

**FY 2010 - 2014 TRANSPORTATION
IMPROVEMENT PROGRAM**

of the

Area Plan Commission
of Tippecanoe County

May 2009

*Amended:
August 19, 2009
October 7, 2009
November 9, 2009
November 18, 2009
January 25, 2010
February 17, 2010
March 18, 2010
April 26, 2010
June 2, 2010
June 16, 2010*

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	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 (ARRA)	28
	Local Projects	28
	INDOT Projects	30
6	Financial Summary and Plan	32
	Cities and County Operations and Maintenance	42
	Financial Analysis	
7	Prioritizing Projects	46
8	Analysis of Financial Capacity: CityBus	50
9	Area Improvements from FY 2009 TIP	60
10	ITS Projects for Fiscal Year 2010 through 2014	68

LIST OF TABLES

1	Funded Local Projects: Fiscal Year 2010 through 2014	13
2	Unfunded Local Projects – FY 2010 through 2014	19
3	Funded Indiana Department of Transportation Projects	21
4	Unfunded INDOT Projects for Information Purposes Only	26
5	ARRA Funded Local Projects	28
6	ARRA INDOT Projects	30
7	Summary of Federal STP Funds: FY 2004 – 2009	33
8	Summary of Obligated Federal Funds Under SAFETEA-LU	34
9	Financially Constrained Local Public Agencies Projects: FY 2010 & 2011	35
10	Financially Constrained Local Public Agencies Projects: FY 2012 – 2014	36
11	Summary of HSIP Federal Funds: 2006 – 2009	37
12	Source of Local Funds for Funded Local Projects	40
13	INDOT Project Expenditures by Fund and Year	41
14	City of Lafayette: Operating and Maintenance History 2004 through 2007	43
15	City of West Lafayette: Operating and Maintenance History, 2004 through 2007	44
16	Tippecanoe County: Operating and Maintenance History, 2004 through 2007	45
17	Prioritized STP Group II Urban Funds, FY 2010 & FY 2011	47
18	Prioritized STP Group II Urban Funds, FY 2012 – FY 2014	48
19	INDOT Prioritized Projects: FY 2009 - 2012	49

LIST OF TABLES - Continued

20	Federal Funds Available to CityBus	50
21	CityBus Financial Condition	52
22	CityBus Financial Capability	53
23	2010 Section 5307 Capital Grant Summary	54
24	2011 Section 5307 Capital Grant Summary	55
25	2012 Section 5307 Capital Grant Summary	56
26	2013 Section 5307 Capital Grant Summary	57
27	2014 Section 5307 Capital Grant Summary	58
28	ITS Summary	68

LIST OF FIGURES

1	Location of Funded Local Projects, FY 2010-2014	18
2	Location of Unfunded Local Projects Shown for Informational Purposes Only, FY 2010 – 2014	20
3	Location of Funded INDOT Projects	25
4	Location of Unfunded INDOT Projects	27

APPENDICES

1	MPO APC Resolution Adopting the FY 2010 TIP	72
2	GLPTC Resolution 09-01	73
3	INDOT Policy & Budget Projected Local Federal Funds	74
4	MPO Certification	77
5	Public – Private Participation Responses and Comments	78
6	Change Order Policy	81
7	Administrative Amendment Policy	83
8	Planning Support for TIP Projects	84
	Local Project	84
	INDOT Projects	86
9	Public Notice	88
10	Legal Notices	90
11	Contact Letters	92
12	CPC Agendas	94

AMENDMENTS

1	ARRA & City of West Lafayette	96
2	CityBus & Enhancement Funds	100
3	INDOT/Tippecanoe County Amendment	107
4	INDOT & CityBus Amendments	109
5	ARRA & CityBus Amendments	115
6	CityBus Amendments	117
7	INDOT Amendment	124
8	INDOT Amendment	126
9	INDOT Amendment	128
10	INDOT Amendment	137

Amendment No. 1, 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. 2, 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 Cattrail 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.

Amendment No. 3, November 9, 2009

Requested by INDOT/Tippecanoe County

Projects: Stockwell Road from CR 800S to US 52

Details: This is an administrative amendment moving the project from the illustrative list to the financially constrained list.

Amendment No. 4, November 18, 2009

Requested by INDOT and CityBus

Projects: Program various phase of INDOT projects on SR 25, SR 26, US 52 and US 231 and program a JARC and New Freedom grants for CityBus.

Details: INDOT requested that preliminary engineering be programmed for eight projects and right-of-way for one. The JARC grant will be used to continue service to the CR 350S area and to purchase a hybrid bus. The New Freedom grant will be used for travel training and the downtown transfer center.

Amendment No. 5, January 25, 2010

Requested by APC Staff & CityBus

Projects: Eisenhower Road, CR 350N, JARC and New Freedom grants.

Details: The two ARRA projects were moved from the illustrative list to the funded list. Both transit grants were slightly revised to reflect the availability and approval of additional federal funds.

Amendment No. 6, February 17, 2010

Requested by CityBus

Projects: The 2010 Section 5307 capital project list and a TIGGER grant.

Details: While the overall cost of the capital project list remains relatively the same, an additional six projects were programmed. The scope of the originally programmed projects did slightly change. CityBus also requested programming a Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) grant to purchase and install up to four windmills.

Amendment No. 7, March 18, 2010

Requested by INDOT

Projects: SR 225, SR 25 to SR 43

Details: This is an administrative amendment programming INDOT's SR 225 resurfacing project, des # 0900171.

Amendment No. 8, April 26, 2010

Requested by INDOT

Projects: SR 25 Environment Mitigation Projects

Details: This is an administrative amendment programming two environmental mitigation projects related to the Hoosier Heartland. The des numbers are 0901654 and 0901665.

Amendment No. 9, June 16, 2010

Requested by INDOT

Projects: Tippecanoe County's bridge inspection program and the entire INDOT project list that is shown in Table 3.

Details: The inspection program allows the county to inspect bridges in 2010 and 2011. These funds can also be used to inspect bridges after a natural disaster. The total cost of the project is \$279,860. The federal and local shares are \$228,888 and \$55,972 respectfully. During the APC meeting, the Commission approved a change in total cost, federal and local amounts to reflect information that was given to APC after the staff report was distributed. The updated list of INDOT projects includes 44 projects. The new list also makes the TIP consistent with the State's STIP.

Amendment No. 10, June 2, 2010

Requested by INDOT

Project: US 231 Des # 0900098, from north of I-75 to SR 28

Details: This administrative modification changes the federal funding source from ARRA stimulus funds to STP funds.

EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) is a capital improvements plan that coordinates the implementation of all transportation projects within Tippecanoe County. It includes projects receiving funds from the U.S. Department of Transportation and those funded solely with local revenue. The time period covered by this TIP is five years: Fiscal Year 2010 through 2014. Each fiscal year begins on July 1st.

The TIP is a multi-modal budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation projects. Projects are advanced by all of the following nine implementing agencies:

- The City of Lafayette
- The City of West Lafayette
- Tippecanoe County
- The Town of Dayton
- The Town of Battle Ground
- The Town of Clarks Hill
- The Greater Lafayette Public Transportation Corporation (CityBus)
- The Purdue University Airport
- The Indiana Department of Transportation

Projects are proposed which solve anticipated future problems and react to ever changing conditions. Some projects are 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 an established funding plan for the next five years.

This community proposes to spend over \$248.3 million for locally initiated projects and benefit from over \$193.1 million in State initiated projects between FY 2010 and FY 2014. The Federal share for these projects is over \$106.0 million and \$157.9 million respectively. The complete Five-Year Program of Projects is listed in **Tables 1 through 4**. Maps showing project locations are in **Figures 1 through 4**. Those projects in **Tables 2 and 4** are included for informational purposes only.

For FY 2010, local jurisdictions requested over \$15.9 million in Surface Transportation Program funds (STP, see page 10, Key to Abbreviations). This includes \$14.9 million of STP Urban Group II funds, \$0.8 million in Enhancement funds, and \$0.2 million in HSIP funds (**Table 1**). The projects' priority ranking for STP Urban Group II funds are shown in **Table 17 thru 19**.

All federally funded projects in the TIP, except the projects listed for information only in **Tables 2 and 4**, are limited 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 community's transportation needs. The TIP development process assures that limited funds are used where the need is greatest.

This report is divided into ten sections. Section one explains 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 explain when they will occur over the next four years. Section five shows all of the local and state projects proposed for funding under the American Recovery and Reinvestment Act of 2009. Section six provides a financial summary and plan. This section also provides a comparison between available funds and those needed. Section seven lists local and state priorities for all federally funded projects. Section eight provides an analysis of the financial capacity of CityBus. A short discussion of the progress of both local and INDOT projects over the past year is covered in the ninth section. Section ten reviews Intelligent Transportation Systems (ITS) projects. 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, the Annual Listing of Projects, Fiscal Year 2008, 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 requirements for Transportation Improvement Programs. This TIP complies with those requirements.

1. PUBLIC / PRIVATE PARTICIPATION PROCESS

As a requirement of SAFETEA-LU, all Metropolitan Planning Organizations must provide stakeholders reasonable opportunity to comment on the proposed TIP and the projects proposed. 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.

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, and review of federally funded projects and programs within the Metropolitan Planning 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.

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 as needed, and agendas are posted as provided by law and sent to the media a week prior to meetings.

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 4th 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 April CPC meetings. At the March meeting, the process used to develop the TIP was presented and discussed as were the list of proposed local and INDOT projects. The project priorities recommended by the Technical Transportation Committee were also reviewed. All comments and questions from participants can be found in **Appendix 5**.

At the April meeting, the draft TIP was discussed and the schedule for approval by the Area Plan Commission was presented. The meeting notification letter also specified 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 will review the TIP for adoption was also included in the letter. The APC meeting is also the formal public hearing.

NOTICES

Letters were mailed to all stakeholders more than 90 days before TIP adoption. The first 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 for which federal funds are needed. As an additional opportunity to provide information and receive comments, the letters included the address, email, and phone number of a staff contact person.

The second letter was mailed providing information about local and INDOT projects. The letter stated that the Technical Transportation Committee prioritized the local projects for which federal funds were requested. Both the local project list and prioritized list were included. It also stated that the draft document was complete and available for review either via the internet or upon request. The date, time and location of the Area Plan Commission meeting to discuss and possibly adopt the TIP were also provided. The letter included a staff contact name, phone number and address.

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

The public participation process included posting public notices at key locations: Lafayette and West Lafayette 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. Two notices were posted during the development of this TIP. The first notice stated that the draft TIP was being developed and when local projects needing federal funds would be prioritized. The second notice stated that the draft document was completed, how to obtain a copy, and when the TIP would be considered and possibly adopted by the Area Plan Commission.

If significant differences existed between the TIP reviewed by the public 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 received are noted in the **Appendix 5**.

Based on federal guidelines for Private Enterprise Participation in the Federal Transit Program, the MPO instituted a process that encourages participation of private enterprises in developing 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.

Prior to TIP development, staff compiles a list 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 staff has 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 notify these providers that the Area Plan Commission is developing the TIP, when projects will be prioritized, and when the TIP will 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

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 2010 - 2014 TIP were reviewed using APC's standard environment justice evaluation process. Projects were compared to those identified in the 2030 Transportation Plan and FY 2009 - 2013 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 at least the macro, and possibly the micro review.

To assure opportunity for full participation by persons potentially affected, staff uses local community organizations and groups as the communication conduit. This follows recommendations in the US DOT manual: Public Involvement Techniques for Transportation Decision-Making. The Citizen Participation Committee includes most of these organizations and groups plus neighborhood organizations.

Projects with Possible Findings

Local Projects:

Concord, Phase 1	Happy Hollow
Concord/Maple Point, Phase 2	Cumberland Rd Extension
Yeager	Williams/Harrison
Old Romney	36 th Street

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

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

1. Projects are submitted by the local agencies listed in the Executive Summary.
2. Projects are reviewed and assembled by the MPO staff.
3. Transit projects are 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.
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, and 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. A second public notice is distributed notifying citizens that a draft document has been developed along with the date and time when the Area Plan Commission will review and possibly adopt the TIP.
12. The Administrative Committee reviews and endorses the draft TIP and project priorities.
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 scheduled.
15. The adopted TIP is submitted to: INDOT, FHWA, FTA and the local participating agencies.

The Area Plan Commission, at its May 20, 2009 meeting, adopted the FY 2010 – 2014 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (January 28, 2009) 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

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 use State and/or Federal funds. 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 future projects.

All local projects can be found in **Tables 1 and 2** with their locations shown on the maps found in **Figures 1 and 2**. **Tables 3 and 4** and **Figures 3 and 4** list and show all state projects. A summary of the funding sources for the locally initiated projects in and around the urban area is found in **Table 12**. Projects for which Surface Transportation Program Urban Group II funds will be used and their amounts are listed by their priority ranking in **Table 17 and 18**.

The Five-Year Program of Projects contemplates a total transportation budget of over \$441.3 million for the five-year period. In FY 2010, over \$202.1 million is programmed for INDOT and local fiscally constrained projects in the community. The U.S. Department of Transportation's share of the cost is over \$150.9 million. Locally initiated projects account for over \$29.2 million, with state projects accounting for over \$121.2 million. The cost for individual projects using federal, state, and local funds can be found in **Tables 1, 2, 3 and 4**. Project cost estimates 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

AC - Administrative Committee

ADA - American's with Disabilities Act

AMP - Airport Master Plan

APC - Area Plan Commission of Tippecanoe County

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 1st.

FHWA - Federal Highway Administration

FUND TYPE - This identifies the source of funding.

FRA - Federal Railroad Administration

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
IN or Inspection

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 21st 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

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
STP Flex	Surface Transportation Program Flexible 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)

Table 1. Funded Local Projects: Fiscal Year 2010 through 2014

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of Lafayette						
1. Beck Lane Poland Hill to Old US 231 Road Reconstruction & Widening	PE RW CN	L1,4,13,16,17 L1,4,13,16,17	0 0	300,000 5,600,000	300,000 5,600,000	2010 2012
2. Concord Road, Des # 0500092 Brady Lane to CR 350S Road Reconstruction & Widening	PE RW CN	3AA,L4,13	3,886,408	971,602	4,858,010	2010
3. Concord Rd. & Maple Point Ext. Des # 0800256 US 52 to Brady Lane Reconstruction, Widening & New Road Construction	PE RW CN	3AA,L4,13 3AA,L4,13	1,715,000 4,800,000	428,750 1,200,000	2,143,750 6,000,000	2010 2011
4. North 26th Street, Des # 0800010 Union Street to Cason Sidewalks & Handicapped Ramps	PE RW CN	SRTS	84,000	0	84,000	2009
5. Old Romney Road Twyckenham to SR 25 Road Reconstruction & Widening	PE RW CN	L1,4,13,16,17 L1,4,13,16,17	0 0	300,000 5,600,000	300,000 5,600,000	2010 2011
6. South 9th Street Twyckenham Blvd to CR 350S Road Reconstruction & Widening	PE RW CN	L3,13 L3,13 L3,13	0 0 0	624,000 160,000 6,500,000	624,000 160,000 6,500,000	2013 2014 future
7. Rome Drive Shenandoah to Creasy Lane Road Reconstruction	PE RW CN	L3,13 L3,13 L3,13	0 0 0	132,000 1,400,000	132,000 1,400,000	2010 2011
8. South 18th Street CR 350S to CR 430S Road Reconstruction & Widening	PE RW CN	3AA,L4,13	400,000	100,000	500,000	2012
9. 36th Street Union to SR 26 Road Reconstruction & Widening	PE RW CN	L3,13 L3,13 L3,13	0 0 0	243,000 270,000 2,639,000	243,000 270,000 2,639,000	2010 2010 2011
10. SR 38 Sidewalk Kingsway Dr. to Creasy Lane New Sidewalk	PE RW CN	33B, L13 33B,L13	26,400 184,700	6,600 46,175	33,000 230,875	2013 2013

Table 1. Funded Local Projects: Fiscal Year 2010 through 2014 (continued)

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of West Lafayette						
11. Happy Hollow Road	PE	3AA,L4	320,000	80,000	400,000	2009
US 52 to North River Road	RW	L3,4,16	0	150,000	150,000	2010
Road Reconstruction	CN	3AA,L3,9,16 State Funds	3,468,636	1,049,659 730,000	5,248,295	2013
12. Crosswalk, Flashers & Ramps Des # 0800011	PE RW					
Happy Hollow & Cumberland Elm.	CN	SRTS	250,000	0	250,000	2009
Safe Routes to School Grant		HSIP	70,000	7,000	77,000	
13. School-Centered Safety Program Des # 0800009	PE RW					
Non-Infrastructure Activities	CN	SRTS	71,500	0	71,500	2009
Safe Routes to School Grant						
14. Soldiers Home Road (Ph 1)	PE	3AA,L3,4,5	505,263	126,316	631,579	2010
US 52 to Kalberer Road	RW	3AA,L3,4,5	384,000	96,000	480,000	2013
Road Reconstruction &	CN	3AA,L4,9,16	4,041,235	2,458,765	6,500,000	2014
15. Sycamore Lane, Des # 0600792	PE RW					
US 52 to Salisbury St.	CN	HES,3	550,000	174,200	724,200	2009
Traffic Calming		HSIP	225,000	31,045	256,045	
16. Wabash Heritage Trail Ext #1	PE RW					
Trolley Line to existing Wabash H. Trail	CN	33B,L13	811,784	202,946	1,014,730	2010
New Trail Des # 0710997						
17. Yeager Road, Des # 0600696	PE RW					
US 52 to Northwestern Ave.	CN	3AA,L3,4,13	1,054,000	263,500	1,317,500	2009/10
Added Travel Lanes		3AA,L3,13	1,789,474	447,369	2,236,843	2010
18. Wabash Heritage Trail Ext #2	PE RW					
Happy Hollow Park to Rose St.	CN	33B,L3,4	380,000	75,000	475,000	2011
New Trail Des # 0810347						
19. CatTail Trail Extension	PE RW					
Happy Hollow Park to Rose St.	CN	33B,L3,4	53,040	13,260	66,300	2013
New Trail			115,860	249,995	418,895	2013
Tippecanoe County						
20. Cumberland Road Extension Des # 0300593 & 0300595	PE RW					
Klondike Road to Existing Road	CN	3AA,L4,9	168,421	42,105	210,526	2010
New Road Construction		3AA,L4,9	3,052,000	1,948,000	5,000,000	2012

Table 1. Funded Local Projects: Fiscal Year 2010 through 2014 (continued)

