-15, FY '08 TIP
<b>Lindberg Road</b> (Celery Bog)	Reconstruction	---	City Assessment
<b>School-Centered Program</b>	SRTS Grant	---	SRTS Application
<b>Soldiers Home Road</b> (Kalberer Rd to US 52)	Road Reconstruction & Urbanization	---	TP, TFP-15, FT '08 TIP
<b>Sycamore Lane</b> (US 52 to Salisbury St.)	Traffic Calming	0600792	HES Study, FY '08 TIP
<b>Wabash Heritage Trail</b> Trolley Line to existing trail	New Trail Construction	0710997	West Laf. Strategic Plan
<b>Yeager</b> (US 52 to Northwestern)	Added Travel Lanes	0600696	TP, TFP-15, FY '08 TIP
<b>North River Road</b> (Quincy to Catherwood)	Reconstruction & Urbanizations	---	TP, TFP-15, FY '08 TIP
<b>Salisbury Street</b> (at US 52)	Intersection Improvement	---	TP, TFP-15, FY '08 TIP

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
<b>Soldiers Home Road</b> (Kalberer Rd to City Limits)	Road Reconstruction & Urbanization	---	TP,TFP-14, FY '08 TIP
<b>Cumberland Road Ext.</b> (Klondike to Existing Road)	New Road Construction	0300595	TP, FY '08 TIP
<b>CR 900E (#153)</b> (N. Fork Wildcat Creek)	Bridge Rehabilitation	0710298	County Bridge Program
<b>Hog Point Bridge</b> (Tippecanoe River)	Replace Bridge and Approaches	---	County Bridge Program
<b>Lilly Road Bridge</b> (#U0209)	Replace Bridge and Approaches	0100365	County Bridge Program
<b>Lindberg Road</b> (Klondike to McCormick)	Road Reconstruction & Widening	---	TP, TFP-15, FY '08 TIP
<b>McCarty Lane Extension</b> (CR 550E to SR 26)	New Road Construction	0400938	TP, TFP-14, FY '08 TIP
<b>McCormick Road</b> (Cherry Lane to Lindberg)	Road Reconstruction & Widening	---	TP, TFP-15, FY '08 TIP
<b>South River Road</b> (CR 300W to US 231)	Widening & Surfacing	---	TP, TFP-15, FY '08 TIP
<b>Tyler Road</b> (N. Co. Line to CR 900N)	Safety Improvements	0400311	HES Study, FY '08 TIP
<b>Yeager Road</b> (North of Kalberer Rd.)	Road Realignment	---	TP, FY '08 TIP
<b>Bridge Replacement</b> (Various Locations)	Replacement	---	County Bridge Program
<b>Railroad Street</b> (Prophet St. to SR 225)	Road Rehabilitation	0200770	Town Council, FY '08 TIP
<b>Purdue University Airport</b>	Hanger & Helistop	---	AMP
<b>CityBus</b>	Operating Assistance & Capital Assistance	---	TDP, Draft CHSTP
<b>Williams/Harrison St.</b> (Phase 1A)	Road Reconstruction & Widening	0501163	TP, FY '08 TIP
<b>US 52 West Study</b>	Corridor Study	---	Local Task Force
<b>Six Replacement Vans</b> (Section 5310 Grant)	New Vans	---	Application

AMP-Airport Master Plan  
CHSTP – Coordinated Human Service Transit Plan  
Bic./Ped. Plan – Bicycle & Pedestrian Plan  
F/D – Federal Aid Crossing Questionnaire, Diagnostic Review  
TDP – Transit Development Plan  
TFP – Thoroughfare Plan  
TIP – Transportation Improvement Program  
TP – 2030 Transportation Plan

# INDOT Projects

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
<b>SR 25</b> Hoosier Heartland Corridor	New Road Construction	9802920	MM, DOTLRP-1, LRP, FY '08 TIP, INSTIP
<b>SR 25</b> Hoosier Heartland Corridor	New Road Construction	0500596	MM, DOTLRP-1, LRP, FY '08 TIP, INSTIP
<b>SR 25</b> Hoosier Heartland Corridor	New Road Construction	0500598	MM, DOTLRP-1, LRP, FY '08 TIP, INSTIP
<b>SR 25</b> CR 575W, 400S, 500W	Intersection Improvements	0101064	District Review, FY '08 TIP, INSTIP
<b>SR 25</b> 3.77 Mi. N. of SR 225	Small Structure Replacement	0200004	District Review, FY '08 TIP, INSTIP
<b>SR 25</b> At CR 375W	Add Passing Lane	0500107	District Review, FY '08 TIP, INSTIP
<b>SR 25</b> 0.35 to 2.45 Mi E of US 231	Road Resurfacing	0710411	District Review
<b>SR 25</b> At Old US 231	Traffic Signal Modernization	0710915	District Review
<b>SR 26</b> 1.12 to 4.71 Mi east of I-65	Added Travel Lanes	0012950	MM, LRP, FY '08 TIP, INSTIP
<b>SR 26</b> Tippecanoe/Warren Line	Intersection Improvement	0201252	District Review, FY '08 TIP, INSTIP
<b>SR 26</b> At CR 500E	Landscaping	0600401	FY '08 TIP
<b>SR 26</b> .46 Mi W to .07 Mi E US231	Asphalt Overlay	0710916	District Review
<b>SR 26</b> At Marstellar	Traffic Signal Modernization	0710916	District Review
<b>SR 26</b> 6.2 miles west of SR 526	Small Structure Replacement	0800352	District Review
<b>SR 38</b> .45 to 1.17 Mi east of I-65	Pavement Replacement	9802490	MM, LRP, FY '08 TIP, INSTIP
<b>SR 43</b> 1.93 Mi N of I65 to SR 18	Surface Treatment	0800133	District Review
<b>US 52</b> Beech St to SR 25/38	Road Replacement	9802510	MM, FY '08 TIP, INSTIP
<b>US 52</b> Norfolk Southern Xing	Grade Separation	9900510	FY '08 TIP, IPOC
<b>US 52</b> Wabash R. to 3.03 Mi East	Pavement Replacement	0100699	MM, FY '08 TIP, INSTIP
<b>US 52</b> Over CSX RR & N. 9th	EB Bridge Replacement	0201210	FY '08 TIP, District Review
<b>US 52</b> Over CSX RR & N. 9 <sup>th</sup>	WB Bridge Replacement	0201211	FY '08 TIP, District Review
<b>US 52</b> Wabash River Bridge	Bridge Replacement	0400774	District Review

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
<b>US 52</b> SR 443 Bridge	Landscaping	0401287	Wildflower Program
<b>I-65</b> At SR 43	Interchange Modification	9802790	MM, LRP, FY '08 TIP, INSTIP
<b>I-65</b> At Swisher Road	Bridge Deck Overlay	0710471	District Review
<b>I-65</b> At CR 200N	Bridge Deck Overlay	0710472	District Review
<b>SR 126</b> SR 526 to US 231	Asphalt Overlay	0710363	District Review
<b>US 231</b> .5 Mi N Wabash R to SR 26	New Road Construction	9700830	MM, DOTLRP-31, LRP, FY '08 TIP, INSTIP, PU Plan
<b>US 231</b> SR 26 to US 52	New Road Construction	0300431	MM, DOTLRP-26, LRP, FY '08 TIP, INSTIP
<b>US 231</b> NB Bridge Wabash R.	Bridge Rehabilitation	0400064	District Review
<b>US 231</b> .5 Mi N Wabash R to SR 26	New Road Construction	0600629	MM, DOTLRP-31, LRP, FY '08 TIP, INSTIP
<b>US 231</b> At Vine Street	Traffic Signal Modernization	0710918	District Review
<b>SR 443</b> SR 43 to US 52	Asphalt Overlay	0710378	District Review
<b>Museums at Prophetstown</b> Museums Campus	Trail & 12 acre restoration	9981310	Enhancement Grant
<b>Various Locations at Purdue University</b>	Road Resurfacing	0400569	District Review

DOTLRP: INDOT 2007 Long Range Plan  
MM: Major Moves  
INSTIP – Indiana DOT TIP  
LRP: 2030 Transportation Plan  
TIP: Transportation Improvement Program

January 31, 2008

# Funding Transportation Projects Public Notice

The Staff of the Area Plan Commission (APC) is developing the Fiscal Year 2009 Transportation Improvement Program (TIP) for the Lafayette – West Lafayette – Tippecanoe County area. In accordance with Congressional regulations, this notice is intended to give the general public notice that a TIP is being developed and to provide an opportunity for comments or questions concerning its development

The TIP is a document that lists all local and state transportation projects proposed within Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, Dayton, Battle Ground, CityBus, the Purdue University Airport and INDOT. At this time APC staff is compiling those lists.

Since the Lafayette – West Lafayette – Tippecanoe County area only receives a limited amount of federal funds, projects using federal funds must be prioritized. It is the responsibility of the Technical Transportation Committee (TTC) to do this. The TTC will review and prioritize submitted projects on February 20, 2008, at 2:00 p.m. in the West Lafayette City Hall, lower level conference room.

After projects are prioritized, Staff will develop a draft TIP. That draft will then be reviewed by the Technical Transportation, Citizen Participation, and Administrative Committees before review and adoption by the Area Plan Commission. Another public notice will be posted with the dates and times of the Administrative Committee and Area Plan Commission meetings. All meetings are open to the public; comments are welcomed.

All available project information can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette Indiana, and on line at [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc), on the Transportation Planning page. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242  
Fax: (765) 423-9154  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Reference Number: 08 – 041

April 8, 2008

# Funding Transportation Projects Public Notice

The Staff of the Area Plan Commission (APC) is developing the Fiscal Year 2009 Transportation Improvement Program (TIP) for the Lafayette – West Lafayette – Tippecanoe County area. This notice is provided as a part of our citizen participation process and invites citizens to review, comment and ask questions about the projects being included for funding.

The Indiana Department of Transportation (INDOT) submitted its list of projects. The Technical Transportation Committee will review those projects and recommend priorities during its April meeting on April 16<sup>th</sup>, at 2:00 p.m. in the West Lafayette City Hall.

INDOT's project list is available for inspection at the offices of the Area Plan Commission or on line at [www:/Tippecanoe.in.gov/APC](http://www:/Tippecanoe.in.gov/APC). A list of local projects is also available on the web site.

All available project information can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette Indiana, and on line at [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc), on the Transportation Planning page. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242  
Fax: (765) 423-9154  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Reference Number: 08 – 132

May 16, 2008

# Funding Transportation Projects Public Notice

The Staff of the Area Plan Commission (APC) is developing the Fiscal Year 2009 Transportation Improvement Program (TIP) for the Lafayette – West Lafayette – Tippecanoe County area. This notice is provided as a part of our citizen participation process and invites citizens to review, comment and ask questions about the projects being included for funding.