Project, Location & Description		Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
21.	CR 900E Bridge (#153) Des # 0710298 Bridge over North Fork Wildcat Cr. Bridge Rehabilitation	PE RW CN	IBRC, L2 Group IV	620,000	155,000	755,000	2009/10
22.	Hog Point Bridge (#151) Bridge over Tippecanoe River Replace Bridge & Approaches	PE RW CN	L2 L2 L2	0 0 0	200,000 300,000 2,300,000	200,000 300,000 2,300,000	2010 2010 2011
23.	Lilly Road Bridge (#U209) Des # 0100365 Replace Bridge & Approaches	PE RW CN	117,L2	1,560,000	391,000	1,951,000	2011
24.	Lindberg Road Klondike to McCormick Road Reconstruction & Widening	PE RW CN	L4,9 L4,9 L4,9	0 0 0	250,000 150,000 2,600,000	250,000 150,000 2,600,000	2010 2010 2012
25.	McCarty Lane Ext., Des #0400938 CR 550E to SR 26 New Road Construction	PE RW CN	3AA,L2,9 & INDOT	5,873,443	2,100,000	11,000,000	2010
26.	McCormick Road Cherry Lane to Lindberg Road Road Reconstruction & Widening **PROJECT ON HOLD**	PE RW CN	L4,9 L4,9 L4,9	0 0 0	150,000 150,000 1,600,000	150,000 150,000 1,600,000	
27.	South River Road, Phase III CR 300W to US 231 Widening & Resurfacing	PE RW CN	L2,9 L2,9	0 0	200,000 2,000,000	200,000 2,000,000	2010 2011
28.	County Bridge Replacement						
a	Bridge #U64 (Lilly Rd at 210W)	CN	L2	0	900,000	900,000	2012
b	Bridge #65 (Lilly Rd at CR240W)	CN	L2	0	900,000	900,000	2012
c	Bridge #141 (CR100N at 605E)	CN	L2	0	2,000,000	2,000,000	2013
d	Bridge #516 (CR575E over Baker)	CN	L2	0	250,000	250,000	2013
e	Bridge #503 (CR900S at 500E)	CN	L2	0	300,000	300,000	2013
f	Bridge #501 (CR300S at 450W)	CN	L2	0	300,000	300,000	2013
g	Bridge #191 (CR400W over Ditch)	CN	L2	0	400,000	400,000	2013
h	Bridge #190 (CR 1200S at 860W)	CN	L2	0	300,000	300,000	2013
i	Bridge #165 (Burnett over Creek)	CN	L2	0	1,000,000	1,000,000	2013
j	Bridge #210 (CR 300S over N&S)	CN	L2	0	840,000	840,000	2011
k	Bridge #U208 (Old Shadeland Rd)	CN	L2	0	700,000	700,000	2012
l	Bridge #527 (Old US 231 over Wea)	CN	L2	0	1,300,000	1,300,000	2012
m	Bridge #173 (CR600N at 180E)	CN	L2	0	700,000	700,000	2013
n	Bridge #33 (CR200S at 1095E)	CN	L2	0	600,000	600,000	2012
o	Bridge #17 (CR800S at 350E)	CN	L2	0	750,000	750,000	2012

Table 1, Funded Local Projects: Fiscal Year 2010 through 2014 (continued)

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
29. Tyler Road, Des # 0400311 North County Line Rd. to CR 900N Safety Improvements	PE RW CN	HES,L9	1,269,000	141,000	1,410,000	2011
30. Yeager Road At curves north of Kalberer Rd. Road Realignment	PE RW CN	L4,9 L4,9 L4,9	0 0 0	170,000 230,000 1,900,000	230,000 230,000 1,900,000	2010 2010 2012
31. County Bridge Inspection Des # 0902184 Various Bridges in County	IN	BRIS,L2	223,888	55,972	279,860	2010/2011
CityBus						
32. Operating Assistance <i>Section 5307</i>	OP	S90,L1,3,10	1,450,000 1,450,000 1,450,000 1,450,000 1,450,000 1,680,000	5,177,310 5,389,863 5,611,577 5,842,860 6,084,146 6,335,884	9,581,063 10,060,116 10,563,122 11,091,278 11,645,842 12,228,134	2009 2010 2011 2012 2013 2014
33. Capital Assistance <i>Section 5307</i>	CA	S9C,L3	1,887,342 1,162,400 1,402,544 1,545,171 1,694,930 1,622,177	471,835 290,600 350,636 386,293 423,733 405,544	2,359,177 1,453,000 1,753,180 1,931,464 2,118,663 2,027,721	2009 2010 2011 2012 2013 2014
34. Capital Assistance Sec. 5309 E-2008-BUSP-0272 Bus Replacement , E-2008-BUSP-0284 Hybrid Conversion Sec. 5309 E-2009-BUSP-358 Bus Replacement	CA	S3C,L10,18 S3C,L10,18	700,000 195,624 750,000 984,000 2,945,000	203,906 187,500 246,000 736,250	1,119,530 937,000 1,230,000 3,681,250	2008 2009 2008/2009 2009
35. New Freedom, Section 5317 A Extend Service to Community Correction Facility & Purchase Security Cameras B Travel Training & Transfer Center	OP/CA OP/CN	S17,L10,L18 S17,L10,L18	141,720 1,204,230	70,680 308,558	212,400 1,512,788	2008/09 2010
36. Job Access and Reverse Commute (JARC), Section 5316 A Extend Service to CR 350S ('09) B Extend Service to Clarian-Arnett hospital and four routes C Continue 350S Service, New Bus	OP OP OP/CA	S16,L10,18 S16,L10,18 S16,L10,L18	183,750 413,317 901,293	183,750 413,317 543,543	367,500 826,634 1,444,836	2009/2010 2009/2010 2010/2011

Table 1. Funded Local Projects: Fiscal Year 2010 through 2014 (continued)

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
37. Federal/Local Funding Trade MACOG & City of Kokomo	OP CA	S9O S9C	540,000 5,000,000	540,000 1,250,000	1,080,000 6,250,000	2009 2009
38. TIGGER Windmill Grant	CA		2,180,000	0	2,180,000	2010
<i>Purdue University Area</i>						
39. Williams/Harrison Streets Phase 1A, Des # 0501163	PE RW		80,000	20,000	100,000	2009
Road Reconstruction & Widening	CN	SAFETEALU	5,000,000	1,250,000	6,250,000	2010
40. Grant, Chauncey, Vine & Northwestern, Phase 1B	PE RW	L3,4,9,13,16 L13	0 0	135,000 80,000	135,000 80,000	2010 2011
Reconfigure One Way Streets	CN	L13	0	1,380,000	1,380,000	2012
<i>Purdue University Airport</i>						
None programmed in 2010						
<i>Wabash Center</i>						
41. Two Replacement Vans	CA	S10C,L17	74,400	18,600	93,000	2009
<i>Local Stimulus Projects</i>						
42. Salisbury (Wiggins to Robinson)	CN	Stimulus	517,500	0	517,500	2009/2010
43. Old US 231 (CR 350S to CR 500S)	CN	Stimulus	432,701	0	432,701	2009/2010
44. Pretty Prairie (B.G Town to Tyler Rd)	CN	Stimulus	352,480	0	352,480	2009/2010
45. CR 350N (Morehouse to West L)	CN	Stimulus	89,273	0	89,273	2009/2010
46. Jackson Highway (SR 25 to US 52)	CN	Stimulus	645,940	0	645,940	2009/2010
47. CR 750W (CR 125N to SR 26)	CN	Stimulus	113,852	0	113,852	2009/2010
48. CR 450N (SR 25 to CR 500E)	CN	Stimulus	187,443	0	187,443	2009/2010
49. Eisenhower (Laf to CR 300N)	CN	Stimulus	501,734	0	501,734	2009/2010
50. CR 100E (CR 510S to CR 430S)	CN	Stimulus	233,532	0	233,532	2009/2010
51. CR 500S (Union Twp to Old 231)	CN	Stimulus	224,111	0	224,111	2009/2010
52. Main Street, Laf. (18 th to US 52)	CN	Stimulus	1,131,550	0	1,131,550	2009/2010
53. Lafayette Traffic Signals	CN	Stimulus	619,516	0	619,516	2009/2010
54. CR 350S (US 52 to SR 38)	CN	Stimulus	334,041	0	334,041	2009/2010
55. Stockwell Rd (CR 800S to US 52)	CN	Stimulus	187,245	0	187,245	2009/2010
56. Perimeter Fence	CN	Stimulus	815,880	0	815,880	2009/2010
57. CityBus	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						
TOTAL			86,290,847	105,286,644	216,534,503	

Figure 1. Location of Funded Local Projects, FY 2010 – 2014

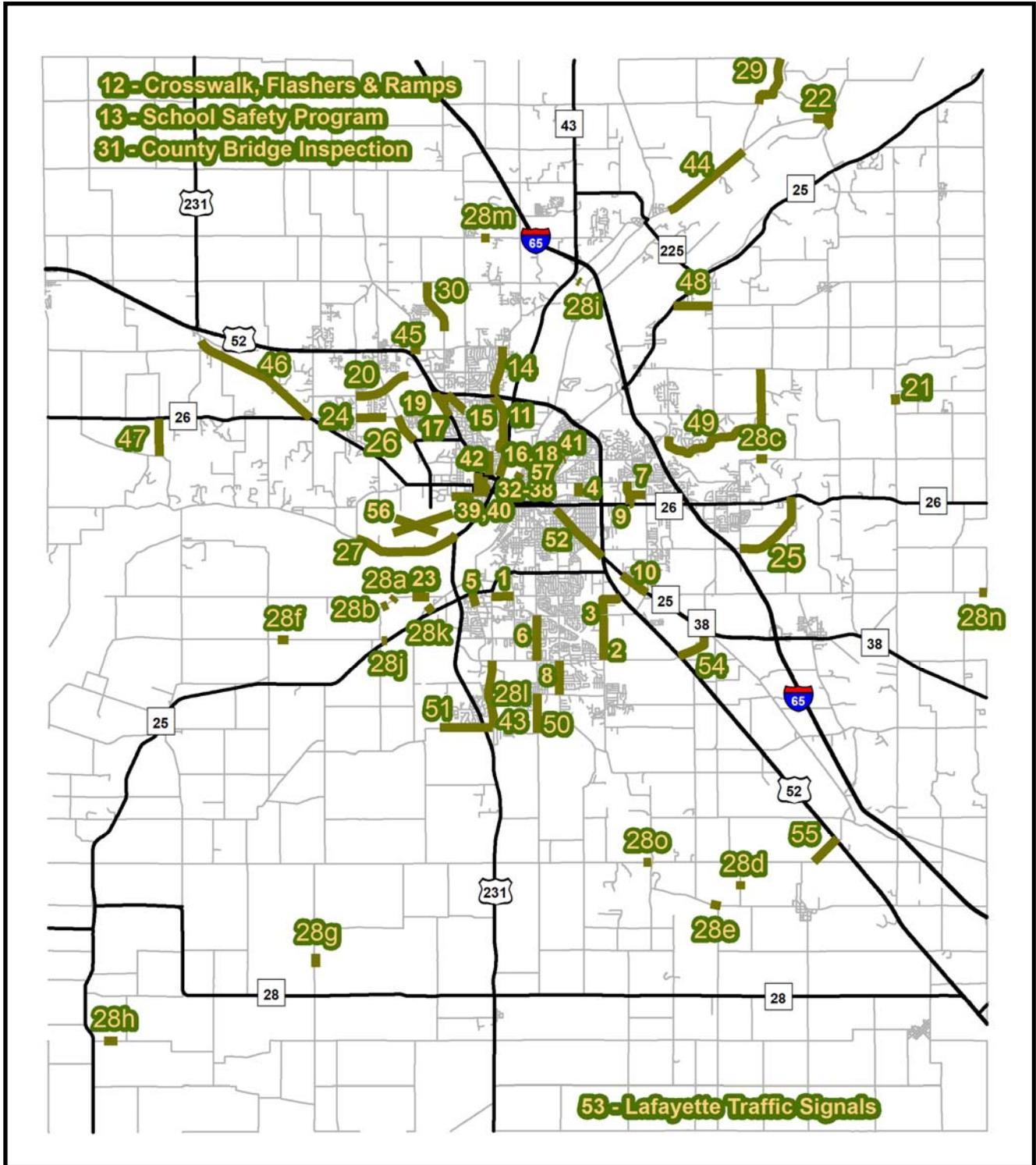


Table 2. Unfunded Local Projects – FY 2010 through FY 2014

Project Location	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
<i>City of Lafayette</i>						
1. South 9th Street	PE	3AA,L2,13	400,000	100,000	500,000	2013
CR 350S to CR 430S	RW	3AA,L2,13	240,000	60,000	300,000	2014
Road Reconstruction & Widening	CN	3AA,L2,13	5,280,000	1,320,000	6,600,000	future
2. South 18th Street	PE					
CR 350S to CR 430S	RW	3AA,L4,13	240,000	60,000	300,000	2013
Road Reconstruction & Widening	CN	3AA,L4,13	5,280,000	1,320,000	6,600,000	2014
<i>City of West Lafayette</i>						
3. Soldiers Home Road (Ph 2)	PE	3AA,L3,4	520,000	130,000	650,000	2011
Kalberer Road to City Limits	RW	3AA,L3,4	675,000	75,000	750,000	2012
Road Reconstruction &	CN	3AA,L3,4	6,640,000	1,660,000	8,300,000	2013
<i>Tippecanoe County</i>						
No Projects						
<i>CityBus</i>						
4. Job Access and Reverse Commute (JARC), Section 5316	OP	S16, L10,18	380,397	380,397	760,794	2090/10
Extended service to Clarian Arnett Hospital and four other routes						
<i>Wabash Center</i>						
5. Replace 5 Passenger Vans	EQ	S10C,L17	122,400	30,600	153,000	2010
Section 5310 Request						
TOTAL			19,777,797	5,135,997	31,663,794	

Figure 2. Location of Unfunded Local Projects Shown for Informational Purposes Only, FY 2010 - 2014

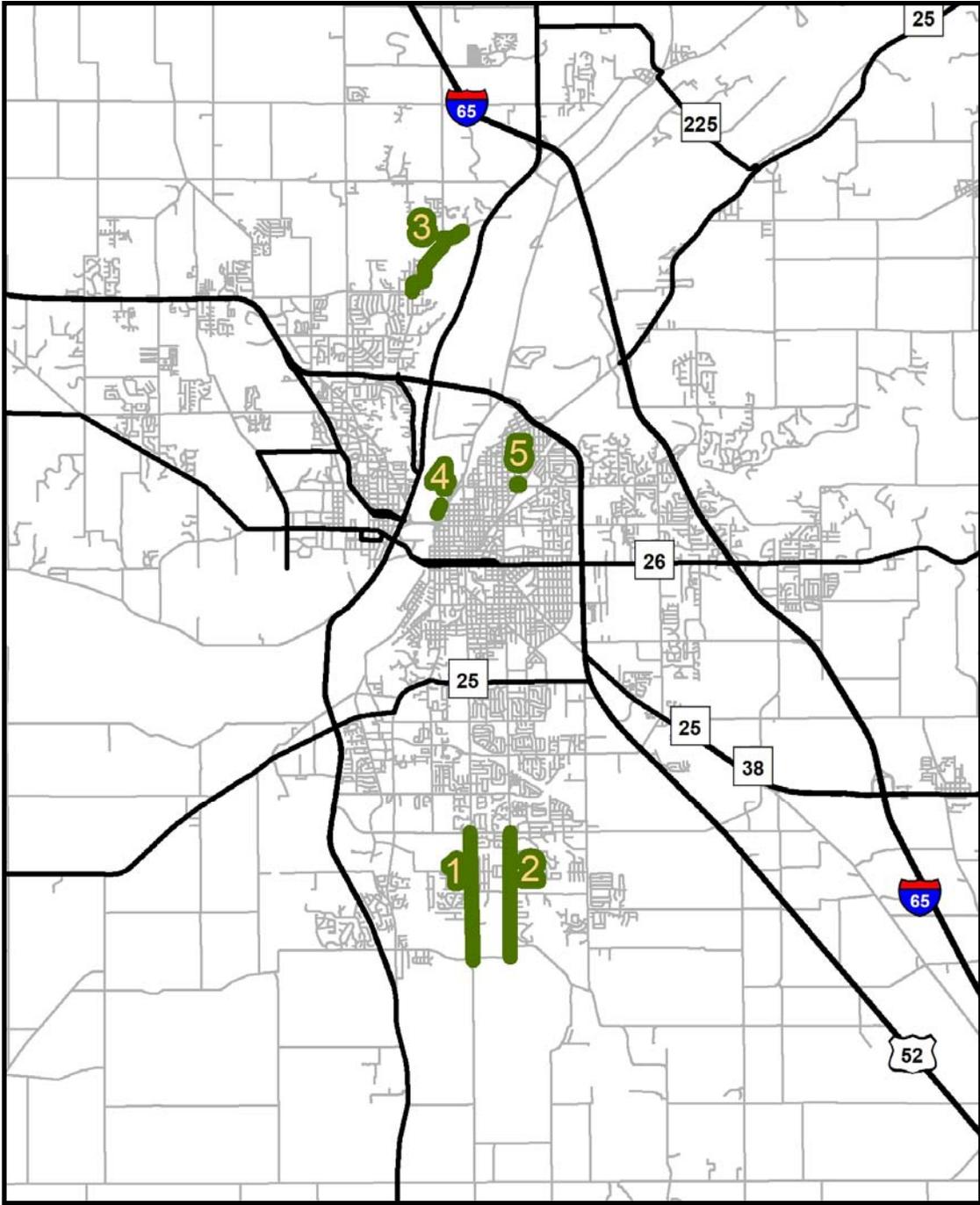


Table 3. Funded Indiana Department of Transportation Projects

	Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
1.	SR 25, Des # 9802920 Corridor Route ID: 098 <i>Hoosier Heartland (Seg. 1, Ph A)</i> I-65 to CR 750E <i>Major Moves Date: 2010 - 2013</i>	PE RW CN	NHS	20,800,000	5,200,000	26,000,000	2010
2.	SR 25, Des # 0200004 3.77 miles north of SR 225 Small Structure Replacement	PE RW CN	STP STP STP	24,000 180,000 440,000	6,000 45,000 110,000	30,000 225,000 550,000	2010 2011 2012/2013
3.	SR 25, Des # 0710377 US 52 W Jct to I-65 S. Jct PCCP Patching	PE RW CN	STP	1,474,560	368,640	1,843,200	2013
4.	SR 25, Des # 0800132 0.4 to 3.10 mi. north of US 231 HMA Overlay	PE RW CN	STP	1,920,000	480,000	2,400,000	2010
5.	SR 25, Des # 0800909 4.82 miles south of US 421 Small Structure Replacement	PE RW CN	STP STP	116,000 508,000	29,000 127,000	145,000 635,000	2011 2012/2013
6.	SR 25, Des # 0810232 I-65 to County Line District Pavement Project	PE RW CN	STP STP STP	16,000 660,000 3,440,000	4,000 165,000 860,000	20,000 825,000 4,300,000	2011 2012 2013
7.	SR 25, Des # 0810253 I-65 to County Line Relinquishments/Road Transfer	PE RW CN	STP	1,280,000	320,000	1,600,000	2013
8.	SR 25, Des # 0901664 Prophetstown State Park Site Environmental Mitigation	PE RW CN	NHS	2,000,000	500,000	2,500,000	2011
9.	SR 25, Des # 00901665 Slaven's Parcel Environmental Mitigation	PE RW CN	NHS	200,000	50,000	250,000	2011
10.	SR 26, Des # 0012950 (Note 1) From 1.12 to 4.71 miles E of I-65 Pavement Replacement <i>Major Moves: 2015</i>	PE RW CN	NHS NHS	1,562,400 1,440,000	390,600 360,000	1,953,000 1,800,000	2010-2012 2012/2013
11.	SR 26, Des # 0710389 SR 526 to 0.14 mi east of US 231 HMA Overlay	PE RW CN	STP	1,840,000	460,000	2,300,000	2013
12.	SR 26, Des # 0800352 6.2 miles west of SR 526 Small Structure Replacement	PE RW CN	STP	57,200	14,300	71,500	2012/2013

Table 3. Funded Indiana Department of Transportation Projects (continued)