The draft TIP is now complete and will be presented to the Citizen Participation Committee (CPC) and the Administrative Committee. The lists of local and state road projects, transit projects, and priorities lists will be reviewed during the CPC meeting. The CPC meeting is scheduled for May 27, 2008, at 7:00 p.m. and will be held in the Grand Prairie Room, Tippecanoe County Office Building. The Administrative Committee meeting is scheduled for June 4, 2008, at 1:30 p.m. in the Board of Works Room, Lafayette City Hall.

On Wednesday June 18<sup>th</sup>, 2008, at 7:00 p.m., the Area Plan Commission of Tippecanoe County (APC), acting as the Metropolitan Planning Organization for Lafayette, West Lafayette and Tippecanoe County, will hear and discuss comments relevant to the adoption of the Fiscal Year 2009 TIP. The APC meets in the Tippecanoe Room in the Tippecanoe County Office Building, 20 North 3<sup>rd</sup> Street, Lafayette Indiana.

All available information, including the draft TIP, can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette Indiana, and on line at [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc), on the Transportation Planning page. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242  
Fax: (765) 423-9154  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Reference Number: 08 – 170

NOTICE THAT THE  
FY 2009 TRANSPORTATION IMPROVEMENT PROGRAM  
IS BEING DEVELOPED  
AND  
NOTICE of PUBLIC MEETING to REVIEW and PRIORITIZE  
CITY AND COUNTY PROJECTS SEEKING URBAN FEDERAL FUNDS and  
INDIANA DEPARTMENT OF TRANSPORTATION PROJECTS  
FOR THE  
GREATER LAFAYETTE AREA TRANSPORTATION DEVELOPMENT STUDY

Notice is hereby given that the Area Plan Commission of Tippecanoe County is developing the FY 2009 Transportation Improvement Program (TIP). In compliance with Congressional Legislation, this publication notice is intended to notify the general public that a TIP is being developed and to provide an opportunity for any comments or questions concerning its development.

The TIP is a document that lists local and State transportation projects proposed for Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, CityBus, the Purdue University Airport and INDOT. At this time APC Staff is compiling those lists.

Since the Greater Lafayette Area only receives a small portion of federal transportation funds, those projects for which federal funds are being requested must be prioritized. It is the responsibility of the Greater Lafayette Technical Transportation Committee to do this. The Greater Lafayette Technical Transportation Committee will review, discuss, and prioritize those City and County projects seeking urban federal funds and the Indiana Department of Transportation federally funded and financially constrained road project list at its February 20, 2008 meeting, at 2:00 p.m. in the West Lafayette City Hall.

After projects are prioritized, Staff will develop a draft document. It will then be reviewed by the Technical Transportation, Citizens Participation, and Administrative Committees before review and adoption by the Area Plan Commission. Another notice will be published providing the time, date, and location of the Area Plan Commission meeting. All meetings are open to the public. If there are any comments that propose significant changes to the document, an additional public hearing will be held.

A list of City, County and the Indiana Department of Transportation projects and other pertinent documentation can be viewed in the offices of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette, Indiana, during normal office hours or on the APC website at [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

AREA PLAN COMMISSION OF  
TIPPECANOE COUNTY, INDIANA

BY

  
EXECUTIVE DIRECTOR  
(Sallie Dell Fahey)

Date Approved: 1/30/08

NOTICE of PUBLIC HEARING to AMEND the  
FY 2008 TRANSPORTATION IMPROVEMENT PROGRAM  
for the  
AREA PLAN COMMISSION OF TIPPECANOE COUNTY

Notice is hereby given that the Area Plan Commission of Tippecanoe County, acting under in its capacity as the Greater Lafayette Area Metropolitan Planning Organization, will hear four amendments to the adopted FY 2008 Transportation Improvement Program at its June 18, 2008, meeting at 7:00 p.m. in the County Office Building, 20 North 3<sup>rd</sup> Street, Lafayette Indiana.

The Indiana Department of Transportation requested an amendment for two projects: 1) purchase right-of-way for the SR 25 at CR 375W project, and 2) preliminary engineering for the US 52 eastbound bridge replacement project over the Wabash River. CityBus requested an amendment to program an INDOT grant to upgrade six new transit vehicles to electric hybrids. The City of Lafayette requested federal STP funds to develop a trails and greenway master plan and APC staff requested federal STP funds to conduct a US 52 West corridor study.

All documentation can be viewed in the offices of the Area Plan Commission at 20 North 3<sup>rd</sup> Street, Lafayette, Indiana during normal office hours 8:00 a.m. to 4:30 p.m.

Instead of speaking at the public meeting, written suggestions or objections to the provisions of said proposal may be filed with the Executive Director of the Area Plan Commission at or before such meeting at the time and place designated. All written comments will be read into the record at the hearing. Any person submitting such written comments will not be permitted to speak, having elected to present such comments in writing. Said hearing may be continued from time to time as necessary.

AREA PLAN COMMISSION OF  
TIPPECANOE COUNTY, INDIANA

BY John P. Thomas  
ASSISTANT DIRECTOR

DATE: 5-22-08

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

February 6, 2008  
Ref. No. 08 - 062

Bruce Rush, Manager  
Fed Ex Freight  
3131 Concord Road  
Lafayette, IN 47905

Dear Mr. Rush:

The Staff of the Area Plan Commission of Tippecanoe County is developing the FY 2009 Transportation Improvement Program (TIP) for Tippecanoe County. In accordance with Congressional regulations, this letter invites you to ask for information, ask questions, make comments and express concerns regarding the content and development of this document.

As in previous TIPs, the document lists all local and state transportation projects proposed within Tippecanoe County over the next five years. This includes projects that will use federal funds, projects that are consistent with the 2030 Transportation Plan, and other significant regional projects. At this time Staff is compiling those lists.

Since the Lafayette - West Lafayette - Tippecanoe County area receives only a limited amount of federal funds, projects must be prioritized. It is the responsibility of the Technical Transportation Committee (TTC) to do this. The TTC will review and prioritize submitted projects on February 20, 2008 at 2:00 pm in the West Lafayette City Hall, lower level conference room. We invite you to attend. There will be a time for comments and questions at the meeting.

After the February 20<sup>th</sup> meeting, the Area Plan Commission staff will develop a draft TIP. It will contain project priority lists, and financial capacity documentation for local road projects as well as for CityBus (GLPTC). Several summaries will be included: public and private participation; status of projects that were programmed in the FY 2008 TIP; and comments and questions from the general public.

When complete, the draft TIP will then be reviewed by the Technical Transportation, Citizens Participation, and Administrative Committees before review and adoption by the Area Plan Commission. You will receive separate notification of the date and time of the Area Plan Commission meeting. All meetings are open to the public; we encourage your participation.

If you have questions or comments pertaining to development of the TIP, please direct them to:

Doug Poad, Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242,  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Sincerely,

  
Sallie Dell Fahey  
Executive Director

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

April 8, 2008  
Ref. No. 08 - 134

JACKIE MIZE  
LINCOLN NEIGHBORHOOD  
1221 GREENBUSH  
LAFAYETTE, IN 47904

Dear Ms. Mize,

In February we mailed you a letter regarding the development of the Fiscal Year 2009 Transportation Improvement Program (TIP). In addition to letting you know that we are developing the TIP, it stated that the Technical Transportation Committee would review and prioritize those local projects proposed for federal funding. The Committee performed these tasks at its February and March meetings. Project and priority summaries are included.

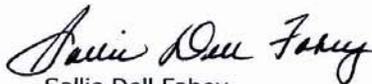
The letter also stated that the Committee would prioritize Indiana Department of Transportation projects. It wasn't until March 31<sup>st</sup> that we received the list. We are sending this letter notifying you that the Technical Transportation Committee will review those projects and recommend priorities on April 16<sup>th</sup>, at 2:00 p.m. in the West Lafayette City Hall. You will find INDOT's project list enclosed.

We are also currently preparing the draft document. Before it is presented to the Area Plan Commission for adoption, we will send you another letter confirming the meeting date, time, and location.

If you would like to make any comments, please direct them to:

Doug Poad, Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242,  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

Sincerely,



Sallie Dell Fahey  
Executive Director

THE

*Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

May 16, 2008  
Ref. No. 08 - 168

Pat Wilkerson  
Historic Jefferson  
1101 Brown St.  
Lafayette, IN 47904

Dear Ms. Wilkerson;

Progress continues toward completing the Fiscal Year 2009 Transportation Improvement Program (TIP) for the Lafayette - West Lafayette - Tippecanoe County area, and we would like to provide you a brief status report.

The Technical Transportation Committee finalized and affirmed local project priorities on March 19<sup>th</sup> and determined INDOT project priorities on April 16<sup>th</sup>. The draft document is now complete and available for review and comment. If you would like a paper copy mailed to you, please call. Otherwise, the draft document can also be viewed and downloaded via the APC web page:

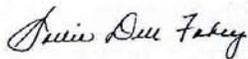
<http://www.tippecanoe.in.gov/apc>

The draft TIP will be presented to our Citizen Participation Committee at 7:00 p.m. on May 27<sup>th</sup>, 2008. It will be presented for adoption by the Area Plan Commission at 7:00 p.m. on June 18, 2008 in the Tippecanoe Room in the County Office Building, 20 North 3<sup>rd</sup> Street, Lafayette, Indiana. Both meetings are open to the public and I welcome your attendance and comments either prior to or at the meeting.

If you have any questions, comments or would like a copy of the draft document, please contact:

Doug Poad, Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901  
(765) 423-9242, or Fax: (765) 423-9154

Sincerely,



Sallie Dell Fahey  
Executive Director

# AREA PLAN COMMISSION

OF TIPPECANOE COUNTY

20 North 3<sup>rd</sup> Street  
LAFAYETTE, IN 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

Sallie Dell Fahey  
EXECUTIVE DIRECTOR

## MEETING NOTICE

of the

## CITIZEN PARTICIPATION COMMITTEE

DATE ..... **March 25, 2008**  
TIME ..... **7:00 p.m.**  
PLACE ..... **Grand Prairie Room,**  
County Office Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN

## AGENDA

- I. Approval of the Minutes from the January 22, 2008 Meeting
- II. Feedback and Discussion from Group Representatives:
  - Coordinated Human Services Transit Plan*
- III. PROGRAM:
  - Transportation Improvement Program FY 2009 to FY 2013
- IV. QUESTIONS, COMMENTS, AND SUGGESTIONS
- V. ADJOURNMENT

# AREA PLAN COMMISSION

OF  
TIPPECANOE COUNTY

20 North 3<sup>rd</sup> Street  
LAFAYETTE, IN 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

Sallie Dell Fahey  
EXECUTIVE DIRECTOR

## MEETING NOTICE

of the

## CITIZEN PARTICIPATION COMMITTEE

DATE ..... **May 27, 2008**  
TIME ..... **7:00 p.m.**  
PLACE ..... **Grand Prairie Room,**  
County Office Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN

## A G E N D A

- I. Approval of the Minutes from the March 25, 2008 Meeting
- II. Feedback and Discussion from Group Representatives:  
*-Transportation Improvement Program, Fiscal Years 2009-2013*
- III. PROGRAM:  
*-Transportation Improvement Program, Fiscal Years 2009-2013*  
*-Amended Intelligent Transportation System (ITS) Architecture*
- IV. QUESTIONS, COMMENTS, AND SUGGESTIONS
- V. ADJOURNMENT

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**TIP Amendment # 1**  
**July 22, 2008**

**Requested by Indiana Department of Transportation**

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

July 22, 2008  
Ref. No.: 08 - 265

Randy Walter  
Planning and Production/Urban & Corridor  
INDOT, Room N926  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Randy:

By this letter, I am administratively amending INDOT's request to program the construction phase information for eight projects into the FY 2008 Transportation Improvement Program. All of them are related to the Hoosier Heartland project. The following projects were amended into the TIP:

- 1) Des # 0400996, CR 900E bridge over SR 25,
- 2) Des # 0400998, CR 1000E bridge over SR 25,
- 3) Des # 0400992, CR 625E bridge over SR 25,
- 4) Des # 0500598, New Road Construction - Segment 1, Phase C,
- 5) Des # 0401002, SR 25 northbound bridge over the NS Railroad,
- 6) Des # 0401003, SR 25 northbound bridge over CR 900W,
- 7) Des # 0801081, SR 25 southbound bridge over CR 900W,
- 8) Des # 0801080, SR 25 southbound bridge over the NS Railroad

Enclosed you will find the corrected pages for the TIP. Please call if you have any questions or need additional information.

The project information will also be administratively amended into the FY 2009 TIP at a later date.

Sincerely,

  
Sallie Dell Fahey  
Executive Director

enclosures

cc Mark Albers, Planning Director, Crawfordsville District

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**TIP Amendment # 2**  
**August 20, 2008**

**Requested by Town of Battle Ground, Wabash Center and  
City of Lafayette**

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RESOLUTION T-08-06  
RESOLUTION TO AMEND THE  
FY 2008 and FY 2009 TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Town of Battle Ground requested an amendment to the FY 2008 and FY 2009 Transportation Improvement Programs as follows:

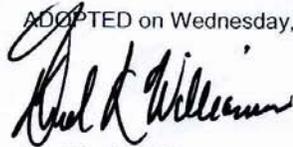
<u>Project and Description</u>	<u>Phase</u>	<u>Year</u>	<u>Federal Funds</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Railroad Street At CR 375W Road Rehabilitation, Des # 0200770	CN	'09	Rural STP Urban STP	\$530,000 \$510,000	\$174,000	\$1,214,000

WHEREAS, the Technical Transportation Committee reviewed the request at its August 20, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 Transportation Improvement Programs, and

WHEREAS, the Administrative Committee reviewed the request at its August 19, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 Transportation Improvement Programs.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2008 and FY 2009 Transportation Improvement Programs for Tippecanoe County.

ADOPTED on Wednesday, the 20<sup>th</sup> of August 2008.

  
President, APC  
David R. Williams

  
Secretary  
Sallie Dell Fahey

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

August 25, 2008  
Ref. No.: 08 - 294

Randy Walter, Development Specialist  
Urban & Corridor Planning  
INDOT, Room N926  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Randy:

On August 20, 2008, the Area Plan Commission of Tippecanoe County amended the FY 2008 and FY 2009 Transportation Improvement Programs by Resolution T-08-06. The Area Plan Commission approved an additional \$175,000 in Urban STP funds for the Town of Battle Ground's Railroad Street Project. The project des number is 0200770.

By this letter, I am also administratively amending two projects in both TIPs. On August 4, 2008, INDOT's safety committee approved an additional \$215,000 in HSIP funds to construct the City of Lafayette's Earl, State and 24<sup>th</sup> Street project. On June 1, 2008, INDOT approved \$74,400 in Section 5310 funds to the Wabash Center which will allow it to purchase two replacement vehicles.

Enclosed you will find a copy of the resolution, staff report and updated pages to the FY 2008 TIP. The updated pages for the FY 2009 TIP will be sent at a later date. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

enclosures

cc Steve Egly, Council President, Town of Battle Ground  
Mark Albers, Crawfordsville District Office  
Jenny Bonner, Lafayette City Engineer  
Rhonda Jones, Wabash Center  
Brian Jones, INDOT

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**FY 2008 and FY 2009 TIP Amendments  
Town of Battle Ground**

**Staff Report  
August 14, 2007**

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**BACKGROUND AND REQUEST**

The Town of Battle Ground has requested \$175,000 in STP Group II funds. These federal funds will be used to reconstruct Railroad Street. Approval of this request requires amending the FY 2008 and FY 2009 TIPs.

On July 16, 2008, INDOT opened the bids for this project. Of the four submitted, the lowest bid was for \$1,016,200.44 (Atlas Excavating). The estimated project cost shown in the TIP is \$906,000. Additionally, this \$100,000 plus shortfall does not include the cost of construction engineering, railroad flagging and any contingency for change orders.

The following is the updated total project estimate:

Construction:	\$1,016,200.44
Construction Engineering:	\$103,034.67
Railroad Flagging:	\$43,000.00
Change Order Budget (5%)	\$50,810.02
<b>Total Cost</b>	<b>\$1,213,045.13</b>

This project is unique because it started with an allocation of Rural STP funds. Urban funds were subsequently added to cover cost increases since the Town is now within the urban area. At staffs request INDOT agreed to credit the town for part of what the town spent on preliminary engineering (\$69,280). This reduces the local match Battle Ground needs to construct the project.

Summary of Federal and Local funds needed:

Local Funds			
	\$242,609.03 – \$69,280 =	\$173,329.03	<i>(\$174,000 rounded)</i>
Federal Funds			
	\$970,436.11 + \$69,280 =	\$1,039,716.11	<i>(\$1,040,000 rounded)</i>
Total			\$1,214,000

The total amount of federal funds needed is \$1,040,000. The TIP currently shows \$795,000 programmed (\$460,000 in Rural STP funds and \$335,000 in Urban STP funds). With the \$70,000 credit from INDOT, the amount of additional federal funds needed is \$175,000.

Summary of Federal Funds:

Total Federal Funds Needed	\$1,040,000
Current Programmed in TIP	- \$795,000
Rural STP from INDOT (credit)	- \$70,000
Balance Needed from Urban STP	<u>\$175,000</u>

The additional federal funds will be coming from the Tapawingo Extension project. The project is complete and it has a small surplus of federal funds. The West Lafayette City Engineer has agreed to release part of the surplus funds to the Town. The Town has sufficient local match.

The Administrative Committee will review the request at its August 19, 2008 meeting.

The Technical Transportation Committee will review the request at its August 20, 2008 meeting.

**STAFF RECOMMENDATION:**

Approval of this amendment to the FY 2008 and FY 2009 Transportation Improvement Programs by adopting the attached Resolution T-08-06.

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**TIP Amendment # 3  
September 17, 2008**

**Requested by: Indiana Department of Transportation**

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RESOLUTION T-08-07  
RESOLUTION TO AMEND THE  
FY 2008 and FY 2009 TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Indiana Department of Transportation requested an amendment to the FY 2008 and FY 2009 Transportation Improvement Programs as follows:

<u>Project and Description</u>	<u>Phase</u>	<u>Year</u>	<u>Federal Funds</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
US 52 Bridges over the	PE	'09	STP	\$360,000	\$90,000	\$450,000
Wabash River, Maintenance	RW	'10	STP	\$40,000	\$10,000	\$50,000
and Repair, Des # 0800515	CN	'10	STP	\$1,040,000	\$260,000	\$1,300,000

WHEREAS, the Technical Transportation Committee reviewed the request at its August 20, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 Transportation Improvement Programs, and

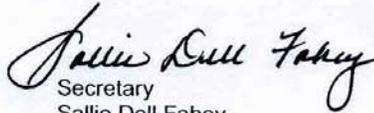
WHEREAS, the Administrative Committee reviewed the request at its September 16, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 Transportation Improvement Programs.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2008 and FY 2009 Transportation Improvement Programs for Tippecanoe County.

ADOPTED on Wednesday, the 27<sup>th</sup> of September, 2008.



President, APC  
David R. Williams



Secretary  
Sallie Dell Fahey

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

September 19, 2008  
Ref. No.: 08 - 313

Randy Walter, Development Specialist  
Urban & Corridor Planning  
INDOT, Room N926  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Randy:

On September 17, 2008, the Area Plan Commission of Tippecanoe County amended the FY 2008 and FY 2009 Transportation Improvement Programs by Resolution T-08-07. The Area Plan Commission approved INDOT's request to program a maintenance and repair project for both US 52 bridges over the Wabash River. The project des number is 0800515.

Enclosed you will find a copy of the resolution, staff report and updated pages to the FY 2008 TIP. The updated pages for the FY 2009 TIP will be sent at a later date. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

enclosures

cc Mark Albers, Crawfordsville District Office

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**FY 2008 and FY 2009 TIP Amendments  
Indiana Department of Transportation**

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**Staff Report  
September 11, 2008**

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**BACKGROUND AND REQUEST**

INDOT has requested an amendment to the FY 2008 and FY 2009 Transportation Improvement Programs to program a maintenance and repair project for both US 52 bridges over the Wabash River. The request includes programming all three project phases. The following table summarizes the request:

<u>Phase</u>	<u>Date</u>	<u>Federal</u>	<u>State</u>	<u>Total</u>
Preliminary Engineering & Utilities	2009	\$360,000	\$90,000	\$450,000
Right-of-Way	2010	\$40,000	\$10,000	\$50,000
Construction & Construction Engineering	2010	\$1,040,000	\$260,000	\$1,300,000

INDOT will use federal STP funds and the project designation number is 0800515.

INDOT plans to replace the eastbound bridge in FY 2016 and that project is programmed in the TIP. This maintenance and repair project involves repairing and replacing individual structural members that are deteriorating. The repairs are a result of the findings from a detailed inspection and load carrying analysis conducted last fall and early this spring. The deficiencies that will be addressed are new issues since the last repair in 2006. INDOT reports that the bridge is still in fairly good shape and it will continually be evaluated.

The Technical Transportation Committee reviewed the request at its August 20, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 TIPs.

The Administrative Committee will review the request at its September 16, 2008 meeting.

**STAFF RECOMMENDATION:**

Approval of this amendment to the FY 2008 and FY 2009 Transportation Improvement Programs by adopting the attached Resolution T-08-07.