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
13. SR 43, Des # 0900183 .25 mi N of US 231 to 0.38 mi s I65 HMA Overlay	PE RW CN	STP	1,040,000	260,000	1,300,000	2013
14. US 52, Des # 9802510 Beech to SR 25/38 Pavement Rehabilitation <i>Major Moves Date: 2012 through 2014</i>	PE RW CN	STP STP STP	353,360 3,150,400 22,382,400	88,340 711,600 5,591,600	441,700 3,938,000 27,978,000	2010-2012 2010/2011 2010-2012
15. US 52, Des # 0100699 Wabash R. to Beech Street Pavement Rehabilitation <i>Major Moves Date: 2011 through 2013</i>	PE RW CN	STP STP	28,800 9,013,427	7,200 2,253,357	36,000 11,266,784	2010/2011 2011
16. US 52, Des # 0201210 EB Br. over CSX RR & N 9 th Bridge Deck Replacement	PE RW CN	STP	741,440	185,360	926,800	2011
17. US 52, Des # 0201211 WB Br. over CSX RR & N 9 th Bridge Deck Overlay	PE RW CN	STP STP	12,000 447,200	3,000 111,800	15,000 559,000	2010 2010/2011
18. US 52, Des # 0400774 EB Bridge over Wabash River Bridge Replacement	PE RW CN	Bridge	820,000	205,000	1,025,000	2010-2012
19. US 52, Des # 0800317 EB Bridge over N&S Railroad Bridge Deck Overlay	PE RW CN	STP STP	12,000 240,480	3,000 60,120	15,000 300,600	2010 2010/2011
20. US 52, Des # 0800318 WB Bridge over N&W Railroad Bridge Deck Overlay	PE RW CN	STP	343,040	85,760	428,800	2011
21. US 52, Des # 0800515 EB Bridge over the Wabash River Bridge Maintenance & Repair	PE RW CN	STP STP	40,000 123,200	10,000 30,800	50,000 154,000	2010 2011
22. US 52, Des # 0810451 Wabash River to Beech Street Traffic Signals	PE RW CN	Other	276,000	0	276,000	2011
23. US 52, Des # 0810454 Eleven signals at various locations Traffic Signals	PE RW CN	Other	875,000	0	875,000	2012
24. US 52, Des # 0900023 WB Bridge over Wabash River Bridge Maintenance & Repair	PE RW CN	STP	1,000,000	250,000	1,250,000	2010

Table 3. Funded Indiana Department of Transportation Projects (continued)

	Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
25.	SR 126, Des # 0710363 SR 526 to US 231 HMA Overlay	PE RW CN	STP	385,760	96,440	482,200	2013
26.	SR 225, Des # 0900171 From SR 25 to SR 43 HMA Overlay	PE RW CN	STP	488,000	122,000	610,000	2010/2011
27.	US 231, Des # 9700830 (Note 2) Corridor Route ID: 216 Wabash River to US 52 New Road Construction (S. Intramural Widening 0300374) <i>Major Moves Date: 2007 through 2010</i>	PE RW CN	Lease \$ Local STP Local STP	64,800,000 447,032 2,696,349	16,200,000	81,000,000	2010/2011
28.	US 231, Des # 0400064 Bridges over Wabash River Bridge Maintenance & Repair	PE RW CN	NHS	1,000,000	250,000	1,250,000	2010
29.	US 231, Des # 0900098 North of I-74 to SR 28 Ultra thin bonded wearing coarse	PE RW CN	STP	1,880,000	470,000	2,350,000	2011
30.	US 231, Des # 0901222 Northbound Bridge over Wabash Bridge Rehabilitation/Repair	PE RW CN	STP STP	628,000 480,000	157,000 120,000	785,000 600,000	2010-2012 2012
31.	US 231, Des # 0901223 Southbound Bridge over Wabash Bridge Rehabilitation/Repair	PE RW CN	STP STP	628,000 480,000	157,000 120,000	785,000 600,000	2010-2012 2012
32.	US 231, Des # 0901953 South River Road to US 52 District Pavement Project	PE RW CN	STP	1,600,000	400,000	2,000,000	2013
33.	SR 443, Des # 0710378 SR 43 to US 52 Relinquishment/Transfer	PE RW CN	STP	730,000	0	730,000	2013
34.	SR 526, Des # 0901493 PU Airport to SR 126 HMA Overlay	PE RW CN	STP	480,000	120,000	600,000	2013
35.	I-65, Des # 0800916 NBL over SR 26 District Bridge Rehab Project	PE RW CN	STP	48,000	12,000	60,000	2013

Table 3. Funded Indiana Department of Transportation Projects (continued)

	Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
36.	I-65, Des # 0800917 SBL over SR 26 District Bridge Rehab Project	PE RW CN	STP	48,000	12,000	60,000	2013
37.	Purdue Campus, Des # 0900172 Various Locations around Campus Road Maintenance	PE RW CN	State	0	176,000	176,000	2010
38.	Various Locations Des # 0800236 Raised Pavement Marking Replace	PE RW CN	Mutiple	199,360	49,840	249,200	2011
39.	Various Locations Des # 0800239 Debris Removal	PE RW CN	STP	156,598	39,150	195,748	2010
40.	Traffic Signals, Des # 0801076 SR 26 & 16 th / Main and SR 25 & Old US 231/Carter Lumber Signal Upgrade/Replacement	PE RW CN	Mutiple	320,000	80,000	400,000	2010
41.	Wabash Heritage Trail Des # 0810383 3.1 miles in Prophetstown Park New Trail Construction	PE RW CN	Enhancement	966,814	241,704	1,208,518	2012
42.	NS Railroad Xing, Des # 1005360 At CR 1000E Railroad Protection	PE RW CN	STP STP	16,000 224,000	4,000 56,000	20,000 280,000	2011 2011
43.	Various Locations Des # 1005675 Removal of invasive species	CN	ARRA	200,000	0	200,000	2010/2011
44.	Various Locations Des # 1005729 Plant Revegetation	CN	ARRA	200,000	0	200,000	2010/2011
TOTAL				157,958,820	38,229,611	193,125,050	

Note 1: includes 9608220

Note 2: includes 9900831, 9900832, 9900833, 000083A, 0300431 and 0600629

Figure 3. Location of Funded INDOT Projects

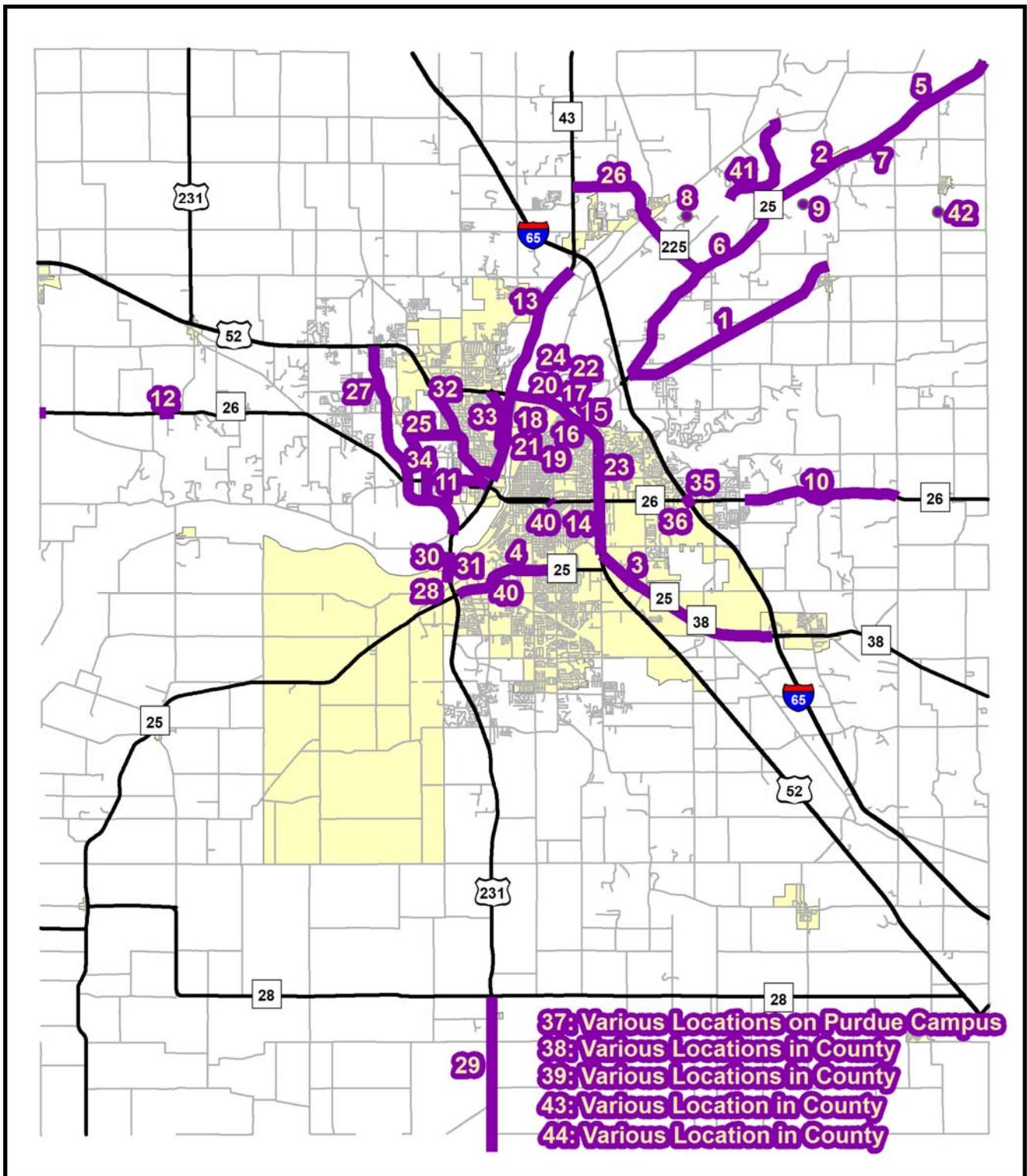
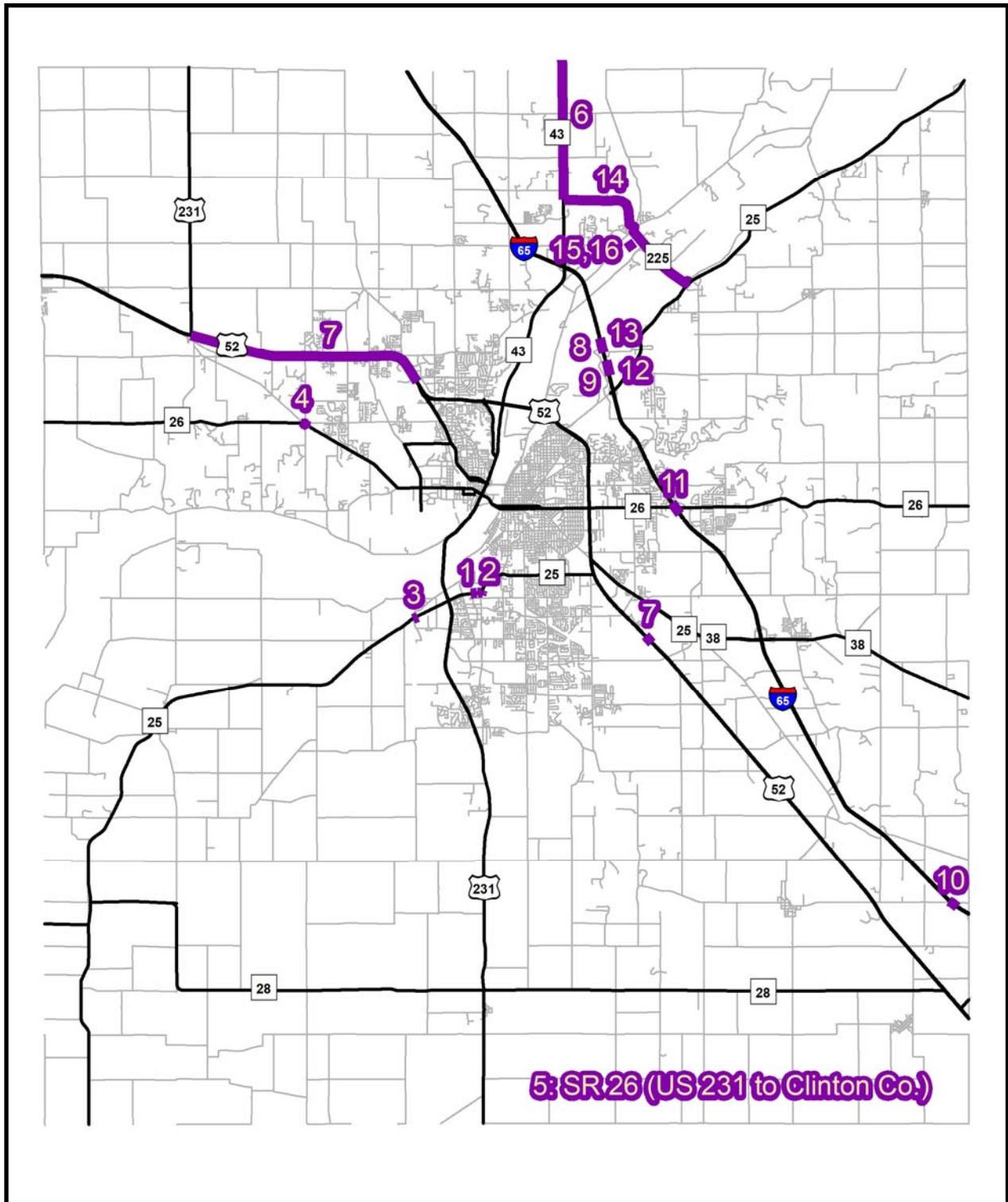


Table 4. Unfunded INDOT Projects for Informational Purposes Only

Project, DES Number	Project Location & Description	Project Status
1. SR 25, Des # 9800590	At South Beck Lane, Intersection Improvement	Project Suspended
2. SR 25, Des # 9800690	At Old US 231, Intersection Improvement	Project Suspended
3. SR 25, Des # 0400775	At CSX Railroad Bridge, New Bridge Construction	Project Suspended
4. SR 26, Des # 0100427	At CR 200N, 400W & Jackson H., Safety Improvement	Project Eliminated
5. SR 26, Des # 0401143	US 231 to Clinton Co. Line, Guard Rail Improvements	Project Eliminated
6. SR 43, Des # 0012940	SR 225 to SR 18, Road Replacement	Project Suspended
7. US 52, Des # 0201393	US 231 to 1.78 Mi, W of SR 443, Road Rehabilitation	Project Eliminated
8. I-65, Des # 0012660	Wabash River SB Bridge, Deck Reconstruction	Project Eliminated
9. I-65, Des # 0066620	Wildcat Creek SB Bridge, Deck Replacement & Widening	Project Suspended
10. I-65, Des # 0100293	Bridge over Lauramie Creek, Bridge Rehabilitation	Project Eliminated
11. I-65, Des # 0100309	Over SR 26, Bridge Rehabilitation	Project Eliminated
12. I-65, Des # 0600400	Wildcat Creek NB Bridge, Deck Replacement & Widening	Project Suspended
13. I-65, Des # 0600402	Wabash River NB Bridge, Deck Recon & Widening	Project Suspended
14. SR 225, Des # 0401399	SR 25 to SR 43, Road Resurfacing	Project Eliminated
15. Prophetstown Eagle Des # 0200981	Enhancement Grant	Project Eliminated
16. 12 Acres of Museums Campus, Des #9981310	Enhancement Grant	Project Eliminated

Figure 4. Location of Unfunded INDOT Projects



5. AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)

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 highways, 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.

Table 5. ARRA Funded Local Projects

Project, Location Description	Ph	Federal Funds/ Total Cost
<i>West Lafayette</i>		
1. Salisbury , Wiggins to Robinson Mill, wedge & resurface	CN	\$517,500
<i>Tippecanoe County</i>		
2. Old US 231 , CR 350S to CR 500S Street Resurfacing	CN	\$432,701
3. CR 350S , US 52 to SR 38 Mill, Wedge & Resurface	CN	334,041
4. CR 500S , Union Twp to Old US 231 Street Resurfacing	CN	\$224,111
5. CR 100E , CR 510S to CR 430S Street Resurfacing	CN	\$233,532
6. Pretty Prairie , B.G. to Tyler Rd. Street Resurfacing	CN	\$352,480
7. Stockwell Road , CR 800S to US 52 Street Resurfacing	CN	\$189,245

Table 5. ARRA Funded Local Projects (continued)

Project, Location Description	Ph	Federal Funds/ Total Cost
<i>Tippecanoe County Continued</i>		
8. Eisenhower , Laf. Limits to CR Street Resurfacing	CN	\$501,734
9. CR 350N , Morehouse to WL City Street Resurfacing	CN	\$89,273
<i>Lafayette</i>		
10. Main Street , 18 th to US 52 Mill, curb & resurface	CN	\$1,031,550
11. Lafayette Traffic Signals Radio Interconnect, currently	CN	\$619,516
<i>Other</i>		
Purdue Airport Perimeter Fence		\$815,880
13. CityBus 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
<i>Illustrative Projects Recommended</i>		
1. Jackson Hwy , SR 26 to US 52 Street Resurfacing	CN	\$604,940
2. CR 450N, SR 25 to CR 500E Street Resurfacing	CN	\$187,443
3. CR 750W , CR 125N to SR 26 Street Resurfacing	CN	\$113,852

INDOT Projects

The following list of projects was compiled from INDOT requests for TIP amendment and project letting lists:

Table 6. ARRA Funded INDOT Projects

	Project Location	Ph	Federal Funds (Total Cost)
1.	SR 25, Des # 9802920 CR 750E to NS Railroad	CN	\$29,900,000
2.	Bridge over Sugar Creek (NB) Des # 0400997	CN	\$3,500,000
3.	Bridge over Sugar Creek (SB) Des # 0900133	CN	\$3,500,000
4.	Bridge over No Name Creek (NB) Des # 0400999	CN	\$2,866,336
5.	Bridge over No Name Creek (SB) Des # 0900134	CN	\$2,866,336
6.	Bridge over Bridge Creek (NB) Des # 0401000	CN	\$3,575,215
7.	Bridge over Bridge Creek (SB) Des # 0900135	CN	\$3,575,215
8.	Bridge over CR 900N (NB) Des # 0401001	CN	\$3,575,215
9.	Bridge over CR 900N (SB) Des # 0900136	CN	\$3,575,215
10.	US 52, Des # 9900510 New Bridge over NS Railroad	CN	\$6,200,000
11.	US 52, Des # 0900079 US 231 (w jct.) to Cumberland	CN	\$2,000,000
12.	US 231, Des # 0900098 North of I-74 to SR 28	CN	\$1,400,000

Table 6. ARRA Funded INDOT Projects (continued)

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

6. FINANCIAL SUMMARY AND PLAN

SAFETEA-LU requires all TIPs to be financially constrained (project costs can not exceed expected revenue). Thus, no community can program or proposed to spend more than it is allocated. A financial plan is required that demonstrates how projects are implemented within budget and identifies resources from both public and private sources that are reasonably expected to be made available to carry out the plan. This TIP assumes the next transportation act will also require financial constraint.

Before developing a financial plan, available funding limits are provided by INDOT for all federal funding categories within the urban area. Similar to STP funds, enhancement and safety funds are now allocated to and distributed through the MPO. Bridge, rail safety, and rural road projects compete against other projects throughout the state or 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 \$428.2 million. Sources of federal and local funds for locally initiated projects are shown in **Tables 8, 9, 10 and 12.**

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. Projects located outside the urban area but still in the MPO planning area are eligible as well. The MPO has the flexibility to spend these federal funds throughout the County. Additionally, Group II funds can be used by local governments to develop engineering plans and acquire right-of-way.