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**TIP Amendment # 4**  
**October 1, 2008**

**Requested by: Indiana Department of Transportation**

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RESOLUTION T-08-08  
RESOLUTION TO AMEND THE  
FY 2008 and FY 2009 TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Executive Committee is authorized to act on behalf of the Area Plan Commission of Tippecanoe County, and

WHEREAS, the Indiana Department of Transportation requested an amendment to the FY 2008 and FY 2009 Transportation Improvement Programs as follows:

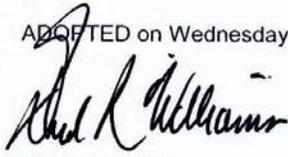
<u>Project and Description</u>	<u>Phase</u>	<u>Year</u>	<u>Federal Funds</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
I-65, Des # 0710149 Install guard rail/cable barrier throughout Tippecanoe County	CN	'09	Safety	\$4,293,000	\$477,000	\$4,770,000

WHEREAS, the Technical Transportation Committee reviewed the request at its September 17, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 Transportation Improvement Programs, and

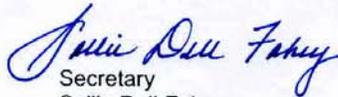
WHEREAS, the Administrative Committee reviewed the request at its September 16, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 Transportation Improvement Programs.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2008 and FY 2009 Transportation Improvement Programs for Tippecanoe County.

ADOPTED on Wednesday, the 1<sup>st</sup> of October, 2008.



President, APC  
David R. Williams



Secretary  
Sallie Dell Fahey

THE

*Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 3, 2008  
Ref. No.: 08 - 325

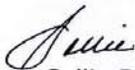
Randy Walter, Development Specialist  
Urban & Corridor Planning  
INDOT, Room N926  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Randy:

On October 1, 2008, the Area Plan Commission of Tippecanoe County amended the FY 2008 and FY 2009 Transportation Improvement Programs by Resolution T-08-08. The Area Plan Commission approved INDOT's request to program the I-65 guard rail/cable barrier project. The project des number is 0710149.

Enclosed you will find a copy of the resolution and staff report. We will update the pages to both TIPs after the MPO conference. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

enclosures

cc Mark Albers, Crawfordsville District Office

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**FY 2008 and FY 2009 TIP Amendments  
Indiana Department of Transportation**

**Staff Report  
September 25, 2008**

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**BACKGROUND AND REQUEST**

INDOT has requested an amendment to the FY 2008 and FY 2009 Transportation Improvement Programs to program a guard rail/cable barrier project on I-65. The median safety cable barrier fencing is similar to that installed in and south of Lebanon. This is a multi-county project with fencing being installed in Boone, Clinton, Tippecanoe and White Counties. The fence will be installed for the entire length of I-65 in Tippecanoe County.

The estimated construction cost is \$4,770,000. Ninety percent (\$4,293,000) will come from federal safety funds and the remaining ten percent (\$477,000) will be state funds. The project will be let for construction in FY 2009 and the project designation number is 0710149.

The Technical Transportation Committee reviewed the request at its September 17, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 TIPs.

The Administrative Committee reviewed the request at its September 16<sup>th</sup>, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 TIPs.

**STAFF RECOMMENDATION:**

Approval of this amendment to the FY 2008 and FY 2009 Transportation Improvement Programs by adopting the attached Resolution T-08-08.

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**TIP Amendment # 5**  
**October 15, 2008**

**Requested by: The City of West Lafayette**

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RESOLUTION T-08-09  
RESOLUTION TO AMEND THE  
FY 2008 and FY 2009 TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the City of West Lafayette requested an amendment to the FY 2008 and FY 2009 Transportation Improvement Programs as follows:

<u>Project and Description</u>	<u>Phase</u>	<u>Year</u>	<u>Federal Funds</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Wabash Heritage Trail Ext., Phase II	PE	'09	Enhancement	\$19,000	\$4,750	\$23,750
New Trail Construction	CN	'10	Enhancement	\$361,000	\$90,250	\$451,250

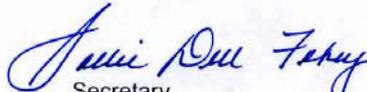
WHEREAS, the Technical Transportation Committee reviewed the request at its September 17, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 Transportation Improvement Programs, and

WHEREAS, the Administrative Committee reviewed the request at its September 16, 2008 meeting and recommended its inclusion in the FY 2008 and FY 2009 Transportation Improvement Programs.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2008 and FY 2009 Transportation Improvement Programs for Tippecanoe County.

ADOPTED on Wednesday, the 15<sup>th</sup> of October, 2008.

  
President, APC  
David R. Williams

  
Secretary  
Sallie Dell Fahey

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 17, 2008  
Ref. No.: 08 – 347

Randy Walter, Development Specialist  
Urban & Corridor Planning  
INDOT, Room N926  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

RE: Transportation Enhancement Project Selection and Supporting TIP Amendment

Dear Randy:

On October 15, 2008, the Area Plan Commission of Tippecanoe County amended the FY 2008 and FY 2009 Transportation Improvement Programs by Resolution T-08-09. The Area Plan Commission approved the City of West Lafayette's request to program the engineering and construction of the Wabash Heritage Trail Extension, Phase II. This project will use STP enhancement funds.

Enclosed you will find a copy of the resolution, staff report and updated pages to the FY 2008 TIP. We will update the FY 2009 TIP pages at a later date. Please call if you have any questions or need additional information.

For purposes of transportation enhancement project selection, we use the same selection process as for all other project selection. That process is explained in both the FY 2008 and FY 2009 TIPs. This year, because only one project was submitted which met the funding limits of our MPO allocation, we proceeded directly to the TIP amendment process.

Sincerely,



Sallie Dell Fahey  
Executive Director

enclosures

cc: Mark Albers, Crawfordsville District Office  
John Jordan, INDOT Director, Local Programs Division

## **BACKGROUND AND REQUEST**

The City of West Lafayette has requested federal Surface Transportation Program Enhancement Funds to construct phase II of the Wabash Heritage Trail Extension. This nearly quarter mile segment is part of the 1.53 mile extension of the Wabash Heritage Trail. The Extension provides a critical link for bicyclists and pedestrians to the Trolley Line Trail in Happy Hollow Park; a primary bus route, residential, retail/entertainment, recreational areas; the River Road State Scenic Byway; the West Lafayette Bicycle Lanes Network and Happy Hollow School.

The Wabash Heritage Trail Extension project has been divided into three phases. Phase I involves constructing the trail along River Road from Robinson Street to the existing trail in Happy Hollow Park. Enhancement funds have been approved for this phase and engineering is in progress. Phase III involves constructing the trail along the north side of Kingston Drive from Rose Street to Salisbury with a connection to Happy Hollow School. The enhancement funds requested here are for phase II that will begin at Happy Park, traversing up the hill via a switch back, and end at the intersection of Rose Street and Kingston Drive.

The path will be an eight foot wide asphalt trail and the City will not need to acquire additional land for this project. Total cost (engineering and construction) of this phase is \$475,000 with 80% (\$385,000) being funded with federal enhancement funds.

The request is fiscally constrained. Enhancement funds are now distributed through a new process and each MPOs is receiving a portion of the funds. The amount requested from the City is the amount available this year.

The Technical transportation Committee reviewed the request at its September 17, 2008, meeting and recommended its inclusion in the FY 2008 and FY 2009 TIPs.

The Administrative Committee reviewed the request at its September 16, 2008, meeting and recommended its inclusion in the FY 2008 and FY 2009 TIPs.

## **STAFF RECOMMENDATION:**

Approval of this amendment to the FY 2008 and FY 2009 Transportation Improvement Programs by adopting the attached Resolution T-08-09.

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**TIP Amendment # 6  
February 6, 2009**

**Requested by Indiana Department of Transportation**

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

February 6, 2009  
Ref. No.: 2009 - 043

April Schwering, ASAP Senior  
Planning & Production  
INDOT, Room N749  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Ms. Schwering,

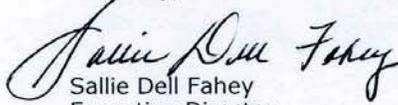
By this letter, I am administratively amending the FY 2009 TIP per request of the Crawfordsville District Office. The amendment includes:

1. Moving projects from the information only exhibit (Exhibit 7) to the financially constrained list (Exhibit 5):
  - a. 0401007, US 52 from 0.72 miles west of SR 352 to US 231 (west junction),
  - b. 9900510, US 52 at the Norfolk Southern Railroad, 1.92 miles south of SR 25
2. Adding three projects to Exhibit 5:
  - a. 0800236, district pavement marking project at various locations
  - b. 0800239, debris removal at various locations.
  - c. 0900079, resurfacing, US 52 from US 231 (west junction) to Cumberland Ave.

The request meets our administrative amendment criteria: 1) these projects are INDOT projects using dedicated Federal Funds (100% federal stimulus funds), and 2) the established approval process will delay the letting date.

The updated pages to the TIP will be sent at a later date. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc Alan Plunkett, District Deputy Commissioner  
Mark Albers, Planning Director, Crawfordsville District  
Randy Walter, Development Specialist  
Joe Spear, Local Program Coordinator  
Jodi Coblentz, LPA Manager

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**TIP Amendment # 7  
February 18, 2009**

**Requested by Indiana Department of Natural Resources, CityBus,  
APC Staff, and INDOT**

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RESOLUTION T-09-02  
RESOLUTION TO AMEND THE  
FY 2009 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Indiana Department of Natural Resources, CityBus, APC staff and the Indiana Department of Transportation requested changes to the FY 2009 Transportation Improvement Program as follows:

*IDNR, INDOT & CityBus Projects:*

<u>Project and Description</u>	<u>Phase</u>	<u>Year</u>	<u>Federal Funds</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Wabash Heritage Trail 3.1 miles of trail within Prophetstown State Park	CN	'12	Enhancement	\$746,500	\$462,018	\$1,208,518
Extended Service - 350S	OP	'09	JARC	\$183,750	\$183,750	\$367,500
CY 2009 Capital Projects	CA	'09	5307	\$1,222,640	\$305,660	\$1,528,300
SR 43, Des # 0800831 Microsurface, SR 225 north into White County	CN	'09	State Fed. \$	\$392,000	\$98,000	\$490,000
SR 28, Des # 0810387 Microsurface, East junction of US 52 into Clinton County	CN	'09	State Fed. \$	\$176,400	\$44,100	\$220,500

*Updated Project Information:*

<u>Project</u>	<u>Obligation Date</u>	<u>Phase</u>	<u>STP Amount</u>
Concord Road, Brady to CR350S	Obligated	PE	\$214,772
	Obligated	RW	\$214,820
	August 2009	CN	\$3,886,408
Concord Road & Maple Point	July 2009	RW	\$1,715,000
	January 2011	CN	\$4,800,000
Trail & Greenway Plan	March 2009	ST	\$125,000
Yeager Road	Obligated	PE	\$400,000
	February 2009	RW	\$754,000
	July 2009	RW	\$300,756
	January 2010	CN	\$1,789,474
Tapawingo Extension	Obligated	CN	\$2,056,000
Happy Hollow	March 2009	PE	\$320,000

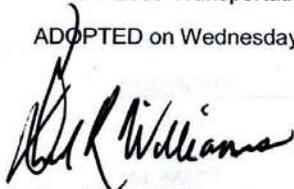
Project	Obligation Date	Phase	STP Amount
Cumberland	Will not use federal funds	PE	\$0
Soldiers Home Road	March 2010	PE	\$505,263
Lindberg Road	Will not use federal funds	PE	\$0
Cumberland Extension	Obligated	PE	\$422,268
	Obligated	RW	\$168,421
McCarty Lane	August 2009	CN	\$5,873,443
Intramural Drive	January 2009	RW	\$447,032
US 231	April 2010	CN	\$2,696,349
US 52 West Study	December 2008	ST	\$200,000
Railroad Street	Obligated	CN	\$510,400

WHEREAS, the Technical Transportation Committee reviewed the request at its January 21, 2009 meeting and recommended their inclusion in the FY 2009 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the request at its February 17, 2009 meeting and recommended their inclusion in the FY 2009 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts these amendments to the FY 2009 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 18<sup>th</sup> of February, 2009.



**President, APC**  
David R. Williams



**Secretary**  
Sallie Dell Fahey

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

February 19, 2009  
Ref. No.: 2009 - 051

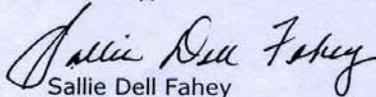
April Schwering, ASAP Senior  
Planning & Production  
INDOT, Room N749  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Ms. Schwering:

On February 18, 2009, the Area Plan Commission of Tippecanoe County amended the FY 2009 - 2013 Transportation Improvement Program by Resolution T-09-02. The amendment contains five parts: 1) an enhancement trail project within Prophetstown State Park; 2) a Job Access Reverse Commute grant to continue bus service to Wal-Mart on CR 350S; 3) update the 2009 CityBus capital grant program; 4) update the Local STP funding allocation and obligation information based on INDOT's plan to include project information in the state's biennial budget; and 5) add two INDOT microsurface projects, des numbers 0800831 and 0810387.

Enclosed you will find a signed copy of Resolution T-09-02 and the staff report. The updated TIP pages will be sent at a later date. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc Alan Plunkett, District Deputy Commissioner  
Mark Albers, Planning Director, Crawfordsville District  
Randy Walter, Development Specialist  
Joe Spear, Local Program Coordinator  
Jodi Coblenz, LPA Manager  
Dan Saffen, IDNR  
Larry Buckel, Manager - Transit  
Marty Sennett, CityBus

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**Resolution T-09-02  
FY 2009 TIP Amendments**

**Indiana Department of Natural Resources, CityBus, APC & INDOT**

**Staff Report  
February 11, 2009**

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**BACKGROUND AND REQUEST**

Five requests are included in this TIP amendment:

- Indiana Department of Natural Resources (IDNR), a trail project in Prophetstown State Park,
- CityBus, a Job Access Reverse Commute grant to continue service to Wal-Mart on CR 350S,
- CityBus, update its 2009 capital program,
- Area Plan Commission staff, reflect the changes in local STP federal funds based on our submission to INDOT which places projects in various state biennial budgets, and
- INDOT, add two resurfacing projects.

*Indiana Department of Natural Resources*

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IDNR's amendment is for a Transportation Enhancement grant. The funds are from INDOT's enhancement allocation and will be used to extend the Wabash Heritage Trail within Prophetstown State Park. The extensions will be 3.1 miles in length and connect the east end of the existing trail to Pretty Prairie Road (near the Tippecanoe River) and connect the west end to the gate house. Construction is anticipated to begin in 2012. A map showing the location of the proposed trail is attached.

Total cost of the project is \$1,208,518 (federal share \$746,500 and IDNR share \$462,018). Matching funds will come from IDNR sources and the project designation number is 0810383.

*CityBus*

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CityBus started serving Wal-Mart and other businesses along CR 350S on January 3, 2008. The extended service was possible through special federal funds called Job Access Reverse Commute, or JARC funds. The funds allowed CityBus to operate the extended service for one year.

CityBus reapplied for JARC funds to continue the service for a second year; the request was approved by INDOT on October 29, 2008. Total operating cost is \$367,500 with \$183,750 in JARC funds and \$183,750 in local funds derived from passenger fares and local taxes.

CityBus also wants to update its 2009 capital project list. Overall, the total cost does not substantially change; it is just slightly more than what is currently programmed. The updated list includes maintenance equipment, passenger shelters, bus stop signs, CAD/AVL software, replacement access vehicles, and land acquisition and associated costs. It does not include replacement buses. There are also slight changes to the standard yearly requests. The updated list is attached.

*Area Plan Commission Staff*

The Indiana Department of Transportation (INDOT), with approval of the Federal Highway Administration (FHWA), developed a new strategy to address the expected loss of local federal funds when SAFETEA-LU expires later this year. The new strategy adds specific project information directly into the State's biennial budget and preserves project funding after SAFETEA-LU.

INDOT officials asked each MPO to provide target dates when the federal funds would be obligated. Target dates had to include both month and year, locking in the date when funding can be approved. If the project does not meet the anticipated date and falls into the next biennial budget, the project would have to wait until the following biennial budget for the federal funds. There may be some flexibility for obligating funds within the biennium.

This strategy was presented to all MPOs late last October. INDOT officials set a short deadline and asked that the information be returned by November 7. With the aid of the city and county engineers, the task was accomplished. The following table shows a summary of the changes to current projects using SAFETEA-LU STP funds as well as projected funding for FY 2010 and 2011:

Project	Obligation Date	Phase	STP Amount
Concord Road, Brady to CR350S	Obligated	PE	\$214,772
	Obligated	RW	\$214,820
	August 2009	CN	\$3,886,408
Concord Road & Maple Point Extension	July 2009	RW	\$1,715,000
	January 2011	CN	\$4,800,000
Trail & Greenway Plan	March 2009	ST	\$125,000
Yeager Road	Obligated	PE	\$400,000
	February 2009	RW	\$754,000
	July 2009	RW	\$300,756
	January 2010	CN	\$1,789,474
Tapawingo Extension	Obligated	CN	\$2,056,000
Happy Hollow	March 2009	PE	\$320,000
Cumberland	Will not use federal	PE	\$0
Soldiers Home Road	March 2010	PE	\$505,263
Lindberg Road	Will not use federal	PE	\$0
Cumberland Extension	Obligated	PE	\$422,268
	Obligated	RW	\$168,421
McCarty Lane	August 2009	CN	\$5,873,443
Intramural Drive	January 2009	RW	\$447,032
US 231	April 2010	CN	\$2,696,349
US 52 West Study	December 2008	ST	\$200,000
Railroad Street	Obligated	CN	\$510,400

Additionally, STP funds were redistributed for the following situations:

- 1) The City of West Lafayette decided to use nonfederal funding for Lindberg Road (preliminary engineering) and Cumberland Avenue (preliminary engineering). The federal funds allocated to these projects were programmed into the right-of-way phase of Yeager Road.
- 2) The federal funds set aside under our adopted change order policy (5%) for 2010 and 2011 were reallocated. The amount, \$382,000 was distributed by percentage over the five requests (Concord & Maple Point, Yeager PE, Yeager RW, Soldiers Home Road and Cumberland Extension).
- 3) The balance of federal funds not obligated for a completed project or phase were reallocated. The balance for the Tapawingo project (construction phase) was added to the Yeager Road right-of-way phase. The balance in the Concord Road project (preliminary engineering phase) was added to that project's right-of-way and construction phases.

Indiana Department of Transportation

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INDOT's request includes two resurfacing projects. One is on SR 43 from approximately SR 225 north into White County. The other is on SR 28 from the east junction of US 52 into Clinton County. These sections of SR 43 and SR 28 were most recently resurfaced in 2000 and 2001 respectively.

Total construction cost of the SR 43 project, Des # 0800831, is \$490,000 (federal share \$392,000 and state share \$98,000). The total construction cost of the SR 28 project, Des # 0810387, is \$220,500 (federal share \$176,400 and state share \$44,100). Both projects are expected to begin in FY 2009.

The Technical Transportation Committee reviewed the requests at its January 21, 2009 meeting and recommended their inclusions in the FY 2009 TIP.

The Administrative Committee will review the requests at its February 17, 2009 meeting.

**STAFF RECOMMENDATION:**

Approval of these amendments to the FY 2009 Transportation Improvement Program by adopting the attached Resolution T-09-02 pending a favorable recommendation from the Administrative Committee.

## **SECTION 5307 CAPITAL – JUSTIFICATION & SUMMARY FOR 2009 CAPITAL EXPENDITURES**

### **1. REPLACEMENT BUS TIRES - \$50,000**

With over 1.5 million miles of service operated on annual basis and mileage scheduled to increase due to service needs in the community and the Purdue University service area, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage occurring on each bus annually. Budgeted amount for tires for each unit is \$1,665. The total budget for tires is \$50,000.

### **2. BUS OVERHAUL**

#### *A. Rebuild up to two (2) Bus Engines - \$22,500*

Based on 2008 and similar experience in previous years, CityBus anticipates the need for up to two (2) engine rebuilds in 2009 at an average cost of \$11,250 each (\$50,000 each new).

#### *B. Rebuild up to four (4) Bus Transmissions - \$22,500*

Based on 2008 and similar experience in previous years, CityBus anticipates the need for up to four (4) transmission rebuilds. Estimated average cost of each transmission is \$5,625.

#### *C. Rebuild up to four (4) Turbo Charge units - \$4,000*

Based on 2008 and similar experience in previous years, CityBus anticipates the need for up to four (4) units to be rebuilt in FY 2009. Estimated average cost of each unit rebuild is \$1,000 per unit (\$1,200 new) for a total cost of \$4,000.

#### *D. Rebuild up to five (5) Charge Air Coolers - \$4,000*

Based on 2008 and similar experience in previous years, CityBus anticipates the need for up to five (5) Charge Air Coolers. Estimated average cost of each unit rebuild is \$800 (\$900 new) for a total budgeted cost of \$4,000.

#### *E. Rebuild up to eight (8) Alternators - \$8,000*

Based on 2008 and similar experience in previous years, CityBus anticipates the need for up to eight (8) Alternators. Estimated average cost of each unit rebuild is \$1,000 (\$2,000 new) for a total budgeted cost of \$8,000.