While this TIP applies to the next transportation act, the first few months (July through September 2009) fall under legislation spelled out in SAFETEA-LU. Because this TIP is split between two transportation acts, the financial review will be split into two parts as well. The first part addresses the allocation of SAFETEA-LU funds and the second part addresses the allocation under a new act. Since there have been no formal proposals or guidance issued by FHWA regarding the new act, this TIP assumes that the same rules and guidance under SAFETEA-LU still applies.

SAFETEA-LU expires on September 30, 2009. Initially, the MPO was advised that all projects using STP funds were to be under contract by August 2009 otherwise funding would be lost. In October 2008, INDOT, with FHWA approval, presented a new strategy. It involves adding specific project information directly into the state's biennial

budget. This eliminates the possibility of losing any SAFETEA-LU funds when the bill expires. INDOT officials asked each MPO to provide dates and funding allocations for projects using SAFETEA-LU funds as well as information for FY 2010 and 2011. The funding allocations for these years are now locked into one of two biennial state budgets.

SAFETEA-LU

Over the life of SAFETEA-LU, our MPO area has received nearly twenty-one million dollars in federal STP Group II funding. **Table 7** shows the total amount as well as each annual allocation. The amounts shown for the last two fiscal years, 2008 and 2009, are only estimates because we do not have the finalized amounts. Specific details regarding INDOT’s estimated funding amounts can be found in **Appendix 3**.

Table 7. Summary of Federal STP Funds: FY 2004 – FY 2009

<i>Year</i>	<i>Amount</i>
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>
Total	\$20,744,55

Thirteen projects have either received or have been allocated STP funds over the life of SAFETEA-LU (**Table 8**). The City of Lafayette used these funds to improve Concord Road, extend Maple Point Drive, and to develop a trail and greenway master plan. The City of West Lafayette used or will use these funds to improve Kalberer Road, Yeager Road, and Happy Hollow Road. Tippecanoe County has used these funds for improvements to extend Cumberland Avenue and McCarty Lane. The Town of Battle Ground used these funds to improve Railroad Street. Finally, our STP federal funds were allocated to US 231, South Intramural Drive, and perform a corridor study of US 52 West.

The amount of STP funds used and allocated is financially constrained. The total amount obligated (**Table 8**) matches the total amount allocated to our area (**Table 7**).

New Transportation Act, FY 2010 & FY 2011

The new transportation act should begin on October 1st, 2009. However, no official proposals have been presented by the Federal Highway Administration or Federal Transit Administration. Congressional committees are working on the new bill but it appears unlikely that one will be adopted by the beginning of this TIP. Without a new

transportation bill, this TIP assumes the MPO will receive the same funding programs and allocations as under SAFETEA-LU.

Table 8. Summary of Obligated Federal Funds under SAFETEA-LU

<u>Project</u>	<u>Phase</u>	<u>Amount</u>
Kalberer Road	CN	\$909,060
Tapawingo Extension	CN	\$2,056,000
Cumberland Extension	PE	\$422,268
Concord Road	PE	\$214,772
	RW	\$214,820
	CN	\$3,886,408
Concord / Maple Point	RW	\$1,715,000
Railroad Street	CN	\$510,400
Yeager Road	PE	\$400,000
	RW	\$754,000
South Intramural Drive	RW	\$447,032
Trail & Greenway Plan	ST	\$125,000
US 52 West Study	ST	\$200,000
Happy Hollow	PE	\$320,000
McCarty Lane	CN	\$5,873,443
US 231	CN	\$2,696,349
Total		\$20,744,552

As a result of having project funding in the state's biennial budget, allocations for FY 2010 and 2011 were locked. This project information is summarized in **Table 9**. Federal funds for both years have been allocated to four projects. Two projects are in West Lafayette, one is in Lafayette and the other is in the county.

INDOT's Division of Finance has directed staff to use the FY 2008 funding estimate for each program year. That amount is \$3,781,957 (**Table 9**). The apportionments are shown at the top of table. Each project is then shown along with a running balance. All available federal funds have been programmed and the project requests are fiscally constrained.

New Transportation Act, FY 2012 through FY 2014

The Technical Transportation Committee reviewed and financially constrained the funding requests for FY 2012, 2013 and 2014 on February 18, 2009. Since these are the last three years in this TIP, the Committee financially constrained each year separately. While we are not allowed to advance funds forward and use them all during the first year, any remaining unprogrammed balance can be carried over to the following fiscal year.

The Local Public Agencies (LPA) initially requested Urban STP federal funds to support six projects. The City of West Lafayette requested funds to improve Happy Hollow and Soldiers Home Road (two phases). The City of Lafayette requested funds to improve South 9th and South 18th Streets. Finally, the county requested funds to construct the Cumberland Road Extension project. In total, these requests significantly exceed our allocation. The Committee pared the projects to match the estimated allocation; the detailed list can be found in **Table 10**.

The Committee recommended funding the Cumberland Extension (construction phase) and South 18th Street (preliminary engineering phase) projects in 2012. For 2013, two projects will be funded: Happy Hollow Road (construction phase) and Soldiers Home Road, Phase 1 (right-of-way acquisition phase). Finally, in 2014, only the construction phase of Soldiers Home Road will receive STP federal funds. It should be noted that the amount of federal funds requested to construct Happy Hollow Road was reduced by \$730,000. This is the amount INDOT budgeted to resurface Happy Hollow Road in advance of the US 231 relinquishment agreement. Instead of resurfacing Happy Hollow, the funds will go toward reconstructing the road.

Table 9. Financially Constrained Local Public Agencies Projects: FY 2010 & 2011

<u>Agency</u>	<u>Project</u>	<u>Phase</u>	<u>Fiscal Year</u>	<u>STP</u>
FY 2010 Apportionment				3,781,957
FY 2011 Apportionment				3,781,957
Funds Available				7,563,914
Tippecanoe Co.	Cumberland Extension	RW	Obligated	<u>168,421</u>
				7,263,158
West Lafayette	Yeager	RW	July 2009	<u>300,756</u>
				5,473,684
West Lafayette	Yeager	CN	January 2011	<u>1,789,474</u>
				5,305,263
West Lafayette	Soldiers Home Road	PE	March 2010	<u>505,263</u>
				4,800,000
Lafayette	Concord Rd. & Maple Point Brady Lane to US 52	CN	January 2011	<u>4,800,000</u>
Total				0

Table 10. Financially Constrained Local Public Agencies Projects: FY 2012 - 2014

Agency	Project	Phase	STP
FISCAL YEAR 2012			
<i>Funds Available for FY 2012</i>			3,781,957
Total			3,781,957
Tippecanoe Co.	Cumberland Extension	CN	3,052,000
Lafayette	South 18 th Street	PE	400,000
Total Cost of Projects			3,452,000
Balance (Funds Available minus Total Cost)			329,957
FISCAL YEAR 2013			
<i>Carry Over Funds</i>			329,957
<i>Funds Available for FY 2013</i>			3,781,957
<i>Total Funds Available</i>			4,111,914
West Lafayette	Happy Hollow	CN	3,468,636
West Lafayette	Soldiers Home Road, Ph 1	RW	384,000
Total Cost of Projects			3,852,636
Balance (Funds Available minus Total Cost)			259,278
FISCAL YEAR 2014			
<i>Carry Over Funds</i>			259,278
<i>Funds Available for FY 2014</i>			3,781,957
<i>Total Funds Available</i>			4,041,235
West Lafayette	Soldiers Home Road, Ph 1	CN	4,041,235
Total Cost of Projects			4,041,235
Balance (Funds Available minus Total Cost)			0

STP GROUP IV FUNDS (Rural Area)

LPAs seeking these funds compete against projects within each INDOT district. INDOT's 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 right-of-way acquisition. STP Group IV funds are available to counties for eligible improvements to rural roads.

The only project utilizing these funds was let for construction on July 16, 2008. The Town of Battle Ground combined these funds with Group II STP federal funds to reconstruct a portion of Railroad Street. Tippecanoe 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 (HSIP) funds are for projects that specifically involve safety-oriented and safety documented improvements. Documentation generally requires a three year crash analysis and cost benefit assessment. HSIP was established under SAFETEA-LU as 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. Starting in 2006, our community receives a portion of these funds. Since FY 2006, we have been allocated \$1,002,664. **Table 11** shows the amount of funds by year.

Table 11. Summary of HSIP Federal Funds: 2006 – 2009

<i>Year</i>	<i>Amount</i>
FY 2006	\$269,207
FY 2007	\$239,289
FY 2008	\$247,084
FY 2009	\$247,084
Total	\$1,002,664

Prior to 2007, INDOT approved two projects for HES/HSIP funds. One project is located in the county, improving 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 that project on August 20, 2006. Both projects are shown in **Table 1** because construction has not yet begun.

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, Flasher and Ramps (\$70,000) projects.

STP ENHANCEMENT FUNDS

Transportation Enhancement funding provides opportunities to 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.

A portion of the states' enhancement funds is allocated annually to each MPO. The FY 2008 MPO allocation was \$380,000. The Technical Transportation Committee reviews and selects projects to fund.

There are four enhancement projects listed in **Table 1**. Two of the projects involve extending the Wabash Heritage Trail. Phase I and II were approved for funding on November 13, 2007 and October 1, 2008 respectively. The City of West Lafayette requested these funds to construct over a mile of trail that will extend the Wabash Heritage Trail to the Trolley Line Trail, and 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 Table 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.

Enhancement funds for two projects were withdrawn by INDOT after many year of not being implemented. Both projects were located in The Museum at Prophetstown. The first project (awarded in 1999) involved 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 second project (awarded in 2002) involved constructing the Eagle Wing Center parking lot; the Eagle Wing Center was never built.

SAFE ROUTES TO SCHOOL FUNDS

The Safe Routes to School (SRTS) program provides both infrastructure and non-infrastructure funds to substantially improve the ability of elementary and middle school students to walk and bicycle to school safely. Projects proposed for these funds compete statewide, and are selected by a broad-based committee for approval of the INDOT Commissioner. 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 selected in the 2007 call for projects. The City of Lafayette received \$100,000 to construct sidewalks on both sides of North 26th 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 these requests.

Bridge Replacement Funds have been approved for only one project: the Lilly Road Bridge near the pharmaceutical plant. The location is shown in **Figure 1**.

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 Section 8, Analysis of Financial Capacity: CityBus.

In addition, the Federal Aviation Administration sets 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 **Table 1** indicate that a variety of local funding sources will be used in FY 2010 through FY 2014. A summary of these sources is shown in **Table 12**. 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 use 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 that information by source and year. INDOT is responsible for fiscally constraining its project list.

Table 12. Source of Local Funds for Funded Local Projects (Table 1)

Fund	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Lafayette					
COIT, EDIT, TIF, LR&S & Local Funds (L1, L4, L13, L16, L17)*	600,000	5,600,000	5,600,000		
CCF & TIF (L32, L13)*	645,000	2,639,000		624,000	160,000
EDIT & TIF (L4 & L13)*	1,400,352	1,200,000	100,000		
<i>Total</i>	<i>2,645,352</i>	<i>9,439,000</i>	<i>5,700,000</i>	<i>624,000</i>	<i>160,000</i>
West Lafayette					
CCF, EDIT & GF (L3, L4 & L5)*	126,316			96,000	
CCF, EDIT, TIF (L3, L4, L13)*	263,500				
CCF, & EDIT (L3, L4)*		75,000			
CCF, LR&S & MVH (L3, L9 & L16)*				1,049,659	
CCF, EDIT, LR&S, TIF & MVH (L3, L4, L9, L13 & L16)*	1,250,000				
EDIT & TIF (L4 & L5)*					
EDIT, TIF, LR&S, TIF, MVH (L4, L5, L9, L13 & L16)*					
EDIT, LR&S & MVH (L4, L9 & L16)*	150,000				2,458,765
TIF (L13)*	202,946	80,000	1,380,000		
CCF & MVH (L3 & L16)*	447,369				
<i>Total</i>	<i>2,440,131</i>	<i>155,000</i>	<i>1,380,000</i>	<i>1,145,659</i>	<i>2,458,765</i>
Tippecanoe County					
CBF (L2)*	710,972	3,820,000	5,150,000	5,250,000	
CBF & LR&S (L2 & L9)*	2,300,000	2,000,000			
EDIT & LR&S (L4 & L9)*	692,105		6,448,000		
LR&S (L9)*		141,000			
<i>Total</i>	<i>3,703,077</i>	<i>5,961,000</i>	<i>11,598,000</i>	<i>5,250,000</i>	<i>0</i>
Purdue Airport					
Purdue funds (L15)*	None				
CityBus					
COIT, CCF & LPT (L1, L3 & L10)*	5,389,863	5,611,577	5,842,860	6,084,146	6,335,884
CCF (L3)*	316,636	350,636	386,293	423,733	405,544
LPT & FPT (L10 & L18)*					
<i>Total</i>	<i>5,706,499</i>	<i>5,962,213</i>	<i>6,229,153</i>	<i>6,507,879</i>	<i>6,741,428</i>

* See Exhibit 1

Table 13, INDOT Project Expenditures by Fund and Year

Funding Type	FY 2010		
	Federal	State	Total
NHS	23,362,400	5,840,600	29,203,000
STP	31,511,238	7,797,810	39,389,048
Bridge	820,000	205,000	1,025,000
Lease \$	64,800,000	16,200,000	81,000,000
State	0	176,000	176,000
Multiple	320,000	80,000	400,000
ARRA	400,000	0	400,000
Total	121,213,638	30,299,410	151,493,048

Funding Type	FY 2011		
	Federal	State	Total
NHS	2,200,000	550,000	2,750,000
STP	12,653,107	3,163,277	15,816,384
Multiple	199,360	49,840	249,200
Other	276,000	0	276,000
Total	15,328,467	3,763,117	19,091,584

Funding Type	FY 2012		
	Federal	State	Total
NHS	1,440,000	360,000	1,800,000
STP	2,625,200	656,300	3,281,500
Other	875,000	0	875,000
Enhancement	996,814	241,704	1,208,518
Total	5,907,014	1,258,004	7,165,018

Funding Type	FY 2013		
	Federal	State	Total
STP	12,366,320	2,909,080	15,275,400
Total	12,366,320	2,909,080	15,275,400

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 there will be 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 2004 to 2007. Information for 2008 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 for any jurisdiction. Receipts and disbursements fluctuate yearly. In some years increases or decreases were small, however, in other years they were substantial. Overall, with few exceptions, 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. Other than those years, the end balances for all jurisdictions show no overall increasing or decreasing trends. However, balances at the end of each 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 to develop their budgets.

Table 14.
City of Lafayette
Operating and Maintenance History 2004 through 2007

	2004	2005 ¹	2006 ¹	2007 ¹
<i>Cash and Investments as of January 1</i>				
Balance	605,195.19	1,178,447.02	1,558,963.40	2,715,089.38
<i>Annual Information</i>				
<u><i>Receipts</i></u>				
MVH	4,180,081.94	5,359,223.25	5,249,681.31	3,780,805.65
LRS	531,635.57	937,547.85	580,793.34	560,631.07
LH			726,001.31	698,830.75
Other				
Total	4,711,717.51	6,296,771.10	6,556,475.96	5,040,067.47
<u><i>Disbursements</i></u>				
MVH	4,199,297.93	6,353,626.68	4,024,313.34	3,878,411.21
LRS	471,911.96	747,644.28	725,413.06	293,709.78
Cum. Bridge			782,848.18	801,833.68
Other				
Total	4,671,209.89	7,101,270.96	5,532,574.58	4,973,954.67
Total Receipts	4,711,717.51	6,296,771.10	6,556,475.96	5,040,067.47
Total Disbursements	4,671,209.89	7,101,270.96	5,532,574.58	4,973,954.67
Difference	40,507.62	-804,499.86	1,023,901.38	66,112.80
<i>Cash and Investments as of December 31</i>				
Balance	648,035.09	1,768,989.37	2,582,864.78	2,648,976.58

¹: 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.

Table 15.
City of West Lafayette
Operating and Maintenance History 2004 through 2007

	2004	2005	2006	2007
<i>Cash and Investments as of January 1</i>				
Balance	12,529,050.31	10,328,861.93	12,912,119.35	12,403,893.99
<i>Annual Information</i>				
<u>Receipts</u>				
MVH	1,058,818.90	1,102,391.77	1,323,368.28	1,753,419.01
LRS	244,641.13	253,742.83	275,675.69	719,275.76
Other Funds	17,867,268.74	13,190,951.96	15,744,525.61	21,150,082.16
Total	19,170,728.77	14,547,086.56	17,343,569.58	23,622,776.93
<u>Disbursements</u>				
MVH	815,006.30	1,192,399.05	1,629,561.20	1,405,350.09
LRS	308,840.15	119,314.94	234,640.89	780,929.53
Other	4,113,618.45	2,788,705.16	15,581,796.87	22,427,292.77
Total	5,237,464.90	4,100,419.15	17,445,998.86	24,613,572.39
Total Receipts	19,170,728.77	14,547,086.56	17,343,569.58	23,622,776.93
Total Disbursements	5,237,464.90	4,100,419.15	17,445,998.86	24,613,572.39
Difference	13,933,263.87	10,446,667.41	-102,429.38	-990,795.46
<i>Cash and Investments as of December 31</i>				
Balance	26,462,314.18	20,775,529.34	12,809,689.97	11,413,098.53

Table 16.
Tippecanoe County
Operating and Maintenance History 2004 through 2007

	2004	2005	2006	2007
<i>Cash and Investments as of January 1</i>				
Balance	42,067,394.61	37,617,381.98	31,095,744.43	38,427,450.08
<i>Annual Information</i>				
<u>Receipts</u>				
MVHs	3,780,907.10	3,734,737.57	4,564,347.15	4,249,770.32
LRS	1,107,570.26	1,106,468.62	2,700,009.80	2,261,512.83
Cum. Bridge	2,731,836.52	5,267,373.54	10,176,214.17	3,900,585.56
Other	770,691.33	2,648,629.43	2,204,973.50	2,053,177.22
Total	8,391,005.21	12,757,209.16	19,645,544.62	12,465,045.93
<u>Disbursements</u>				
MVH	3,464,011.73	3,752,043.98	3,831,029.78	5,041,277.42
LRS	1,940,476.67	3,018,941.70	2,366,782.57	1,908,858.72
Cum. Bridge	3,267,760.79	11,218,310.58	4,242,140.84	5,231,055.93
Other	2,662,613.00	1,283,164.26	1,873,885.78	2,541,965.20
Total	11,334,862.19	19,272,460.52	12,313,838.97	14,723,157.27
Total Receipts	8,391,005.21	12,757,209.16	19,645,544.62	12,465,045.93
Total Disbursements	11,334,862.19	19,272,460.52	12,313,838.97	14,723,157.27
Difference	-4,443,856.98	-6,515,251.36	7,331,705.65	-2,258,111.34
<i>Cash and Investments as of December 31</i>				
Balance	37,623,537.63	31,102,130.62	38,427,450.08	36,169,338.74

7. PRIORITIZING PROJECTS

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, listed in order of importance, are used to prioritize projects:

1. Projects that were previously programmed, but not funded, and which remain ready to be committed;
2. Projects programmed for construction;
3. Traffic operation or Transportation System Management 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 recommendation occurs does the Area Plan Commission review and adopt the recommended priorities and document.

The general criteria cited above were used to develop the project ranking shown in **Table 18**. 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 prioritized ranking of projects submitted (as shown in **Table 17 & 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 to a year with available funding.

STP GROUP II FUNDS

Prioritizing the first two years of projects (FY 2010 and 2011) did not follow the standard process. These priorities were previously established to meet INDOT's request to include project and funding levels in the state's biennial budget. These priorities were established by the city and county engineers based on probable obligation dates. **Table 17** shows the specific dates for each project and the priority ranking.