#### *F. Rebuild or replace up to four (4) Electronic Control Modules - \$4,000*

Based on 2008 and similar experience in previous years, CityBus anticipates the need for up to four (4) Electronic Control Modules. Estimated average cost of each unit rebuild is \$1,000 (\$2,000 new) for a total budgeted cost of \$4,000.

#### *G. Rebuild up to two (2) Caps Fuel Pumps - \$4,000*

Based on 2008 and similar experience in previous years, CityBus anticipates the need to rebuild up to two (2) Caps Fuel Pumps. Estimated average cost of each unit rebuild is \$2,000 (\$3,000 new) for a total budgeted cost of \$4,000.

### **3. MAINTENANCE EQUIPMENT - \$5,000**

Some maintenance equipment is in need of replacement, and due to new technology, some new equipment is needed to complete the varied types of repairs encountered by technicians. The proposed budget for this line item is \$5,000.

#### **4. PASSENGER SHELTERS - \$15,000**

The need exists for additional shelters on the campus routes where large groups of riders are waiting for the bus and in areas of Lafayette where new routing has occurred. The total budgeted cost will include purchase and installation for approximately \$15,000.

#### **5. BUS STOP SIGNS - \$30,000**

The route changes that have occurred and that will occur require an investment in route signage equipment in many areas of the cities. In addition, CityBus has tried to improve the information displayed and increase the signage for the passengers. Total budgeted for signs and installation is \$30,000.

#### **6. CAD/AVL SOFTWARE UPGRADE - \$400,000**

CityBus has determined that the present software for CAD/AVL (Computer Aided Dispatch and Automatic Vehicle Location) has proven unresponsive at critical junctures, maintenance contracts have become unaffordable and long turnaround times and ongoing maintenance costs for replacement bus units and computer hardware cannot be supported in the long term. Replacement software will be installed in the Dispatch office, and related onboard units on all fixed route buses. The proposed budget for this line item is \$400,000.

#### **7. REPLACEMENT ACCESS VEHICLES - \$150,000**

The need exists for replacement/addition of two (2) demand response (Access) vehicles. Vehicles #434 (1994) and #436 (2002) have exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement. The total budgeted cost will be \$150,000.

#### **8. SUPPORT VEHICLE REPLACEMENT - \$30,000**

CityBus needs a replacement for the 2003 Ford van used by operations for shuttling drivers to downtown. This vehicle has exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this line item is \$30,000.

#### **9. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$30,000**

A continuous investment must be made in up-to-date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two or three years in order for employees and systems to operate efficiently and effectively. Estimated cost is \$30,000.

#### **10. LAND ACQUISITION & ASSOCIATED COSTS & DESIGN - \$749,300**

CityBus has determined that it will be necessary to acquire land for long-term expansion. The land will be used to construct the transfer facility and possible adjacent transit oriented development sites. The transfer facility will provide a full saw toothed design for better accessibility with people who are visually impaired. The new design will also improve on-time performance. Buses will be able to leave the terminal independently and not be held up by other buses waiting for a transfer. The budgeted purchase cost to include property appraisals, an environmental assessment and other NEPA requirements along with a Section 106 review of the properties. The proposed budget for this line item is \$749,300.

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**TIP Amendment # 8**  
**March 6, 2009**

**Requested by Indiana Department of Transportation**

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

March 6, 2009  
Ref. No.: 2009 - 071

April Schwering, ASAP Senior  
Planning & Production  
INDOT, Room N749  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Ms. Schwering:

By this letter, I am administratively amending the FY 2009 TIP as requested by Mark Albers and Randy Walter. The amendment includes:

- a) Des# 0500597 - SR 25 (Hoosier Heartland), New Road Construction from 0.1 mile east of CR 750E to 0.1 mile west of the NS Railroad (Seg. 1, Ph. B). Est. CN cost: \$29,900,000
- b) Des# 0400997 - New Bridge over Sugar Creek (Northbound), Est. CN cost: \$3,500,000
- c) Des# 0400999 - New Bridge over No Name Ck. (Northbound), Est. CN cost: \$2,866,336
- d) Des# 0401000 - New Bridge Over Bridge Creek (Northbound), Est. CN Cost: \$3,757,215
- e) Des# 0401001 - New Bridge Over CR 900N (Northbound), Est. CN cost: \$3,575,215
- f) Des# 0900133 - New Bridge over Sugar Creek (Southbound), Est. CN cost: \$3,500,000
- g) Des# 0900134 - New Bridge over No Name Ck. (Southbound), Est. CN cost: \$2,866,335
- h) Des# 0900135 - New Bridge over Bridge Creek (Southbound), Est. CN cost: \$3,575,214
- i) Des# 0900136 - New Bridge over CR 900N (Southbound), Est. CN cost: \$3,575,214
- j) Des# 0900098 - US 231, Ultrathin Bonded Wearing Course from 0.54 mile north of I-74 to SR 28, Est. CN cost: \$1,400,000

The requests meet our administrative amendment criteria: 1) these project are INDOT projects using dedicated Federal Funds (100% federal stimulus or STP funds), and 2) the established approval process will delay the letting date.

The updated pages to the TIP will be sent at a later date. Please call if you have any question or need additional information.

Sincerely,

  
Sallie Dell Fahey  
Executive Director

cc Alan Plunkett, District Deputy Commissioner  
Mark Albers, Planning Director, Crawfordsville District  
Randy Walter, Development Specialist  
Jim Earl, Project Manager

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

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**TIP Amendment # 9**  
**March 18, 2009**

**Requested by Area Plan Commission Staff**

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**RESOLUTION T-09-04**

**RESOLUTION TO AMEND THE  
FY 2009-2013 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) is designated the Metropolitan Planning Organization responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the American Recovery and Reinvestment Act of 2009 (ARRA) provides additional Federal funding for transportation related projects, and

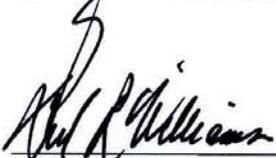
WHEREAS, the APC staff, in conjunction with local jurisdictions has developed a list of projects that may be eligible for funding from the ARRA, requests the attached changes to the FY 2009-2013 Transportation Improvement Program, and

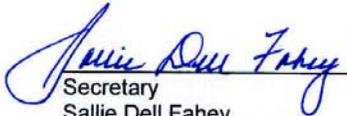
WHEREAS, the Technical Transportation Committee reviewed the request at its February 25, 2009 meeting and recommended its inclusion in the FY 2009-2013 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the request at its March 6, 2009 meeting and recommended its inclusion in the FY 2009-2013 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby amends the FY 2009-2013 TIP by approving the attached list of projects, proposed for funding by The American Recovery and Reinvestment Act of 2009 as well as the illustrative projects, which if funded, may be administratively amended by the Executive Director into the fiscally constrained list of projects.

ADOPTED on Wednesday, the 18<sup>th</sup> of March, 2009.

  
\_\_\_\_\_  
President, APC  
David R. Williams

  
\_\_\_\_\_  
Secretary  
Sallie Dell Fahey

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
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[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

March 20, 2009  
Ref. No.: 2009 - 088

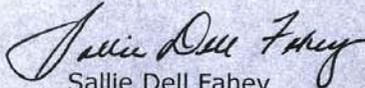
April Schwering, ASAP Senior  
Planning & Production  
INDOT, Room N749  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Ms. Schwering:

On March 18, 2009, the Area Plan Commission of Tippecanoe County amended the FY 2009 Transportation Improvement Program by Resolution T-09-04. The amendment adds to the TIP the list of local highway, transit and airport related projects anticipated to use American Recovery and Reinvestment Act funds. Please amend these projects into the INSTIP.

Enclosed you will find a signed copy of the adopting resolution and staff report. The updated pages to the TIP will be sent at a later date. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc Alan Plunkett, District Deputy Commissioner  
Mark Albers, Planning Director, Crawfordsville District  
Randy Walter, Development Specialist  
Joe Spear, Local Program Coordinator  
Jodi Coblentz, LPA Manager

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**Resolution T-09-04**  
**FISCAL YEAR 2009 TIP AMENDMENT**  
**The American Recovery and Reinvestment Act of 2009**

**Staff Report**  
**March 12, 2009**

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**BACKGROUND AND REQUEST:**

The American Recovery and Reinvestment Act of 2009 (ARRA) will provide this community with approximately 3.8 million dollars for road related infrastructure improvements, as well as additional funding for CityBus and the Purdue Airport. Local agencies are responsible for funding the design and environmental clearances, but 100% of the construction costs are covered by the Act. Highway related funds are available for projects that:

1. Can be implemented quickly (the funds need to be obligated by mid March 2010);
2. Are in the Transportation Improvement Program; and
3. Qualify and follow the INDOT approval, schedule, and letting process.

APC staff has worked with Tippecanoe County, Lafayette, and West Lafayette as well as Dayton, Battle Ground, and Clarks Hill to develop the attached list of projects. It includes resurfacing, traffic signal and sign upgrades, as well as sidewalk construction.

The list was refined at a special meeting of the Technical Committee on February 25. The Committee prioritized and financially constrained the list of highway related projects from over \$12 million to the current \$3,842,316. A special meeting of the Administrative Committee also reviewed the list and both Committees have recommended that the TIP be amended by the APC to include the list of ARRA projects. The list includes an additional highway related project, a segment of the Purdue Ring Road which is currently not slated to receive ARRA funding. However, if funds become available from increased allotment or if a project on the list does not progress, it can be administratively added to the list that will receive funding.

We anticipate that there will be additional amendments to the TIP for ARRA projects because final guidelines have not yet been published and some projects may not progress.

**STAFF RECOMMENDATION:**

The FY 2009-2013 Transportation Improvement Program be amended to include the highway, transit and airport related projects on the attached list.

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**TIP Amendment # 10**  
**March 19, 2009**

**Requested by the Indiana Department of Transportation**

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

March 19 2009  
Ref. No.: 2009 - 082

April Schwering, ASAP Senior  
Planning & Production  
INDOT, Room N749  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Ms. Schwering:

By this letter, I am administratively amending the FY 2009 TIP per request of the Crawfordsville District Office. The amendment includes:

Des #0801076, Traffic Signal Replacement and Equipment Upgrade at:  
- SR 26 at 16<sup>th</sup> Street/Main Street  
- SR 25 at Old US 231/Carter Lumber  
Estimated Construction Cost: \$575,000

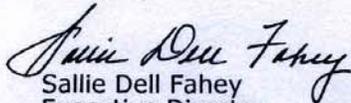
Des #0900174, I-65 Pipe Lining Project at Various Locations.  
Estimated Construction Cost: \$1,800,000

Des #0400064, US 231 Bridges over the Wabash River  
Bridge Maintenance and Repair  
Preliminary Engineering, 2009 - \$1,360,000 (federal), \$1,700,000 (total cost)  
Construction, 2010 - \$1,000,000 (federal), \$1,250,000 (total cost)

The requests meet our administrative amendment criteria: 1) these project are INDOT projects using dedicated Federal Funds (100% federal stimulus or STP funds), and 2) the established approval process will delay the letting date.