For the remaining three years of the TIP, FY 2012 through 2014, the Technical Transportation Committee prioritized the financially constrained list on February 18, 2009 (**Table 18**). For 2012 funds, the Committee gave first priority to the construction phase of Cumberland Extension and second priority to funding South 18th (preliminary engineering). Two projects were funded with 2013 funds and top priority was given to

the construction of Happy Hollow Road. Only one project will be funded in FY 2014, the construction of Soldier Homes Road, Phase 1.

Table 17. Prioritized STP Group II Urban Funds, FY 2010 & FY 2011

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Date
Projects Programmed for 2010 & 2011						
					Funds Available for 2010	3,781,957
					Funds Available for 2011	3,781,957
				Total		7,563,914
FY 2010	1	County	Cumberland Extension	RW	168,421	Obligated
&	2	West Laf.	Yeager	RW	300,756	July 2009
FY 2011	3	West Laf.	Yeager	CN	1,789,474	January 2010
	4	West Laf.	Soldiers Home Rd, Ph 1	PE	505,263	March 2010
	5	Lafayette	Concord & Maple Point	CN	4,800,000	January 2011
					Total Cost of Projects	7,563,914
					Balance (Funds Available minus Total Cost)	0

There are only slight changes in priorities when comparing the 2009 - 2013 TIP to this 2010 - 2014 TIP. Both TIP's show five projects being funded in 2010 and 2011. One project, Yeager Road (right-of-way), replaced the Cumberland project (preliminary engineering). Priorities in the 2009 TIP were based on the criteria spelled out in the TIP. The priorities in the FY 2010 and 2011 years of the TIP are based on forecasted letting dates.

The top priorities for FY 2012 and 2013 remain unchanged. Funding road construction of the Cumberland Extension and construction of Happy Hollow Road still remain top priorities. In the 2009 TIP, the remaining balance of 2012 funds went toward the engineering of Cumberland Avenue. That project was replaced with engineering for South 18th Street in Lafayette.

STP ENHANCEMENT FUNDS

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

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

Application for these federal funds follows specific guidelines and do not require local recommendations.

Table 18. Prioritized STP Group II Urban Funds, FY 2012 – FY 2014

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share
<i>Projects Programmed for 2012</i>					
Funds Available for 2012					3,781,957
FY 2012	1	County	Cumberland Extension	CN	3,052,000
	2	Lafayette	South 18 th Street	PE	400,000
Total Cost of Projects					<u>3,452,000</u>
Balance (Funds Available minus Total Cost)					329,957
<i>Projects Programmed for 2013</i>					
<i>Carry Over Funds</i>					329,957
<i>Funds Available for FY 2012</i>					<u>3,781,957</u>
<i>Total Funds Available</i>					4,111,914
FY 2013	1	West Laf.	Happy Hollow	CN	3,398,636
	2	West Laf.	Soldiers Home, Ph 1	RW	384,000
Total Cost of Projects					<u>3,782,636</u>
Balance (Funds Available minus Total Cost)					329,278
<i>Projects Programmed for 2014</i>					
<i>Carry Over Funds</i>					329,278
<i>Funds Available for FY 2013</i>					3,781,957
<i>Total Funds Available</i>					4,111,235
FY 2014	1	West Laf.	Soldiers Home, Ph 1	CN	4,111,235
Total Cost of Projects					<u>4,111,235</u>
Balance (Funds Available minus Total Cost)					0

INDOT PROJECTS

INDOT did not provide a new list of financially constrained projects to program in this TIP. Instead, all MPOs were directed to program the list of projects shown in the FY 2009 TIP.

The Technical Transportation Committee also prioritizes INDOT projects. Only those proposed in FY 2010 through 2013 were prioritized. The process for prioritizing projects in the FY 2009 and the 2010 TIP differed 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 INDOT's, 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 for road resurfacing, bridge maintenance, traffic signal modernization, small structure replacement, and building demolition.

Projects in 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 the Other Significant Projects category were assigned moderate priority. These projects include the radii improvements at SR 26 and 36th Street, the intersection improvements on SR 25 at 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. These priorities are shown in **Table 19**.

Table 19. INDOT Prioritized Projects: FY 2009 - 2012

Priority	State Road	Location	Description	CN Date
Major Moves – New Construction				
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
Major Moves – Major Preservation				
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
Other Significant Projects				
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

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 20 and 21**. Projected revenue (**Table 22**) will meet future operating and capital needs from fares, passes, local taxes, and state PMTF funds in conjunction with stable federal assistance.

FINANCIAL CONDITION REVIEW

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 are generated from operating revenue (fares, passes, advertising and tokens) and local taxes (property tax, county option income tax, and excise tax).

Table 20 shows the annual federal apportionment and the percent change. Increases in federal funding have occurred except in 2003 and 2004. CityBus also received a smaller than typical increase in funds in 2005, followed by a significant increase in 2006 and 2007. The 2009 apportionment shown is only a partial amount because of the late passage of the annual appropriations bill.

Table 20 includes special federal funds received by 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 industry 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 the performance criteria in five of the six categories. CityBus is the only transit system in Indiana to exceed in five categories and in 2008 CityBus received an additional \$752,084. FTA has only released a portion of 2009 funding. CityBus will receive \$284,131.

Table 20. Federal Funds Available to CityBus

CY 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	\$1,898,035T	26.0%
2007	\$2,300,689	21.2%
2008	\$2,464,135	7.1%
2009	\$1,018,836	

Over the past five years, funding from the Indiana Public Mass Transportation Funds (PMTF) steadily increased (**Table 21**). 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.

Funds received through fares, passes, tokens, and advertising (listed under operating revenues) have increased over the past five years. **Table 21** shows the amount and percentage increases.

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

FINANCIAL CAPABILITY REVIEW

CityBus anticipates it will receive adequate funding to continue operating the system through the next five years (**Table 22**). Operating costs are anticipated to increase not only in 2010, 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 22** clearly shows there will be adequate funds available. These projections include all local, state PMTF, and federal assistance.

CityBus expects Section 5307 federal funding to increase over the next five years (**Table 22**). Based on 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 system performance. If CityBus continues to operate as efficiently as it has, 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 expected to steadily increase. Likewise, funds generated from taxes should 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 22, CityBus Financial Capability

	2009	2010	2011	2012	2013	2014
Projected Revenues						
Operating ¹	2,646,598	2,778,927	2,917,874	3,063,767	3,216,956	3,377,804
% Change		5.0%	5.0%	5.0%	5.0%	5.0%
Local ²	2,530,712	2,610,936	2,693,703	2,779,093	2,867,190	2,958,080
% Change		3.0%	3.2%	3.2%	3.2%	3.2%
State (PMTF)	3,701,978	3,701,978	3,831,547	4,023,125	4,224,281	4,435,495
% Change		0.0%	3.5%	5.0%	5.0%	5.0%
Federal						
Sec 5307	2,587,342	2,716,709	2,852,544	2,995,171	3,144,930	3,302,177
%Change		5.0%	5.0%	5.0%	5.0%	5.0%
Sec 5309	750,000	0	0	0	0	0
State C.A.	189,990					
State C.O.						
Carry over		200,000	200,000	200,000	320,000	250,000
Total	12,406,620	12,008,550	12,595,668	13,061,157	13,773,357	14,323,555
Projected Operating Costs						
	9,581,063	10,060,116	10,563,122	11,091,278	11,645,842	12,228,134
Projected Capital Costs						
	2,359,177	1,583,386	1,753,180	1,931,464	2,118,663	2,027,721
Projected Operating and Capital						
Total	11,940,240	11,643,502	12,316,302	13,022,743	13,764,505	14,255,855

Source: Greater Lafayette Public Transportation Corporation

¹ Funding sources derived from Fares, Passes, Advertising and Tokens

² 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 based on the following justification and estimated cost for each capital project.

Section 5307 Capital Expenditures, Justification & Summary for 2010

CityBus amended its 2010 capital project list. The Area Plan Commission approved the request on February 17, 2010. Specific project details and justification can be found in the staff report (page 120) located in the appendix.

REPLACEMENT TIRES - \$50,000

BUS OVERHAUL:

- A. Rebuild up to two (2) bus engines - \$22,500
- B. Rebuild up to four (4) bus transmissions - \$22,500
- C. Rebuild up to four (4) turbo charger units - \$4,000
- D. Rebuild up to five (5) charge air coolers - \$4,000
- E. Rebuild up to eight (8) alternators - \$8,000
- F. Rebuild or replace up to four (4) electronic control modules - \$4,000
- G. Rebuild up to two (2) caps fuel pumps - \$4,000

MAINTENANCE EQUIPMENT - \$5,000

PASSENGER SHELTER - \$15,000

PASSENGER SHELTER LIGHTING - \$62,500

REHAB OFFICE and IT ROOM - \$20,000

REHAB MAINTENANCE AREA - \$4,000

BUS PARKING AREA WITH FENCE AND ELECTRICAL - \$100,000

COMPUTER HARDWARE & SOFTWARE UPGARDES - \$60,000

PURCHASE TWO (2) REPLICA TROLLEY BUSES - \$450,000

FIXED ROUTE BUS PURCHASE - \$617,500

Table 23, 2010 Section 5307 Capital Grant Summary

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Replacement Tires	40,000	10,000	50,000
Engine Rebuilds	18,000	4,500	22,500
Transmission Rebuilds	18,000	4,500	22,500
Turbo Charger Rebuilds	3,200	800	4,000
Charge Air Cooler Rebuilds	3,200	800	4,000
Alternators Rebuilds	6,400	1,600	8,000
Electronic control Modules rebuild/new	3,200	800	4,000
Caps Fuel Pumps Rebuilds	3,200	800	4,000
Maintenance Equipment	4,000	1,000	5,000
Passenger Shelters	12,000	3,000	15,000
Passenger Shelter Lighting	50,000	12,500	62,500
Rehab Office and IT Room	16,000	4,000	20,000
Rehab Maintenance Area	3,200	800	4,000
Bus Parking Area W/ Fence & Electric	80,000	20,000	100,000
Computer Hardware/Software Upgrade	48,000	12,000	60,000
Two Replica Trolley Buses	360,000	90,000	450,000
Fixed Route Bus Purchase	<u>494,000</u>	<u>123,500</u>	<u>617,500</u>
TOTAL	<u>1,162,400</u>	<u>290,600</u>	<u>1,453,000</u>

Section 5307 Capital Expenditures, Justification & Summary for 2011

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.

BUS OVERHAUL - \$113,000

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

Based on 2008 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 2008 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

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on 2008 and similar experience, up to two (2) units of each item may be needed.

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.

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.

BUS REPLACEMENT - \$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 24, 2011 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
Support Vehicle	24,000	6,000	30,000
Bus Replacement	<u>1,204,144</u>	<u>301,036</u>	<u>1,505,180</u>
TOTAL	<u>1,402,544</u>	<u>350,636</u>	<u>1,753,180</u>

Section 5307 Capital Expenditures, Justification & Summary for 2012

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.

BUS OVERHAUL - \$113,000

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

Based on 2008 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 2008 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

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.

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.

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.

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 Bus #1009 (1998 Gillig), #1101 and #1102 (1999 Gilligs).

Table 25, 2012 Section 5307 Capital Grant Summary

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
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	<u>1,346,171</u>	<u>336,693</u>	<u>1,682,864</u>
TOTAL	<u>1,544,571</u>	<u>386,293</u>	<u>1,930,864</u>

Section 5307 Capital Expenditures, Justification & Summary for 2013

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.

BUS OVERHAUL - \$113,000

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

Based on 2008 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 2008 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

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.

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.

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.

BUS REPLACEMENT/FIXED ROUTE - \$1,870,663

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 26, 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	<u>1,694,930</u>	<u>374,133</u>	<u>2,069,063</u>
TOTAL	<u>1,893,330</u>	<u>423,733</u>	<u>2,317,063</u>

Section 5307 Capital Expenditures, Justification & Summary for 2014

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.

BUS OVERHAUL - \$113,000

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

Based on 2008 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 2008 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

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.

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.

SUPPORT VEHICLE - \$35,000

Replacement for the 2004 Ford Van. The support vehicle to be replaced was purchased in 2004. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement.

BUS REPLACEMENT/FIXED ROUTE - \$1,774,721

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 #1203, #1204 and #1205 (2002 Gilligs).

Table 27, 2014 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	<u>1,419,777</u>	<u>354,944</u>	<u>1,774,721</u>
TOTAL	<u>1,618,177</u>	<u>404,544</u>	<u>12,022,721</u>

Section 5309 Capital Expenditures, Justification & Summary for 2009
 (Formerly Section 3)

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

TIGGER Grant - \$2,180,000

CityBus has been awarded \$2,180,000 in special federal funds for a wind energy project. The funding program is called Transit Investments for Greenhouse Gas and Energy Reduction, or TIGGER. These are discretionary funds from the American Recovery and Reinvestment Act of 2009 (ARRA). The CityBus project is for the purchase and installation of up to four box style windmills.

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Windmill TIGGER Grant	\$2,180,000	\$0	\$2,180,000

9. AREA IMPROVEMENTS FROM FY 2009 TIP

Since the adoption of the 2009 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

Earl at State and 24th Street:

On November 20, 2008, the contractor, Reith Riley Construction, completed all of the major improvements. A traffic signal replaced the flashing red lights and left turn lanes were constructed at all four approaches. The intersection at 24th Street was improved as well. It was relocated further to the north and a median was installed on Earl Avenue. Vehicles can no longer make a left turn from 24th Street to Earl Avenue or from Earl Avenue to 24th Street. Sidewalks were also constructed.

Concord Road:

Even though progress is not yet visible, two projects on Concord Road are moving forward. The first involves improving the portion from Brady Lane to CR 350S. Improvements include reconstructing the road and adding two additional travel lanes. A trail will also be constructed along the majority of the west side of the corridor. Engineering has been completed and a public hearing was held on June 9, 2008. The City is now purchasing property for the improvements.

The second project improves Concord Road north of Brady Lane to a new extension of Maple Point Drive and the extension of Maple Point, between Sagamore Parkway and Concord Road, will also be constructed. An engineering firm has been hired (Butler, Fairman & Seufert) and they are now surveying and developing the engineering plans.

CR 350S:

350S from 9th Street to Concord Road will be widened to four travel lanes. From 18th Street to Concord Road, a landscaped median will be installed. The improvements also include constructing a sidewalk on the north side of the road from 9th to 18th Street and constructing a trail on the south side from 9th to Promenade. Street lighting will be added along with extensive landscaping. The City started accepting construction bids on January 16, 2009; they were opened on February 17th. Reith-Riley Construction Company was awarded the contract and work started in April.

26th Street

Sidewalks will be installed along both sides of the street from Cason to Union. The City hired The Schneider Corporation to design the project. Plans have been drafted and a field check was held on January 9th, 2009. INDOT scheduled a project letting date of July 15, 2009 for this Safe Routes to School project.

Trail & Greenway Plan

When completed, the City will have a citywide plan for trails and paths. INDOT posted the requests for proposals on its website on December 16, 2008; they were opened on

January 30, 2009. INDOT and the city are in the process of selecting a consultant. The plan is to be complete by the end of 2009.

Beck Lane and Old Romney Road

Neither project has been started due to funding constraints.

CR 500E and McCarty Lane:

A new traffic signal was installed at the intersection and activated on March 5th, 2009.

City of West Lafayette

Sycamore Lane:

The environmental assessment was completed on September 25, 2008. All of the engineering design is complete and the city finished purchasing the additional land needed for the improvements. The project is scheduled on a May 2009 letting with construction occurring over the summer.

This project will narrow the travel lanes, modify on-street parking, create a bus pull off and construct sidewalks. The traffic calming features are intended to slow down motorists and deter the use of Sycamore Lane as a short cut between US 52 and Salisbury.

Yeager Road:

The engineering firm hired by the city, American Structurepoint, is developing the engineering plans for this project. The firm was hired on December 11, 2007 and in less than a year the first field check was held (November 25, 2008). The firm is already working with the utility companies and has started the initial steps to acquire the additional land for the project.

Improvements include additional travel lanes and sidewalks. The intersection at Northwestern/US 231 will be reconstructed with a roundabout.

Wabash Heritage Trail Extension:

The Wabash Heritage Trail is a major trail in Tippecanoe County. In West Lafayette, it currently ends near the intersection of Robinson Street and North River Road. The city is moving forward to extend the trail to Salisbury Street through Happy Hollow Park. Work is progressing in three phases. The first phase is through the park connecting to the Trolley Line Trail. Survey work is complete and the specific route set. Engineering work has just started on phase two which will connect the trail to Rose Street. H. Stewart Kline is the engineering firm working on both phases.

Safe Routes to School

This project includes installing new pedestrian-activated crosswalk lights, solar operated internet-based school zone flashers, and then universal access ramps. The city anticipates the infrastructure project to be on the May 2009 bid letting.

West Lafayette selected a firm to develop its safety program. The goal is to promote a "walk to school" culture in West Lafayette by establishing two school-centered Transportation Safety Committees that sponsor related outreach programs.

Salisbury Street:

This project continues the improvements north of the portion of Salisbury that was reconstructed last year. Several safety improvements will be constructed without

federal funding. Fairfield Construction was awarded the construction contract on November 5, 2008. Demolition work on Burtsfield school is finished.

Cumberland Avenue:

The final engineering report was completed on May 20, 2008. It evaluated and assessed the alternatives that were developed through the public information meetings. The recommended alternative includes several roundabouts, additional turn lanes, reconstructing the road, a trail and 5-foot concrete sidewalks. The design contract was approved and a notice to proceed was issued on December 2, 2008. Schneider Corporation is in the process of developing the engineering plans. Construction is anticipated to begin in the fall of 2009.

Tippecanoe County

McCarty Lane:

The County is purchasing the necessary property to extend McCarty Lane to SR 26. The target date for construction letting is August 2009. It appears the only minor stumbling block at this time involves INDOT's environmental review. The County was asked to conduct a noise analysis and INDOT re-reviewed the alignment report, which was completed many years ago.

Cumberland Extension:

This project continues to be delayed due to slow progress on the relocation of US 231. Drainage for the new road is dependent on a new detention pond that will be constructed as part of 231. Until that pond and related drainage work are completed, this project can not proceed.

Tyler Road:

The project entails replacing some of the existing guardrail, resurface the road with special asphalt, widen the shoulders, and improve the culverts. A public meeting was held with property owners late in 2008. The County is currently working with the utility companies and starting to develop the appraisals needed to purchase the necessary land. A preliminary field check was held and the geotechnical report is complete.

South River Road:

This is the last of several projects to improve South River Road. It includes reconstructing the road and widening the shoulders to accommodate bicyclists and pedestrians. Design work is now complete and the County is purchasing property. Once all of the parcels are secure, utilities companies will begin relocating their facilities.

Lilly Road Bridge:

The widening of the Lilly Road Bridge over the Norfolk Southern is ready for construction letting. The bridge is designed to span two railroad tracks and NS has recently requested a wider three track span. The County is hopeful that the minor modification may accommodate the request for greater width.

McCormick Road:

This project is on hold due to slowed progress on relocated US 231 and the challenging issues of its proximity to an apartment complex and pond.

Klondike Road and Lindberg Road:

Klondike Road will be widened between Lindberg and US 52 and Lindberg will be widened between Klondike and McCormick. The County is purchasing property know along Klondike Road.

Yeager Road:

This project is located north of the City of West Lafayette between Kalberer Road and CR 500N. The pavement currently is gravel and motorists must navigate four tight ninety degree curves. The project straightens the road. Using only local funds, the County continues to develop the engineering plans.

The county is working on several other projects. On CR 900E, the county is building a bridge using beams of composite material instead of the traditional steel or concrete. This project has taken longer than expected because of supplier issues. The county will be improving the east approach to the Hog Point Bridge. Grant Road will be shifted east allowing more room between the bridge and road. The county anticipates the construction to begin this year.

Town of Battle Ground

Construction on the Railroad Street project has now begun. When complete, Railroad Street just south of SR 225 will be reconstructed with improved storm drainage. Sidewalks are also part of this project.

The project went through several lettings because of bids significantly higher than the engineers estimate. Finally, with aid of additional STP funds, the project was let for construction on July 16, 2008, for \$1,016,200.44. Atlas Excavating was the firm with the low bid and has thirteen months to complete the work.

Purdue Perimeter Boulevard

The Transportation Plan for the Purdue Area received \$5.6 million under SAFETEA-LU for the Harrison/William project. An engineering firm was hired and is developing the design plans. Because of the grade on Williams Street and the intersections with Chauncey and Salisbury, the improvements will be done in two phases. Harrison Street will be done first and should be under construction in 2010.

STATE PROJECTS

Many state roads were also improved throughout the County. The projects varied from pavement marking to resurfacing roads to new road construction. Several projects also advanced from one phase to the next.

Hoosier Heartland:

On October 22, 2008 the Governor, US House Representatives and numerous dignitaries participated in the ground breaking ceremony for the new highway. For well over a decade, INDOT has been developing the plans for the new road and construction has now started.

The first construction projects are located at the northern end of Tippecanoe County and include two bridges over CR 900W, two bridges over the Norfolk Southern (NS) (just west of CR 900W in Carroll County) and a short portion of the new road. Walsh Construction is constructing the improvements. Their bid was \$10,466,000, well below INDOT's estimate of nearly \$16,000,000. Completion date for the contract is June 30, 2010.

Two additional projects were let for construction in 2008. The first is a new bridge for CR 1000E that will go over the Hoosier Heartland. While engineers estimated the cost to be very close to \$4,000,000, the project was let to Milestone Contractors for \$2,817,338.07. This bridge is to be completed by November 30, 2009. The second project is a new CR 625E bridge over the Hoosier Heartland. Jack Isom Construction Company was awarded the work with a bid of \$2,683,547.39. The estimated cost was \$3.7 million. The contract completion date is October 31, 2009.

INDOT is holding to its commitment to keep the Hoosier Heartland on a fast track time table. In March, INDOT let for construction the new CR 500E bridge over the highway and railroad. Milestone Contractors will be constructing the new bridge. The winning bid was \$4,328,474.59 which is approximately \$2,700,000 under the engineer's estimate. The bridge is to be completed by June 10, 2010.

INDOT has scheduled additional construction lettings for May and July of 2009. Two projects on the May letting are the CR 900E and CR 300N bridges over the Heartland Highway and the railroad. The bridge projects on the July letting are for CR 900N and three creeks, Bridge Creek, No Name Creek and Sugar Creek. The remaining project scheduled for a July letting is a major five mile road construction project from 0.1 mile east of CR 750E to just north-east of CR 900N.

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

Railroad and motor vehicle safety is the reason for closing the railroad crossing on CR 400S and CR 575W, and improving the crossing at CR 500W. It is part of a three-way agreement between Tippecanoe County, the Norfolk Southern Railroad and INDOT. The county first constructed a new road connecting CR 400S to CR 500W. The railroad then upgraded the railroad crossing at CR 500W. All that remains to be done is for INDOT to construct its improvements. The project was set for a construction letting in January 2009. However, INDOT has shifted the project to a January 2010 bid letting.

SR 25 West from SR 28 to CR 100W:

This resurfacing project 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 has completed the work.

SR 26 East from I-65 to just east of CR 550E:

After two construction seasons the road was opened to motorists on November 20, 2008. This project has relieved congestion in one of the worst areas of the County. Not only did the project include additional travel lanes, it also included new sidewalks along both sides of the road and realigning Goldersgreen Drive.

While the project appears to be finished, INDOT has let several landscaping contracts. Slusser's Green Thumb won the construction bid for \$273,178.25. Landscaping will be planted along SR 26 and Goldersgreen Drive.

SR 26 East from US 52 to I-65:

Let in April 2008, this project has two major components. The first is the recently completed resurfacing from Sagamore Parkway to Park East Drive and the improvements made at 36th Street. Milestone Contractors was the construction firm.

The major portion of construction begins in 2009. The work includes adding travel lanes from Park East to the western end of the recently completed work at I-65. To fit the new lanes under the interstate bridge, the sloped retaining walls will be pulled back. Sidewalks will be constructed on both side of the road.

SR 26 East from just east of CR 550E to CR 900E

For several years very little progress was made in developing the plans to improve this section of SR 26. The project now appears to be moving forward. INDOT has hired RQAW to develop the engineering plans. A scoping meeting was held on December 10, 2008 and the target date to start construction is 2012.

SR 26 West at 300W and 500W:

During the 2008 construction season, utility companies relocate their lines and cables at the two county intersections. This year, Gradex will start working on the intersection improvements. The completion date is July 31, 2009.

SR 38 through the Town of Dayton:

This project has finally progressed to construction. Programmed back in 1998, it is now targeted for a May 2009 construction bid opening. Originally intended to reconstruct the road through the entire town, now only the portion west of Conjunction Street will be reconstructed. New curbs, gutters and pavement will be constructed and sidewalks will be replaced and extended to Yost Drive.

SR 43 North:

On October 20, 2008, INDOT's district deputy commissioner and other state and local officials cut the ribbon announcing the completion of the road improvements. The road was widened to four travel lanes, and in some areas, a dedicated left turn lane allows motorists to wait safely for gaps in oncoming traffic. This also eliminated the traffic

congestion created behind motorists making a left turn. This was the oldest project in the TIP, having been initially programmed in 1985.

SR 43 at I-65:

The scope of this project has been scaled back since its inception due to cost. One of the original components involved reducing the congestion on the I-65 northbound ramps. This has now been eliminated. The project does include replacing the SR 43 surface, improving the flow of southbound traffic turning left onto the interstate, and installing a traffic signal for the I-65 northbound ramps. The project does not include a new signal at the I-65 southbound ramps. The project was let for construction on May 8, 2008 and is scheduled to be completed on November 15, 2009.

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

Engineering firms have been hired and design work is proceeding. The first field check was held for the section just east of the Wabash River. INDOT officials have encountered some difficulties with these projects. The estimated costs developed many years ago are significantly less than recently developed projected costs. At this time, the strategy is to significantly change the scope and design of the project rather than request additional funding.

As a temporary solution to help extend the life of the pavement, INDOT let a surface patch and rehabilitation project for the section between Schulyer and SR 25/38. The project was let for construction on August 6, 2008 for \$819,670.98. Milestone Contractors completed the project on November 15, 2008.

US 52 Bridge at the Norfolk and Southern Railroad:

This project has been ready to construct for several years and has received much local support. However due to budget issues, INDOT has not let the project.

With new funding from the American Recovery and Reinvestment Act, INDOT may finally schedule the project for a summer letting.

US 231 projects:

All progress stopped on the project in 2007 because of project costs. After extensive discussion and work, local officials developed a funding plan which provides additional money as well as design modifications to reduce the cost.

It has taken well over a year, but an agreement has been finalized, locally executed and is awaiting INDOT signature. Changes to the construction plans are proceeding and INDOT has been actively working with property owners to purchase right-of-way. The first project to be let for construction, the portion from SR 26 to US 52, is scheduled for March 24th, 2010.

US 52 West Corridor Study:

Local officials hired HNTB to evaluate traffic, safety and congestion issues encountered by motorists from CR 500W to Nighthawk Drive. This area is very diverse and has experienced significant changes in land use and growth. The study will make recommendations to address the short and long term needs of the corridor.

I-65 throughout Tippecanoe County:

On November 19th, 2008, INDOT let for construction a cable barrier project on I-65. The safety fence will be installed through the entire length of I-65 in Tippecanoe County. Engineers estimated the cost to be \$4,825,000 but the low bid was \$2,819,745. RMD Holdings LTD will be installing the barrier and the project is expected to be completed by October 31, 2009.

10. ITS Projects for Fiscal Year 2010 through 2014

All of the Intelligent Transportation System (ITS) projects, or qualifying portions of projects, that are in the TIP were amended into 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.

SAFETEA-LU Rule 940 requires any project that moves into design to follow a systems engineering analysis that is commensurate with the project scope. This rule applies to all ITS projects or programs that will receive federal-aid. A portion of this system engineering approach includes the identification of portions of the regional architecture being implemented. **Table 28** lists TIP projects, along with the corresponding Market Package¹, identified as having an ITS component. Descriptions of each ITS Market Package (i.e., grouping of similar technology) are provided following the table.

Table 28, ITS Summary

ITS Market Package Name	Projects
ASTM03: Surface Street Control	<p>City of Lafayette</p> <p><u>numbers are those listed in Table 1 (Funded Local Projects):</u></p> <ol style="list-style-type: none"> 1. Beck Ln; Poland Hill to Old US 231, Road Reconstruction & Widening 2. Concord Rd. (Des # 0500092); Brady Lane to CR 350S, Road Reconstruction & Widening 3. Concord Rd. & Maple Point Ext. (Des # 0800256); US 52 to Brady Lane, Reconstruction, Widening & New, Road Construction 5. Old Romney Rd.; Twyckenham to SR 25, Road Reconstruction & Widening 6. South 9th St.; Twyckenham Blvd. to CR 350S, Road Reconstruction & Widening 7. Rome Drive; Shenandoah to Creasy Lane, Road Reconstruction 8. South 18th Street; CR 350S to CR 430S, Road Reconstruction & Widening 9. 36th Street; Union to SR 26, Road Reconstruction & Widening <p><u>numbers are those listed in Table 5 (ARRA):</u></p> <ol style="list-style-type: none"> 3. Main Street; 18th to US 55, Resurfacing 4. Downtown Traffic Signals; Interconnect 5. Union - Salem Traffic Signals; Radio interconnect and equipment upgrade <p>City of West Lafayette (numbers are those listed in Table 1)</p> <ol style="list-style-type: none"> 10. Crosswalk, Flashers & Ramps (Des # 0800011); Happy Hollow & Cumberland Elementary, Safe Routes to School Grant 16. Yeager Rd. (Des # 0600696); US 52 to Northwestern Ave., Added Travel Lanes <p>Purdue University Area (numbers are those listed in Table 1)</p> <ol style="list-style-type: none"> 33. Williams/Harrison St., Phase 1A, (Des # 0501163); Road Reconstruction & Widening 34. Grant, Chauncey, Vine & Northwestern—Phase 1B; Reconfigure one-way pair

¹ National ITS Architecture Version 6.0

ITS Market Package Name	Projects
APTS01: Transit Vehicle Tracking APTS02: Transit Fixed-Route Operations APTS03: Demand Response Transit Operations APTS04: Transit Fare Collection Management APTS05: Transit Security APTS06: Transit Fleet Management APTS06: Transit Traveler Information APTS10: Transit Passenger Counting	CityBus <u>Projects Numbers are those listed as in Table 1 (<i>Funded Local Projects</i>):</u> 31. Capital Assistance, Bus Replacement and Hybrid Conversion 32. New Freedom, Section 5317, Extend Service to Community Correction Facility & Purchase Security Cameras <u>Project Numbers are those listed in Table 5 (<i>ARRA</i>):</u> 22.a Two Hybrid Trolley 22.b One 40ft Bus 22.c GFI Genfare TRiM Units 22.e CAD/AVL Hardware

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.

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.

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.

APTS03: Demand Response Transit Operations: This market package performs vehicle routing and scheduling as well as automatic operator assignment and monitoring for demand responsive transit services. In addition, this market package performs similar functions to support dynamic features of flexible-route transit services.

APTS04: Transit Fare Collection Management: This market package manages transit fare collection on-board transit vehicles and at transit stops using electronic means. It allows transit users to use a traveler card. Readers located on-board the transit vehicle allows electronic fare payment. Data is processed, stored, and displayed on the transit vehicle and communicated as needed to the Transit Management Subsystem.

APTS05: 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.

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.

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.

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-09-07
RESOLUTION TO ADOPT THE
FY 2010 - 2014 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, a Transportation Improvement Program shall be developed to include all local and State transportation projects for which US Department of Transportation funds are being requested, and

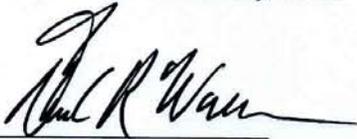
WHEREAS, the FY 2010-2014 Transportation Improvement Program has been developed by staff and has been recommended for approval by the Technical Transportation and Administrative Committees, and

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 January 28, 2009, and

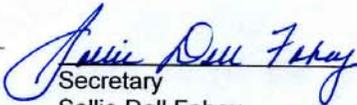
WHEREAS, the projects herein have been selected from the adopted Transportation Plan, Thoroughfare Plan, transportation systems management plans, transit development plans, ITS Architecture, and the Indiana Statewide Transportation Improvement Program, as a part of the comprehensive planning process.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County hereby adopts the FY 2010-2014 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 20th of May 2009.



President, APC
David R. Williams



Secretary
Sallie Dell Fahey

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION
RESOLUTION 09-01

RESOLUTION ENDORSING THE SECTION 5307/5340 PROJECTS IN THE
FY 2010 TRANSPORTATION IMPROVEMENT PROGRAM.

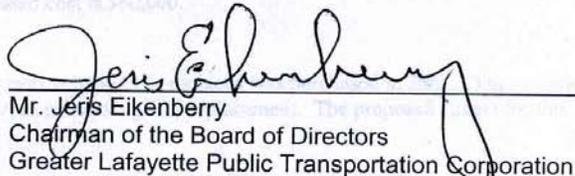
WHEREAS, A Transportation Improvement Program is a Federal requirement which is needed prior to receiving Federal Funds.

WHEREAS, the Annual Element of the Transportation Improvement Program lists only those projects for which approval for Federal Funds will be granted.

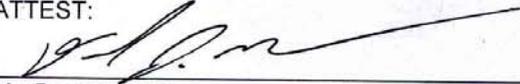
WHEREAS, the Greater Lafayette Public Transportation Corporation has Operating and Capital Assistance Projects noted in the Annual Element of the Transportation Improvement Program.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Greater Lafayette Public Transportation Corporation does hereby concur in and endorse the Annual Element of the Transportation Improvement Program for FY 2010.

Adopted by the Board of Directors of Greater Lafayette Public Transportation Corporation this 28th day of January 2009.


Mr. Jeris Eikenberry
Chairman of the Board of Directors
Greater Lafayette Public Transportation Corporation

ATTEST:


Mr. Daniel Moore
Secretary of the Board of Directors
Greater Lafayette Public Transportation Corporation

Record of Votes: Ayes: 5 Nays: 0 January 28, 2009



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
TOTAL	\$ 21,827,679	\$ 1,682,194	\$ -	\$ 3,888,034	\$ -	\$ 27,397,907



3/24/2008



**Apportionments Spending Limitation
Draft**

<u>GROUP</u>	<u>FY07 Share</u>	<u>FY08 Target</u>	<u>Percentage increase from FY07</u>	<u>Spending Authority FY08</u>	<u>Percentage for FY08</u>
			1.3398%		93.0641%
GROUP II					
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	
TOTAL	\$ 27,035,683	\$ 27,397,907	\$	\$ 25,497,616	



3/24/2008

Calculation of FY 2008 STP Funds

Lafayette Group II Funds:

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

Lafayette Group II Funds

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

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>
			\$4,029,041

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

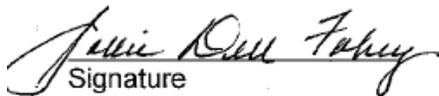
**METROPOLITAN TRANSPORTATION PLANNING PROCESS
CERTIFICATION**

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. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
- V. Section 1101(b) of the SAFETEA- LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**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

12.17.08
Date


Signature

STEPHEN C. SMITH
Name

PLANNING MANAGER
Title

1/09/09
Date

Public / Private Participation Responses and Comments

February 18, 2009: Technical Transportation Committee

The Committee reviewed the requests for local STP funds. The Committee financially constrained and prioritized the request. No comments or questions were received from the general public.

March 24, 2009: Citizens Participation Committee

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 made by citizens at the meeting:

1. Does that mean the State has been submitting a state Tip that has just been amended from a previous version? Do they really have to submit a new one?
2. That is in need of it (Beck Lane).
3. The lanes are only eight foot wide.
4. Are all of the widening from two to four lanes?
5. In the last TIP, wasn't it just a study to be done or something like that?
6. I'm assuming that in a sense it's reconstruction or urbanization. It would be wider than what it is but you would have bike lanes, curb and gutters and sidewalks.
7. With so little sidewalk there it's hit and miss.- it comes and goes
8. Where there is curb, it branches out into two lanes and one on one side.
9. It's a sctsofrentic road
10. It has been so long since it has been, I don't think it's ever been reconstruction
11. It's been owned by different people.
12. It's going to start this year. (Sycamore Lane)
13. But they are going to narrow it.
14. So phase on of the trail is not going to start until next year.
15. I don't understand the basis for the comment or will that be explained later.
16. Has a deal been worked out with the church and as far as access to their property?
17. So is this an advance composite, carbon
18. You can have composite carbon or composite concrete.
19. Is the bridge far enough south that the Hoosier Heartland detours wont effect it.
20. Can you refresh my memory as to where the bridge is located?
21. That's a tough bridge because it has big inclines. It has steep river banks.
22. When you are on a bicycle it is a long way.
23. Is that map on the other side of the wall.
24. That's a strictly locally funded project (McCormick)?
25. Would that be an urban section
26. Should the ones on hold be placed in the information only section?
27. Would the McCormick be a four lane widening?
28. You have bicycle and pedestrians on it. It's a lot less now with the trail going through.
29. All the traffic from the sports complexes.
30. That the rough surface.
31. I think there are some sight distance problems.
32. There is a pretty steep elevation change on the north end and a wonder s curve on the south end.
33. That's not paved at this point.
34. Is it county or city.
35. Doesn't the city annexed up to the curves.
36. The sewer pipes are already in.
37. So 33 has been broken into two parts?
38. So they are actually going to start on it this year?
39. I take it that the cable barriers are no longer in the TIP
40. Would that be in the county along 65?