The updated pages to the TIP will be sent at a later date. Please call if you have any question or need additional information.

Sincerely,

  
Sallie Dell Fahey  
Executive Director

cc Alan Plunkett, District Deputy Commissioner  
Mark Albers, Planning Director, Crawfordsville District  
Randy Walter, Development Specialist

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**TIP Amendment # 11  
March 31, 2009**

**Requested by the Indiana Department of Transportation**

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
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(765) 423-9242  
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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

March 31 2009  
Ref. No.: 2009-099

April Schwering, ASAP Senior  
Planning & Production  
INDOT, Room N749  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Ms. Schwering:

By this letter, I am administratively amending the FY 2009 - 2013 TIP per request of the Crawfordsville District Office. The amendment includes programming ARRA funds for:

Des #0900023, US 52 eastbound bridge over the Wabash River  
Bridge Maintenance and Repair, Estimated Construction Cost: \$600,000

Des #0900319, SR 26 eastbound bridge over the Wabash River  
Bridge Maintenance and Repair, Estimated Construction Cost: \$500,000

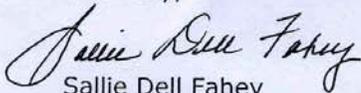
Des #0900320, SR 26 westbound bridge over the Wabash River  
Bridge Maintenance and Repair, Estimated Construction Cost: \$500,000

The amendment also includes changing the source of federal funds for the US 52 westbound bridge project over the Wabash River from Safety to ARRA funds. This project is already programmed in the TIP and its designation number is 0800515.

The requests meet our administrative amendment criteria: 1) these project are INDOT projects using dedicated Federal Funds (100% federal stimulus or STP funds), and 2) the established approval process will delay the letting date.

The updated pages to the TIP will be sent at a later date. Please call if you have any question or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc Alan Plunkett, District Deputy Commissioner  
Mark Albers, Planning Director, Crawfordsville District  
Randy Walter, Development Specialist

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**TIP Amendment # 12**  
**April 21, 2009**

**Requested by Area Plan Commission Staff**

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THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

April 21, 2009  
Ref. No.: 2009-126

April Schwering, ASAP Senior  
Planning & Production  
INDOT, Room N749  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Ms. Schwering:

By this letter, I am administratively amending the FY 2009 - 2013 TIP. The amendment changes the designation number for the CR 900E bridge rehabilitation project from 0201093 to 0710298.

This is an experimental project. A fiber reinforced polymer deck will be used instead of traditional concrete. The designation number changed due to a switch in bridges. The cost to rehabilitate the first bridge exceeded the money available.

The updated pages to the TIP will be sent at a later date. Please call if you have any question or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

cc Mark Albers, Planning Director, Crawfordsville District  
Mike Wink, INDOT Crawfordsville District Office  
Opal Kuhl, Tippecanoe County Highway Executive Director

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**TIP Amendment # 13  
May 20, 2009**

**Requested by CityBus**

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RESOLUTION T-09-06  
RESOLUTION TO AMEND THE  
FY 2009 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) in its capacity as the Metropolitan Planning Organization is responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, CityBus requested an amendment to the FY 2009 Transportation Improvement Program as follows:

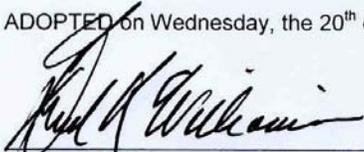
<u>Project and Description</u>	<u>Phase</u>	<u>Year</u>	<u>Federal Funds</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Extend Service to Clarian Arnett Hospital and Extend Service Hours to Various Routes	OP	'09/'10	JARC	\$413,317	\$413,317	\$826,634

WHEREAS, the Technical Transportation Committee reviewed the request at its April 15, 2009 meeting and recommended their inclusion in the FY 2009 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the request at its April 28, 2009 meeting and recommended their inclusion in the FY 2009 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County hereby adopts this amendment to the FY 2009 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 20<sup>th</sup> of May, 2009.

  
\_\_\_\_\_  
President, APC  
David R. Williams

  
\_\_\_\_\_  
Secretary  
Sallie Dell Fahey

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

May 21, 2009  
Ref. No.: 2009-160

Larry Buckel, Manager  
Planning & Production/Transit  
Indiana Government Center – North, Room N808  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Mr. Buckel:

On May 20, 2009, the Area Plan Commission of Tippecanoe County amended the FY 2009 – 2013 Transportation Improvement Program by adopting Resolution T-09-06. The amendment adds the recently awarded CityBus JARC grant to the TIP. Please amend this project into the INSTIP.

Enclosed you will find a copy of the adopting resolution and staff report. The updated TIP reflecting the amendment will be posted on the APC transportation web page. Please call if you have any question or need additional information.

Sincerely,

  
Sallie Dell Fahey  
Executive Director

cc Marty Sennett, CityBus

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**Resolution T-09-06  
FY 2009 TIP Amendment  
Requested by CityBus**

**Staff Report  
May 14, 2009**

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**BACKGROUND AND REQUEST**

CityBus is requesting a TIP amendment to program a Job Access Reverse Commute (JARC) grant. These federal funds will be used to extend the SR 26 route from Meijer to the Clarian Arnett Hospital, and to extend the hours of service for various routes including Market Square, Salisbury, Lafayette Square, Northwestern, Tippecanoe Mall, and Purdue West/Klondike. The additional service will run through December 31, 2010.

Total operating cost of the additional service is \$826,634 (federal share \$413,317 and CityBus share \$413,317). CityBus will use passenger fares and local taxes for the matching funds.

The Board of Directors of the Greater Lafayette Public Transportation Corporation endorsed the amendment to the Annual Element of the TIP on February 23, 2009. The Indiana Department of Transportation approved the request on May 6, 2009. The approval letter is attached.

The Technical Transportation Committee reviewed the request at its April 15, 2009 meeting and recommended its inclusion in the FY 2009 TIP.

The Administrative Committee reviewed the request at its April 28, 2009 meeting and recommended its inclusion in the FY 2009 TIP.

**STAFF RECOMMENDATION**

Approval of Resolution T-09-06.



**INDIANA DEPARTMENT OF TRANSPORTATION**  
*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N808  
Indianapolis, Indiana 46204 (317) 234-5161 FAX: (317) 232-1499

**Mitchell E. Daniels, Jr., Governor**  
**Michael Reed, Commissioner**

May 6, 2009

Marty Sennett  
Greater Lafayette Public Transportation Corporation  
P.O. Box 588  
Lafayette, IN 47902-0588

Dear Mr. Sennett

The Office of Transit has completed its review of the Job Access and Reverse Commute grant applications. I am pleased to advise you that your application has been approved in the maximum amount of \$413,317.

I will request a transfer of Job Access and Reverse Commute funds in that amount from the Governor's Account to your account. I will notify you when this request is complete. You will need to submit an application to the Federal Transit Administration in TEAM in order to receive these funds.

If you have any questions or comments, please do not hesitate to call me at (317)232-5292

Sincerely,

A handwritten signature in cursive script that reads "Larry Buckel".

Larry Buckel  
Manager  
Office of Transit

Cc: Sallie Dell Fahey, Executive Director, Area Plan Commission of Tippecanoe County.

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*An Equal Opportunity Employer*

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**TIP Amendment # 14**  
**August 19, 2009**

**Requested by APC Staff and City of West Lafayette**

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RESOLUTION T-09-10

RESOLUTION TO AMEND THE  
FY 2009 & 2010 TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) is designated the Metropolitan Planning Organization responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the APC staff, in conjunction with local jurisdictions has updated the list of projects that may be eligible for funding from the ARRA, requests the attached changes to the FY 2009 & 2010 Transportation Improvement Programs, and

WHEREAS, the City of West Lafayette has requested Highway Safety Improvement Program funds to supplement the following projects:

Project	Phase	Year	Federal Funds	Federal Share	Local Share	Total Cost
Sycamore Lane (#0600792)	CN	'09	HSIP	225,000	31,044	256,045
Crosswalk, Flashers, Ramps (#0800009)	CN	'09	HSIP	70,000	7,000	77,000

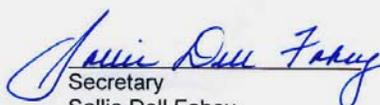
WHEREAS, the Technical Transportation Committee reviewed the requests at its July 15, 2009 meeting and recommended its inclusion in the FY 2009 & 2010 Transportation Improvement Programs, and

WHEREAS, the Administrative Committee reviewed the requests at its August 11, 2009 meeting and recommended its inclusion in the FY 2009 & 2010 Transportation Improvement Programs.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby amends the FY 2009 & 2010 TIP to include West Lafayette's request for HSIP funds and the attached list of projects, proposed for funding by The American Recovery and Reinvestment Act of 2009 as well as the contingency projects, which if funded, may be administratively amended by the Executive Director into the fiscally constrained list of projects.

ADOPTED on Wednesday, the 19<sup>th</sup> of August, 2009.

  
\_\_\_\_\_  
President, APC  
David R. Williams

  
\_\_\_\_\_  
Secretary  
Sallie Dell Fahey

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]  
[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

August 26, 2009  
Ref. No.: 2009-286

April Schwering, ASAP Senior  
Planning & Production  
INDOT, Room N749  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Ms. Schwering:

On August 19, 2009, the Area Plan Commission of Tippecanoe County amended the FY 2009 and FY 2010 Transportation Improvement Programs by Resolution T-09-10. The amendment contained two parts: 1) updating the local ARRA project list and 2) allocating local HSIP funds to the Sycamore Lane project (\$225,000) and West Lafayette's Safe Routes To School infrastructure project (\$70,000).

Enclosed you will find a signed copy of Resolution T-09-10 and the staff report. The updated TIP pages will be sent later. Please call if you have any questions or need additional information.

Sincerely,

  
Sallie Dell Fahey  
Executive Director

enclosures

cc: Mark Albers, Crawfordsville District  
Jodi Coblentz, LPA Manager

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**Resolution T-09-10**

**FISCAL YEAR 2009 & 2010 TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) AMENDMENT**

**American Recovery and Reinvestment Act (ARRA) & West Lafayette**

**Staff Report  
August 13, 2009**

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**BACKGROUND AND REQUEST:**

**1<sup>st</sup> Amendment**

In March the Area Plan Commission first amended ARRA projects into the TIP. Since then the attached comprehensive list of ARRA projects has been updated. Two projects have been added (#3, CR 350S, and #15, Stockwell Road), six projects have been removed (at the bottom of the List), and the communities signal upgrade project (#8) sponsored by Lafayette has been expanded.