April 15, 2009: Technical Transportation Committee

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

April 28, 2009: Administrative Committee

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

April 28, 2009: Citizens Participation Committee

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

1. The URL is at the bottom of the agenda.
2. On 30 and 31, the one on the top of 30 says the US Bridge over the Norfolk Southern tracks \$8,625,000 and item 11 says \$6,200,000.
3. They cut out the turn lane.
4. They came up with better numbers.
5. Is the 26 public hearing for the east side or west side.
6. What are they going to do to that. Just improve it, four lane it.
7. For that information being, where does it come in the process - early on.
8. What's 25?
9. The project is listed as pipelining. I was trying to figure it out from another list of INDOT projects.
10. Since it was on there at deadman's curve I thought maybe they were going to do something.
11. We are entertained by the traffic delays as a result of the curve – it's a regular process.
12. There are a lot of semis that loose it in that curve because it's downhill and goes back up.
13. There is a creek at the bottom of it.
14. At one point they had a hard time getting anybody out of there because the road was so slick they couldn't pull the semis up the hill and get them moving.
15. I don't know if that was the cable barrier, is it in here.
16. Project 25 is actually pipe lining at various spots, it doesn't necessarily represent the exact location of the lining.
17. Are they doing 26 from Park East Boulevard to Frontage Road. I'm surprised they haven't started that yet. There were no signs up yet.
18. That turn lane into IHOP going northbound is impossible. I would stay out in the middle of the road in my four wheel drive truck before if I could avoid that turn lane. If you are going west bound, that turn lane they should have milled that two three years ago. Hopefully they will get something done soon.
19. That first piece of concrete going east bound, they need to replace it. The first layer of concrete is peeling off. This is the new concrete.
20. They started at a certain point around the entrance ramp. You are talking about the old stuff. The new stuff is in really good shape. It's possible that it got problems because of the ripple of the axles.
21. I don't understand why it is so rough and wavy. It's like driving on a wash board.
22. It should have passed inspection.
23. Asphalt is so smooth when you get done and then this.
24. I heard that INDOT was interested in doing something to the 43 interchange. Is that in here?
25. I know there was a high traffic accident rate there.
26. Let's hope it stimulates the economy.
27. Do you any drawings on that Hoosier Heartland and where it will exactly go.
28. I was just curious where it is was going to run. There are flags out there on 900.
29. You know if you are going to be able to get on 25 or the heartland at 900?
30. So what is the anticipated completion of the Hoosier Heartland.
31. But Tippecanoe County is first.
32. Do you know if the next section is around Delphi?
33. The road isn't bad once you get through Delphi.
34. I got stuck by a train at Clymers, 40 minutes. It was stopped. I was trying to figure out if it was a spur. The only way to get around was to go back. Obviously they were delivering cars and switching.
35. It's seldom that you don't see a train.
36. I have never been stopped at Clymers before.
37. It's a busy track.
38. Any idea what's going on with INDOT in terms of why they are being so slow with their information? You haven't got any updated project information.
39. I worked with the new commissioner at GTE.

40. The former commissioner spent a huge amount of time trying to work out this prioritization scheme and now it's not even being used. Makes you wonder what their priorities are for what they actually spend their time on down there.
41. You got to work with with what you got.
42. They are the final approval.
43. Can you summarize in clear terms what the impact the ARRA money will be on projects that were in mind before the act was passed? Will it speed up projects?
44. But in addition in getting them done, is there any other impacts?
45. Local money is firm?
46. So it's not changing anymore.
47. Wow, that's o.k.
48. Seems like to me I told a couple local politicians that they needed to increase the local gas tax cause Major Moves was not enough money. I guess I was right. But then the investment in that fell off.
49. But then their return on the major moves investment was not was anticipated.
50. Looks like the bus got a lot of money.
51. I am amazed that all of this got done with the federal government.

May 20, 2009: Area Plan Commission

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

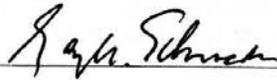
The following procedures will be followed by the Area Plan Commission of Tippecanoe County (APC) in its capacity as Metropolitan Planning Organization (MPO), the INDOT Crawfordsville District Construction Engineers, the Local Government Engineers (LPA Engineer), and Project Construction Engineers regarding 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.

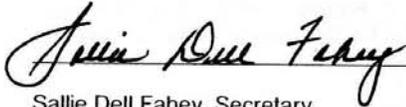
April 11, 2006

- 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 19th day of April 2006.



Gary Schroeder, President



Sallie Dell Fahey, Secretary

April 11, 2006

**POLICY for ADMINISTRATIVE AMENDMENTS
to the
TRANSPORTATION IMPROVEMENT PROGRAM**

Greater Lafayette Area Transportation and Development Study Area

Because some requests to amend the Transportation Improvement Program (TIP) need quick approval or are of limited financial interest to local officials, administrative amendments to the TIP are desirable. To provide a limited use, alternative TIP amendment process, the Area Plan Commission of Tippecanoe County (APC), in its capacity as the Policy Board of the Metropolitan Planning Organization (MPO), authorizes its Executive Director, or in her/his absence, its Assistant Director for Transportation Planning, to approve administrative amendments that add projects to the TIP, move projects within the TIP from unfunded to funded sections, and correct information for certain projects already programmed. Votes of recommendation by the Technical Transportation and Administrative Committees, and approval by the Area Plan Commission are not required for administrative amendments. For a project to qualify for an administrative amendment, the following criteria must be met:

- The request corrects the cost or other portion of a project listing already programmed for INDOT or CityBus.

OR

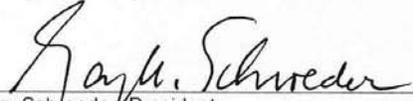
- The request is an INDOT project or a local project using dedicated Federal funds such as "earmarks", HES or TE. In these cases, the locally controlled STP allocation will not be used for the request.

AND FOR EITHER SITUATION LISTED ABOVE,

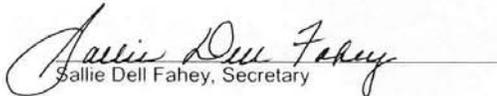
- Following the established approval process will delay the letting date or move the project to a subsequent construction year.

The details of all Administrative Amendments shall be provided to the Technical Transportation Committee, the Administrative Committee and the Area Plan Commission no later than the first meeting of each group following the amendment.

Adopted, as amended, by the Executive Committee of the Area Plan Commission of Tippecanoe County this 1st day of November 2006.



Gary Schroeder, President



Sallie Dell Fahey, Secretary

September 27, 2006
Revised per Executive Committee vote November 2, 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
Beck Lane (Poland Hill to Old 231)	Road Reconstruction & Widening	---	TP, TFP-15
Concord Road (Brady Lane to CR 350S)	Road Reconstruction & Widening	0500092	TP, TFP-14/15, FY '09 TIP
Concord Rd. & Maple Point (US 52 to Brady Lane)	Road Reconstruction & Widening & New CN	0800256	TP, FY '09 TIP
North 26th (Union to Cason)	Sidewalks & Ramps	0800010	SRTS Application
Old Romney Road (Twyckenham to SR 25)	Road Reconstruction & Widening	---	TP
South 9th (Twyckenham to CR 350S)	Road Reconstruction & Widening	---	TP, TFP-15, FY '09 TIP
Rome Drive (Shenandoah to Creasy)	Road Reconstruction	---	City Assessment
South 9th (CR 350S to CR 430S)	Road Reconstruction & Widening	---	TP, TFP-14, FY '08 TIP
South 18th Street (CR 350S to CR 430S)	Road Reconstruction & Widening	---	TP, TFP-14, FY '08 TIP
36th Street (Union to SR 26)	Road Reconstruction & Widening	---	City Assessment
Crosswalk, Flashes & Ramps	SRTS Grant	0800011	SRTS Application
Grant, Chauncey, Vine (Phase 1B)	Reconfigure One-Way Pair	---	TP, TFP-15, FY '09 TIP
Happy Hollow (US 52 to North River R.)	Reconstruction	---	TP, TFP-15, FY '09 TIP
School-Centered Program	SRTS Grant	0800009	SRTS Application
Soldiers Home Road (Kalberer Rd to US 52)	Road Reconstruction & Urbanization	---	TP, TFP-15, FT '09 TIP
Sycamore Lane (US 52 to Salisbury St.)	Traffic Calming	0600792	HES Study, FY '09 TIP
Wabash Heritage Trail Trolley Line to existing trail	New Trail Construction	0710997	West Laf. Strategic Plan
Yeager (US 52 to Northwestern)	Added Travel Lanes	0600696	TP, TFP-15, FY '09 TIP
Wabash Heritage Trail (Happy Hollow to Rose St)	New Trail Construction	0810347	West Laf. Strategic Plan

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
Soldiers Home Road (Kalberer Rd to City Limits)	Road Reconstruction & Urbanization	---	TP,TFP-14, FY '09 TIP
Cumberland Road Ext. (Klondike to Existing Road)	New Road Construction	0300595	TP, FY '09 TIP
CR 900E (#153) (N. Fork Wildcat Creek)	Bridge Rehabilitation	0710298	County Bridge Program
Hog Point Bridge (Tippecanoe River)	Replace Bridge and Approaches	---	County Bridge Program
Lilly Road Bridge (#U0209)	Replace Bridge and Approaches	0100365	County Bridge Program
Lindberg Road (Klondike to McCormick)	Road Reconstruction & Widening	---	TP, TFP-15, FY '09 TIP
McCarty Lane Extension (CR 550E to SR 26)	New Road Construction	0400938	TP, TFP-14, FY '09 TIP
McCormick Road (Cherry Lane to Lindberg)	Road Reconstruction & Widening	---	TP, TFP-15, FY '09 TIP
South River Road (CR 300W to US 231)	Widening & Surfacing	---	TP, TFP-15, FY '09 TIP
Tyler Road (N. Co. Line to CR 900N)	Safety Improvements	0400311	HES Study, FY '09 TIP
Yeager Road (North of Kalberer Rd.)	Road Realignment	---	TP, FY '09 TIP
Bridge Replacement (Various Locations)	Replacement	---	County Bridge Program
Purdue University Airport	None	---	
CityBus	Operating Assistance & Capital Assistance	---	TDP, CHSTP
JARC	Operating Assistance	---	CHSTP
NEW Freedom	Operating Assistance	---	CHSTP
Williams/Harrison St. (Phase 1A)	Road Reconstruction & Widening	0501163	TP, FY '09 TIP
Replacement Vans (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
SR 25 Hoosier Heartland Corridor	New Road Construction	9802920	MM, DOTLRP-1, LRP, FY '08 TIP, INSTIP
SR 25 Hoosier Heartland Corridor	New Road Construction	0500597	MM, DOTLRP-1, LRP, FY '08 TIP, INSTIP
SR 25 0.4 to 31.0 mi N of US 231	HMA Overlay	0800132	District Review
SR 26 1.12 to 4.71 Mi east of I-65	Added Travel Lanes	0012950	MM, LRP, FY '08 TIP, INSTIP
SR 26 Tippecanoe/Warren Line	Intersection Improvement	0201252	District Review, FY '08 TIP, INSTIP
SR 26 EB bridge over Wabash R.	Bridge Rehabilitation	0900319	District Review
SR 26 WB bridge over Wabash R.	Bridge Rehabilitation	0900320	District Review
SR 28 E jct US 52 into Clinton Co	Microsurfacing	0810387	District Review
SR 38 .45 to 1.17 Mi east of I-65	Pavement Replacement	9802490	MM, LRP, FY '08 TIP, INSTIP
SR 43 SR 225 N into White Co.	Surface Treatment	0800831	District Review
US 52 Beech St to SR 25/38	Road Replacement	9802510	MM, FY '08 TIP, INSTIP
US 52 Norfolk Southern Xing	Grade Separation	9900510	FY '08 TIP, IPOC
US 52 Wabash R. to 3.03 Mi East	Pavement Replacement	0100699	MM, FY '08 TIP, INSTIP
US 52 Over CSX RR & N. 9th	EB Bridge Replacement	0201210	FY '08 TIP, District Review
US 52 Over CSX RR & N. 9 th	WB Bridge Replacement	0201211	FY '08 TIP, District Review
US 52 EB Wabash River Bridge	Bridge Replacement	0400774	District Review
US 52 EB Wabash River Bridge	Bridge Maintenance	0800515	District Review
US 52 WB Wabash River Bridge	Bridge Maintenance	0900023	District Review
US 52 US 231 to Cumberland	Road Resurfacing	0900079	District Review
I-65 Various Locations	Pipe Lining	0900174	District Review
US 231 .5 Mi N Wabash R to SR 26	New Road Construction	9700830	MM, DOTLRP-31, LRP, FY '08 TIP, INSTIP, PU Plan
US 231 SR 26 to US 52	New Road Construction	0300431	MM, DOTLRP-26, LRP, FY '08 TIP, INSTIP

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
US 231 NB Bridge Wabash R.	Bridge Rehabilitation	0400064	District Review
US 231 .5 Mi N Wabash R to SR 26	New Road Construction	0600629	MM, DOTLRP-31, LRP, FY '08 TIP, INSTIP
US 231 North of I-74 to SR 28	Ultra Thin Bonded Wearing	0900098	District Review
Various Locations In Tippecanoe Co.	Replace Pavement Markings	0800236	District Review
Various Locations In Tippecanoe Co.	Debris Removal	0800239	District Review
Traffic Signals SR 26 & Main/16 th SR 25 & Old US 231	Signal Upgrade	0801076	District Review
Wabash Heritage Trail In Prophetstown Park	Trail Construction	0810383	State Park Master Plan

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

February 4, 2009

Funding Transportation Projects Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2010 – 2014 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and Tippecanoe County area. This posting notifies the general public that a TIP is being developed and provides opportunity for comments or questions concerning its contents.

The TIP lists all local and state transportation projects proposed within Tippecanoe County over the next five years. This includes projects sponsored by Lafayette, West Lafayette, Tippecanoe County, Dayton, Battle Ground, CityBus, the Purdue University Airport and INDOT. The project lists are currently being compiled.

Since the Lafayette, West Lafayette, and Tippecanoe County area only receives a limited amount of federal funds, projects using federal funds must be prioritized. The Technical Transportation Committee will review and prioritize submitted projects on February 18, 2009, at 2:00 p.m. in the West Lafayette City Hall, lower level conference room.

After projects are prioritized, staff develops the 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 and comments are welcomed and encouraged.

All available project information can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette Indiana, and at 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

Reference Number: 09 – 030

April 22, 2009

Funding Transportation Projects Public Notice

The Staff of the Area Plan Commission (APC) is developing the Fiscal Year 2010 - 2014 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and 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). The document includes lists of local and state road projects, transit projects, American Recovery and Reinvestment Act projects and the community's priorities. The CPC meeting is scheduled for April 28, 2009, at 7:00 p.m. and will be held in the Grand Prairie Room, Tippecanoe County Office Building.

On Wednesday May 20th, 2009, 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 act upon the adoption of the Fiscal Year 2010 - 2014 TIP. The APC meets in the Tippecanoe Room in the Tippecanoe County Office Building, 20 North 3rd 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 3rd Street, Lafayette Indiana, and on line at 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

Reference Number: 2009 – 127

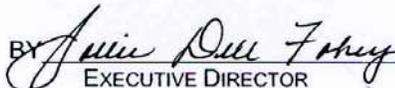
NOTICE of PUBLIC MEETING to ADOPT the
FY 2010 - 2014 TRANSPORTATION IMPROVEMENT PROGRAM
for the
AREA PLAN COMMISSION OF TIPPECANOE COUNTY

Notice is hereby given that the Area Plan Commission of Tippecanoe County, in its capacity as the Greater Lafayette Area Metropolitan Planning Organization, will hear and discuss comments prior to considering adoption of the Fiscal Year 2010 - 2014 Transportation Improvement Program (TIP) on May 20, 2009, at 7:00 p.m. in the County Office Building, 20 North 3rd Street, Lafayette, Indiana.

A draft TIP containing the: program of projects, priority lists, American Recovery and Reinvestments Act projects, annual listing of obligated projects, and other pertinent documentation can be viewed at the offices of the Area Plan Commission at 20 North 3rd Street, Lafayette, Indiana during normal office hours 8:00 a.m. to 4:30 p.m. A copy of the draft TIP is also available on the Area Plan Commission's web page: www.tippecanoe.in.gov/apc.

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 meetings at the time and place designated. Any person submitting such written comments will not be permitted to speak, having elected to present such comments in writing. Said hearings may be continued from time to time as necessary.

AREA PLAN COMMISSION OF
TIPPECANOE COUNTY, INDIANA

BY 
EXECUTIVE DIRECTOR

Date Approved: 4/21/09

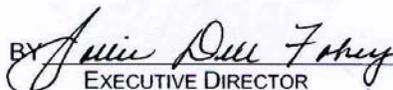
NOTICE of PUBLIC MEETING to ADOPT the
FY 2010 - 2014 TRANSPORTATION IMPROVEMENT PROGRAM
for the
AREA PLAN COMMISSION OF TIPPECANOE COUNTY

Notice is hereby given that the Area Plan Commission of Tippecanoe County, in its capacity as the Greater Lafayette Area Metropolitan Planning Organization, will hear and discuss comments prior to considering adoption of the Fiscal Year 2010 - 2014 Transportation Improvement Program (TIP) on May 20, 2009, at 7:00 p.m. in the County Office Building, 20 North 3rd Street, Lafayette, Indiana.

A draft TIP containing the: program of projects, priority lists, American Recovery and Reinvestments Act projects, annual listing of obligated projects, and other pertinent documentation can be viewed at the offices of the Area Plan Commission at 20 North 3rd Street, Lafayette, Indiana during normal office hours 8:00 a.m. to 4:30 p.m. A copy of the draft TIP is also available on the Area Plan Commission's web page: www.tippecanoe.in.gov/apc.

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 meetings at the time and place designated. Any person submitting such written comments will not be permitted to speak, having elected to present such comments in writing. Said hearings may be continued from time to time as necessary.

AREA PLAN COMMISSION OF
TIPPECANOE COUNTY, INDIANA

BY  EXECUTIVE DIRECTOR

Date Approved: 4/21/09

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 3, 2009
Ref. No. 2009 - 039

Andrew Hirsch, President
Wabash River Cycle Club
516 Carrollton Blvd
Lafayette, IN 47906

Dear Mr. Hirsch,

The staff of the Area Plan Commission of Tippecanoe County is developing the FY 2010 - 2014 Transportation Improvement Program (TIP) for Tippecanoe County. In accordance with Congressional regulations, this letter invites you to seek 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 our 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 18, 2008 at 2:00 pm in the West Lafayette City Hall, lower level conference room. I invite you to attend. There will be a time for comments and questions at the meeting.

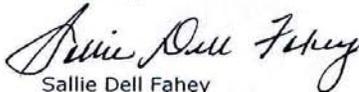
After the February meeting, the Area Plan Commission staff will develop the draft TIP. It will contain project priority lists, and financial capacity documentation for local road projects as well as for CityBus (GLPTC). Several summaries will be included: public and private participation; status of projects that were programmed in the FY 2009 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

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

April 21, 2009
Ref. No. 09 - 128

ALISON GREENE, EXECUTIVE DIRECTOR
TCCA
PO BOX 6478
LAFAYETTE, IN 47903

Dear Ms. Greene;

The Fiscal Year 2010 - 2014 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and the Tippecanoe County area, in nearing completion and we would like to provide you this brief status report.

The Technical Transportation Committee finalized and affirmed local project priorities on February 18th. The draft document is 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 from the APC web page:

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

The draft TIP will be presented to our Citizens Participation Committee at 7:00 p.m. on April 28th, 2009 in the Grand Prairie Room of the Tippecanoe County Office Building. It will be presented for adoption by the Area Plan Commission at 7:00 p.m. on May 20th, 2009 in the Tippecanoe Room in the County Office Building, 20 North 3rd 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 3rd 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 3rd 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 **Tuesday, March 24, 2009**
TIME **7:00 p.m.**
PLACE **Grand Prairie Room,**
County Office Building
20 North 3rd Street
Lafayette, IN

A G E N D A

- I. Approval of the Minutes from January 27, 2009
- II. Feedback and Discussion from Group Representatives:
 - *Design for widening CR 350 S*
 - *Federal Stimulus Projects*
- III. PROGRAM:
 - FY 2010-2014 Transportation Improvement Program projects
 - The American Recovery and Reinvestment Act of 2009
- IV. Next meeting - April 21
- V. Questions, Comments, and Suggestions
- VI. Adjournment

AREA PLAN COMMISSION

OF
TIPPECANOE COUNTY

20 North 3rd 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 **Tuesday, April 28, 2009**
TIME **7:00 p.m.**
PLACE **Grand Prairie Room,**
County Office Building
20 North 3rd Street
Lafayette, IN

A G E N D A

- I. Approval of the Minutes from the March, 24, 2009 Meeting
- II. Feedback and Discussion from Group Representatives:
 - FY 2010-2014 Transportation Improvement Program*
 - The American Recovery and Reinvestment Act of 2009*
- III. PROGRAM:
 - FY 2010-2014 Transportation Improvement Program
 - Title VI Compliance
- IV. QUESTIONS, COMMENTS, AND SUGGESTIONS
- V. ADJOURNMENT

The FY 2010-2014 TIP is available at the following web address or call Doug Poad at 423-9242 if you want a paper copy:
<http://www.tippecanoe.in.gov/egov/docs/971981239887090.pdf>.