The list is fiscally constrained because it programs no more than our ARRA funding mark. The estimated project costs have been updated, and the list includes contingency projects (#11 through #16) which provide flexibility to add projects if funding becomes available via an administrative TIP amendment. The Intelligent Transportation System (ITS) section of the TIP and the Regional ITS Architecture will be updated to reflect the Advanced Traffic Management System project (#8) being proposed.

**2<sup>nd</sup> Amendment**

West Lafayette has requested Highway Safety Improvement Program (HSIP) funds to supplement recent bid prices that exceeded the engineer's estimates. A total of \$295,000 is requested to cover the increases, with \$225,000 for the Sycamore Lane Hazard Elimination Safety (HES) funded project, and \$70,000 for the Safe Routes to School infrastructure project. The request includes Construction Engineering and a contingency.

With this request the MPO balance of HSIP funds will be \$707,664.

The Technical Transportation Committee reviewed the requests at its July 15, 2009 meeting and the Administrative Committee reviewed the requests at its August 11, 2009 meeting. Both recommended to APC its inclusion in the FY 2009 and the FY 2010 Transportation Improvement Programs, and

**STAFF RECOMMENDATION:**

The FY 2009 and the FY 2010 Transportation Improvement Programs be amended to include both the new ARRA list and West Lafayette's request.

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**TIP Amendment # 15**  
**October 7, 2009**

**Requested by CityBus and APC Staff**

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RESOLUTION T-09-11  
RESOLUTION TO AMEND THE  
FY 2009 & 2010 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the CityBus and APC staff requested changes to the FY 2009 & FY 2010 Transportation Improvement Program as follows:

<u>Project and Description</u>	<u>Phase</u>	<u>Year</u>	<u>Federal Funds</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Section 5307 Grant	CA	'10				
<i>Passenger Shelters Lighting</i>			Section 5307	\$40,000	\$10,000	\$50,000
<i>Bus Replacement</i>			Section 5307	\$1,052,309	\$263,077	\$1,315,386
Section 5307 Grant	CA	'09				
<i>Land Acquisition &amp; Associated Costs &amp; Design</i>						
<p>CityBus has determined that it will be necessary to acquire land for long-term expansion. The land will be used to construct the transfer facility <u>and possible adjacent transit oriented development sites</u>. The transfer facility will provide a full saw toothed design for better accessibility with people who are visually impaired. The new design will also improve on-time performance. Buses will be able to leave the terminal independently and not be held up by other buses waiting for a transfer. The budgeted purchase cost is to include property appraisals, an environmental assessment and other NEPA requirements along with a Section 106 review of the properties. The proposed budget for this line item is \$749,300.</p>						
Capital Assistance	CA	'09	Section 5309	\$2,945,000	\$736,250	\$3,651,250
<i>Bus Replacement</i>						
CityBus ARRA Projects	CA	'09				
<i>Three Hybrid Buses</i>			Stimulus	\$1,388,099	\$0	\$1,388,099
<i>Staff Vehicles</i>			Stimulus	\$60,000	\$0	\$60,000
Federal/Local Funding Trade	OP	'09	Section 5307	\$540,000	\$540,000	\$1,080,000
<i>MACOG &amp; City of Kokomo</i>	CA	'09	Section 5307	\$560,000	\$140,000	\$700,000
SR 38 Sidewalk	PE	'13	Enhancement	\$26,400	\$6,600	\$33,000
<i>New Sidewalk Construction</i>	CN	'13	Enhancement	\$184,700	\$46,175	\$230,875
Cattail Trail Extension	PE	'13	Enhancement	\$53,040	\$13,260	\$66,300
<i>New Trail Construction</i>	CN	'13	Enhancement	\$115,860	\$249,995	\$418,895

WHEREAS, the Technical Transportation Committee reviewed the request at its August 19, 2009 meeting and recommended their inclusion in the FY 2009 and 2010 Transportation Improvement Programs, and

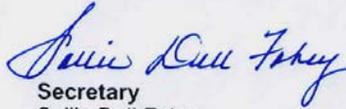
WHEREAS, the Administrative Committee reviewed the request at its September 21, 2009 meeting and recommended their inclusion in the FY 2009 and 2010 Transportation Improvement Programs.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts these amendments to the FY 2009 and FY 2010 Transportation Improvement Programs for Tippecanoe County.

ADOPTED on Wednesday, the 7<sup>th</sup> of October, 2009.



President, APC  
David R. Williams



Secretary  
Sallie Dell Fahey

THE

# Area Plan Commission

of TIPPECANOE COUNTY

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SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

October 9, 2009  
Ref. No.: 2009-333

Jeanette Wilson  
Planning & Production/Local Programs  
INDOT, Room N749  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

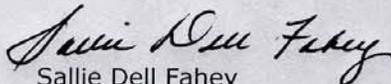
Dear Ms. Wilson:

On October 7, 2009, the Area Plan Commission of Tippecanoe County amended the FY 2009 and FY 2010 Transportation Improvement Programs by Resolution T-09-11. The amendment contains two parts: 1) multiple requests from CityBus and 2) programming two enhancement grants.

Specifically, I would like to point out that one request from CityBus includes modifying its American Recovery and Reinvestment Act project list. The bus replacement has become three hybrid buses and the cost to replace the staff vehicles decreased slightly.

Enclosed you will find a signed copy of Resolution T-09-11 and the staff report. Both TIPs have been updated and are currently available on the Transportation Planning page on the APC web site: [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc). Please call if you have any questions or would like a paper copy.

Sincerely,



Sallie Dell Fahey  
Executive Director

enclosures

cc: Mark Albers, Crawfordsville District  
Jodi Coblentz, LPA Manager  
April Schwering, ASAP Planner  
Larry Buckel, Planning & Production, Transit  
Joe Spear, Crawfordsville District

## **BACKGROUND AND REQUEST**

Two requests are included in this TIP amendment. CityBus requests an amendment to revise its list of capital projects, program a new grant, and program a federal/local funding trade. The second request is to program two Transportation Enhancement projects.

### *CityBus*

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**a)** CityBus has slightly modified its 2010 list of capital projects. One item will be removed (support vehicle); one item will be decreased by \$20,000 (bus replacement); and one item will be added (lighting for passenger shelters). The overall total cost as well as federal and local shares remains the same.

**b)** CityBus requested a minor change in scope to a project listed in its 2009 capital grant. The Land Acquisition and Associated Costs & Design focuses only on the downtown transfer center. This revision would expand the area to include possible adjacent transit oriented development sites.

**c)** CityBus was awarded a new Section 5309 capital grant for \$2,945,000 to purchase replacement buses. The total cost is \$3,681,250 with the local share of \$736,250. The following justification was provided by CityBus:

Due to age and condition of several buses in the fleet, CityBus desires to purchase up to six (6) replacement full-size transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age and are becoming increasingly too expensive to maintain to be reliable. CityBus will replace Bus # 709, 710, 711, 712, 713, and 714 (1994 New Flyers).

**d)** CityBus has slightly modified its American Recovery and Reinvestment Act of 2009 project list. The bus replacement has become three hybrid buses and the cost to replace the staff vehicles has decreased slightly.

**e)** CityBus has made an arrangement with the Michiana Area Council of Governments and the City of Kokomo to trade \$1,100,000 of their federal transit funds for \$560,000 in CityBus local funds. Unlike CityBus, the other two transit systems are unable to use their full allocation of federal funds. Instead of returning them to the Federal Trust Fund, the trade keeps the federal funds in the state and allows CityBus additional funds for operating and capital expenses. The following is a specific list:

	<u>FTA Funds</u>	<u>Local Share</u>	<u>Total Cost</u>
Capital Expenditures			
Computer Hardware/Software Upgrade	\$60,000	\$15,000	\$75,000
Security Camera System Upgrade	\$120,000	\$30,000	\$150,000
CAD/AVL systems Upgrade	\$120,000	\$30,000	\$150,000
Fixed Bus Upgrade to Hybrid	\$162,000	\$40,500	\$202,500
Land Acquisition & Associated Cost/Design	\$98,000	\$24,500	\$122,500
<b>Total Capital Additions</b>	<b>\$560,000</b>	<b>\$140,000</b>	<b>\$700,000</b>
Operating Assistance	\$540,000		
<b>Total Additional Section 5307 Funds</b>	<b>\$1,100,000</b>		

Specific project justification:

Computer Hardware/Software Upgrade: Additional software and hardware are needed for the payroll and human resources accounting.

Security Camera System Upgrade for Fixed Route Buses: An upgrade to the camera system for the fixed route buses will include wireless access to onboard cameras to eliminate taking a bus "off route" to pull the DVD record from the bus.

CAD/AVL System Upgrade: After eight years, the current system requires a sizeable upgrade to continue operating. The new software/hardware will be installed on fixed route buses, in the dispatch office and in the server room.

Fixed Route Bus Upgrade to Hybrid: Additional funds will be used to upgrade a 40 ft. fixed route bus on order, to a hybrid vehicle.

Land Acquisition & Associated Cost and Design: CityBus has determined that it will be necessary to acquire land for long-term expansion. The land will be used to construct the transfer facility as well as other transit oriented purposes. Additional transit oriented development may include land for a Community Center, education, office space and housing in the adjacent neighborhood. The budgeted cost includes property appraisals, an environment assessment and other NEPA requirements along with a Section 106 review of the property.

### Enhancement Funds

The Indiana Department of Transportation issued a call for Transportation Enhancement projects. Our MPO area will receive \$380,000 that will be available in Federal Fiscal Year 2013.

Two requests were submitted. The City of Lafayette requested \$211,000 to construct a sidewalk along SR 38 from Kingsway Drive to Creasy Lane. The City of West Lafayette requested \$380,000 to construct an extension of the Cattail Trail beginning at the intersection of Lindberg Road and Northwestern and then heading northward along the west side of Northwestern.

The Technical Transportation Committee recommended to fully fund the Lafayette project at \$211,100, with the balance of the funds going to the West Lafayette project. Additionally, the Committee recommended allocating the following year's TE funds to the remaining balance for the West Lafayette project. If any money is left from the following year's allocation, there will be a call for new projects.

*Technical Transportation Committee Action*

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The Technical Transportation Committee reviewed the requests at its August 19, 2009 meeting and recommended to APC their inclusion in the FY 2009 and 2010 TIPs.

The Administrative Committee reviewed the requests at its September 21, 2009 meeting and recommended to APC their inclusion in the FY 2009 and 2010 TIPs.

**STAFF RECOMMENDATION:**

Approval of these amendments to the FY 2009 and 2010 Transportation Improvement Programs by adopting the attached Resolution T-09-11.