TIP Amendment # 1
August 19, 2009

Requested by APC Staff and City of West Lafayette

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:

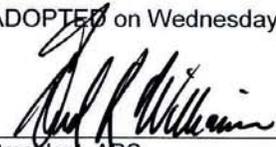
Project	Phase	Year	Federal Funds	Federal Share	Local Share	Total Cost
Sycamore Lane (#0600792)	CN	'09	HSIP	225,000	31,044	256,045
Crosswalk, Flashers, Ramps (#0800009)	CN	'09	HSIP	70,000	7,000	77,000

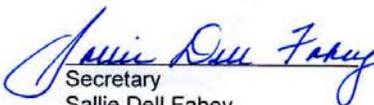
WHEREAS, the Technical Transportation Committee reviewed the requests at its July 15, 2009 meeting and recommended its inclusion in the FY 2009 & 2010 Transportation Improvement Programs, and

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 19th 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

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

Resolution T-09-10

**Fiscal Year 2009 & 2010 Transportation Improvement Program (TIP)
Amendments
American Recovery and Reinvestment Act (ARRA) & West Lafayette**

**Staff Report
August 13, 2009**

BACKGROUND AND REQUEST:

1st 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.

2nd 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.

TIP Amendment # 2
October 7, 2009

Requested by CityBus and APC Staff

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:

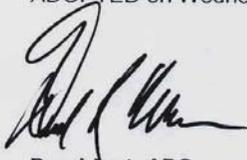
<u>Project and Description</u>	<u>Phase</u>	<u>Year</u>	<u>Federal Funds</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Section 5307 Grant	CA	'10				
<i>Passenger Shelters Lighting</i>			Section 5307	\$40,000	\$10,000	\$50,000
<i>Bus Replacement</i>			Section 5307	\$1,052,309	\$263,077	\$1,315,386
Section 5307 Grant	CA	'09				
<i>Land Acquisition & Associated Costs & 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 & 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

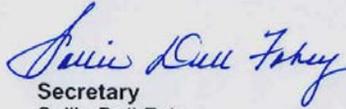
WHEREAS, the Administrative Committee reviewed the request at its September 21, 2009 meeting and recommended their inclusion in the FY 2009 and 2010 Transportation Improvement Programs.

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 7th of October, 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

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

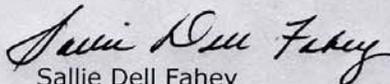
Dear Ms. Wilson:

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. 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 Coblenz, 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

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
Total Capital Additions	\$560,000	\$140,000	\$700,000
Operating Assistance	\$540,000		
Total Additional Section 5307 Funds	\$1,100,000		

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

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.

**TIP Amendment # 3
November 9, 2009**

Requested by INDOT and Tippecanoe County

THE *Area Plan Commission*
of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

November 9, 2009
Ref. No. 2009-351

April Schwering
Planning and Production
INDOT, IGCN-955
100 N Senate Ave.
Indianapolis, IN 46204

Re: FY 2009 & FY 2010 TIP Modification

Dear Ms Schwering,

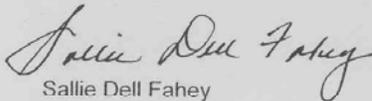
By this letter, I am administratively modifying the FY 2009-2013 and FY 2010-2014 TIP at INDOT's request to advance the following ARRA contingency project to the December ARRA letting:

Des.# 0901439, RS-32859-A (Stockwell Rd.), for resurfacing from CR 800S to US 52

This request meets our administrative modification criteria as established by the adoption of the ARRA project list providing for contingency projects.

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

c: Alan Plunkett, District Deputy Commissioner
Mark Albers, Planning Director, Crawfordsville District

**TIP Amendment # 4
November 18, 2009**

Requested by INDOT and CityBus

RESOLUTION T-09-13
RESOLUTION TO AMEND THE
FY 2009-2013 & 2010-2014 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 INDOT and CityBus requested changes to the FY 2009 & FY 2010 Transportation Improvement Programs as follows:

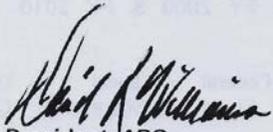
<u>Project and Description</u>	<u>Ph.</u>	<u>Des</u>	<u>Fiscal Year</u>	<u>Federal Funds</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
SR 25, 3.77 mi N of SR 225 Small Structure Replacement	PE	0200004	2010	STP	48,000	12,000	60,000
SR 25, 4.82 mi S of US 421 Small Structure Replacement	PE	0800909	2010	STP	24,000	6,000	30,000
SR 26, 1.12 to 4.71 mi E I-65 Road Rehabilitation	PE	0012950	2010	NHS	1,283,04	320,760	1,603,800
US 52, Beech to Main St. Pavement Replacement	PE RW	9802510	2010	STP STP	344,000 3,150,40	86,000 787,600	430,000 3,938,000
US 52, WB Br. over CSX RR Bridge Deck Overlay	PE	0201211	2010	STP	12,000	3,000	15,000
US 52, EB Br. over NS RR Bridge Deck Overlay	PE	0800317	2010	STP	12,000	3,000	15,000
US 231, NB Br. Wabash R. Bridge Maintenance & Repair	PE	0901222	2010	BR	608,000	152,000	760,000
US 231, SB Br. Wabash R. Bridge Maintenance & Repair	PE	0901223	2010	BR	608,000	152,000	760,000
CR 350S Service & New Bus			2010	JARC	738,604	380,854	1,119,458
Outreach Coordinator & Transfer Center			2010	New Freedom	976,270	251,568	1,227,838

WHEREAS, the Technical Transportation Committee reviewed the requests at its October 21, 2009 meeting and recommended their inclusion in the FY 2009 and 2010 Transportation Improvement Programs, and

WHEREAS, the Administrative Committee reviewed the requests at its October 27, 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 2009-2013 and FY 2010-2014 Transportation Improvement Programs for Tippecanoe County.

ADOPTED on Wednesday, the 18th of November, 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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

November 19, 2009
Ref. No.: 2009-374

Jeanette Wilson
Planning & Production/Local Programs
INDOT, Room N808
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Ms. Wilson:

On November 18, 2009, the Area Plan Commission of Tippecanoe County amended the FY 2009 - 2013 and FY 2010 - 2014 Transportation Improvement Programs by Resolution T-09-13. The amendment contains two parts: 1) programming multiple INDOT projects and 2) programming a Job Access Reverse Commute and New Freedom grants for CityBus.

Enclosed you will find a signed copy of Resolution T-09-13 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
April Schwering, ASAP Planner
Larry Buckel, Planning & Production, Transit
Joe Spear, Crawfordsville District

Resolution T-09-13
FY 2009-2013 & 2010-2014 TIP Amendments
INDOT & CityBus

Staff Report
November 12, 2009

BACKGROUND AND REQUEST

Two requests are included in this TIP amendment for FY 2010. INDOT requested programming several phases for eight state projects. CityBus requested an amendment to program several JARC (Job Access Reverse Commute) and New Freedom Grants.

INDOT

It has been several years since INDOT produced a new State Transportation Improvement Program. Consequently, projects and phasing information have been kept up-to-date via amendments. During a recent review of our TIP, INDOT district staff realized that additional projects needed to be programmed. The following projects and phasing information have been requested to be programmed in the TIP:

Des #	Route	Location / Work Type	Fund	Ph	Fed \$	INDOT	Total Cost
0200004	SR 25	3.77 mi north of SR 225 Small Structure Replacement	STP	PE	48,000	12,000	60,000
0800909	SR 25	4.82 miles south of US 421 Small Structure Replacement	STP	PE	24,000	6,000	30,000
0012950	SR 26	1.12 to 4.71 mi east of I-65 Road Rehabilitation	NHS	PE	1,283,040	320,760	1,603,800
9802510	US 52	Beech Street to Main Street Pavement Replacement	STP	PE RW	344,000 3,150,400	86,000 787,600	430,000 3,938,000
0201211	US 52	WB bridge over CSX RR Bridge Deck Overlay	STP	PE	12,000	3,000	15,000
0800317	US 52	EB bridge over NS RR Bridge Deck Overlay	STP	PE	12,000	3,000	15,000
0901222	US 231	NB bridge over Wabash River Bridge Maintenance & Repair	BR	PE	608,000	152,000	760,000
0901223	US 231	SB bridge over Wabash River Bridge Maintenance & Repair	BR	PE	608,000	152,000	760,000

CityBus

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. Two annual grants have allowed CityBus to operate extended service for two years. CityBus is reapplying for these funds to continue service through December 31, 2010. Additionally, CityBus is applying for JARC funds to purchase a hybrid bus to replace a one of the diesels buses currently being used.

CityBus is also applying for New Freedom funds for a part time Outreach Coordinator and for transfer center improvements. The coordinator will provide educational and travel training service and help those who are elderly, low-income, and with disabilities access public transportation services. The transfer center improvements include: hiring an architect/engineering firm to develop the construction plans, acquire property for the transfer center, and pay for part of the construction.

Committee Actions

The Technical Transportation Committee reviewed the requests at its October 21, 2009 meeting and recommended to APC their inclusion in the FY 2009-2013 and 2010-2014 TIPs.

The Administrative Committee reviewed the requests at its October 27, 2009 meeting and recommended to APC their inclusion in the FY 2009-2013 and 2010-2014 TIPs.

STAFF RECOMMENDATION:

Approval of these amendments to the FY 2009-2013 and 2010-2104 Transportation Improvement Programs by adopting the attached Resolution T-09-13.

TIP Amendment # 5
January 25, 2010

Requested by APC Staff and CityBus

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

January 25, 2010
Ref. No.: 2010-018

Jeanette Wilson
Planning & Production/Local Programs
INDOT, Room N808
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Ms. Wilson:

By this letter, I am administratively modifying the FY 2010-2014 TIP to advance two ARRA contingency projects and to revise two applications for JARC and New Freedom funds.

The follow two ARRA projects have advanced to the February letting and are moved from the Illustrative Projects list to the ARRA Funded Local Projects list:

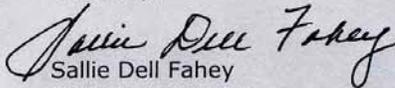
- 1) Eisenhower Road, Des# 0901356, from Lafayette City Limits to CR 300N
- 2) CR 350N, Des# 0901209, Morehouse Road to West Lafayette City Limits

The following transit applications have been revised and the TIP is modified accordingly:

- 1) JARC Funds: Continue extended service to the CR 350S area for FY 2010 and FT 2011 and purchase a hybrid bus. Updated Total Cost: \$1,444,836, Updated Federal Portion: \$901,293,
- 2) New Freedom Funds, Provide travel training and hire a firm to complete the design of the downtown transfer center, acquire property and for construction. Update Total Cost: \$1,512,788, Updated Federal Portion: \$1,204,230

The requests meet our administrative modification criteria. The updated pages to the TIP will be sent later in time. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

cc: Larry Buckel, INDOT
Marty Sennett, General Manager, CityBus
Steve Polito, FTA Chicago
Mark Albers, Planning Manager, INDOT Crawfordsville

**TIP Amendment # 6
February 17, 2010**

Requested by CityBus

Resolution T-10-01

RESOLUTION TO AMEND THE
FY 2010 - 2014 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, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Greater Lafayette Public Transportation Corporation (GLPTC), also known as CityBus, has requested changes to the FY 2010 – 2014 Transportation Improvement Program as follows:

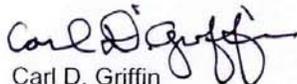
<u>Project</u>	<u>Federal Funding</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
2010 Capital Projects	Section 5307	\$1,162,400	\$290,600	\$1,468,000
Windmills	TIGGER (ARRA)	\$2,180,000	\$0	\$2,180,000

WHEREAS, the Technical Transportation Committee reviewed the requests at its January 20, 2010 meeting and recommended their inclusion in the FY 2010-2014 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the requests at its February 8, 2010 meeting and recommended their inclusion in the FY 2010-2014 Transportation Improvement Program, and

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting in its capacity as the Metropolitan Planning Organization, hereby adopts these amendments to the FY 2010-2014 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 17th of February 2010.


Carl D. Griffin
President, APC


Sallie Dell Fahey
Secretary

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 18, 2010
Ref No.: 2010 - 050

Larry Buckel, Manager
Planning & Production/ Transit
Indiana Government Center - North
Room N808
100 North Senate Avenue
Indianapolis, IN 46204-2217

Dear Larry:

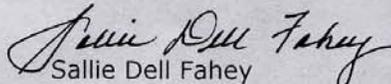
On November 18, 2009, the Area Plan Commission of Tippecanoe County amended the FY 2010 – 2014 Transportation Improvement Program (TIP) by Resolution T-10-01, and the Fiscal Years 2009 & 2010 Unified Planning Work Program (UPWP) by Resolution T-10-02. The Greater Lafayette Public Transportation Corporation, CityBus, requested the amendments.

The TIP amendment contains two parts: 1) revising its 2010 Section 5307 capital project list, and 2) programming a windmill TIGGER grant. The UPWP amendment consists of four projects: 1) ongoing monitoring and assessment of their performance, 2) preparation of their portion of the Transportation Improvement Program, 3) participation in the development of a master plan for the Centennial Neighborhood, and 4) determining the feasibility of service to an area adjacent to the 4th Street route and Twyckenham area.

Enclosed you will find signed copies of the resolutions and the staff reports.

The updated TIP and UPWP pages will be sent at a later date. Notice of both amendments has been sent to FTA. Please call if you have any questions or need additional copies.

Sincerely;


Sallie Dell Fahey
Executive Director

enclosures

cc Jeanette Wilson, INDOT
Randy Walter, INDOT

BACKGROUND AND REQUEST:

CityBus requests an amendment to revise its list of capital projects and program a Transit Investment Greenhouse Gas and Energy Reduction grant.

2010 Capital Project List

CityBus staff recently reviewed its 2010 capital project list and made significant changes in both individual project items and costs. The total cost decreased by \$115,386 to \$1,465,800 because of better cost estimates based on current information. Specific project justification is attached.

Although the total amount decreased, the number of projects increased from seven to thirteen. New items in the list include: maintenance equipment, passenger shelters, rehabilitation of office and IT room, rehabilitation of maintenance area, bus parking area renovation, and the purchase of replacement trolley replicas.

Changes to existing projects include: reducing the number of fixed route replacement buses from three to one; rebuilding two engines instead of five, rebuilding four transmissions instead of three, and a slight increase in cost for both replacement tires and passenger shelter lighting. No projects from the initial list were removed.

Summary of Updated Project List:

<u>Project</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Replacement Tires	40,000	10,000	50,000
Rebuild Engines (2)	18,000	4,500	22,500
Rebuild Transmissions (4)	18,000	4,500	22,500
Rebuild Major Components	19,200	4,800	24,000
Maintenance Equipment	4,000	1,000	5,000
Passenger Shelters	12,000	3,000	15,000
Passenger Shelter Lighting	50,000	12,500	62,500
Computer Hardware/Software Upgrades	48,000	12,000	60,000
Rehabilitate Office and IT Areas	16,000	4,000	20,000
Rehabilitate Maintenance Area	3,200	800	4,000
Bus Parking Area Renovation	80,000	20,000	100,000
Two Replacement Trolley Buses	360,000	90,000	450,000
One Replacement Fixed Route Bus	<u>494,000</u>	<u>123,500</u>	<u>617,500</u>
Total	1,162,400	290,600	1,468,000

TIGGER Grant

CityBus has been awarded \$2,180,000 in special federal funds for a wind energy project. The funding program is called Transit Investments for Greenhouse Gas and Energy Reduction, or TIGGER. These are discretionary funds from the American Recovery and Reinvestment Act of 2009 (ARRA) to assist public transit agencies reduce energy consumption or greenhouse gas emissions. \$100 million was allocated for TIGGER nationwide; only capital investments are eligible. Of the 224 applications submitted, only 43 were selected.

The CityBus project is for the purchase and installation of up to four box style windmills. CityBus estimates that the energy generated will significantly reduce the amount of electricity they purchase.

This request is only for inclusion into the TIP and must still meet local zoning and building requirements.

Committee Actions

The Technical Transportation Committee reviewed the requests at its January 20, 2010 meeting and recommended to APC their inclusion in the FY 2010-2014 TIP.

The Administrative Committee reviewed the requests at its February 8, 2010 meeting and recommended to APC their inclusion in the FY 2010-2014 TIP.

STAFF RECOMMENDATION:

Approval of these amendments to the FY 2010-2014 Transportation Improvement Program by adoption of the attached Resolution T-10-01.

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2010

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 2009 and similar experience in previous years, CityBus anticipates the need for up to two (2) engine rebuilds in 2010 at an average cost of \$11,250 each (\$50,000 each new).

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

Based on 2009 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 2009 and similar experience in previous years, CityBus anticipates the need for up to four (4) units to be rebuilt in FY 2010. 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 2009 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 2009 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 2009 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 2009 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. PASSENGER SHELTER LIGHTING - \$62,500

Two passenger shelters are located across from a large apartment complex and many passengers board and deboard. The location is dark in the early morning and evening, making the area a security problem at those times of the day. CityBus would like to install lighting appropriate for the area. The budgeted cost for the project is \$62,500.

6. REHAB OFFICE AND IT ROOM - \$20,000

CityBus has determined that the present area where the hardware for CAD/AVL (Computer Aided Dispatch and Automatic Vehicle Location) system is located is in serious need of rehab. The current area contains the CAD/AVL System and records storage. The area does not have the proper climate control and clean air control necessary. In addition, the front office requires renovation to make the receptionist area more usable and secure for incoming traffic. The proposed budget for this line item is \$20,000.

7. REHAB MAINTENANCE AREA - \$4,000

The need exists to renovate a maintenance room that contains the main air compressor for the building. The air compressor generates so much heat in the summer requiring additional ventilating equipment to be installed. The total budgeted cost will be \$4,000.

8. BUS PARKING AREA W/ FENCE AND ELECTRICAL - \$100,000

CityBus needs additional parking area for buses with electrical to park buses overnight in the winter to maintain good starting ability in the morning in cold weather. Currently the adjacent area is unpaved and the city requires all parking areas to be paved for parking. The proposed budget for this line item is \$100,000.

9. 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 or three years in order for employees and systems to operate efficiently and effectively. Estimated cost is \$60,000.

10. PURCHASE OF TWO (2) REPLICA TROLLEY BUSES - \$450,000

CityBus has determined that it will be necessary to replace two 1995 NEW FLYER buses with trolley buses. The current trolley route is run with two trolley buses and three buses are necessary and a spare for preventative maintenance down time. It is important to have an identifiable transit vehicle for the passenger and purchasing two replica trolley buses would provide the proper type and number of vehicles. The buses being replaced are over 12 years in age, and meet the guidelines outlined by FTA Circular 9030.1A. The buses being replaced are # 366 and # 367; they were manufactured by NEW FLYER in 1995. The proposed budget for this line item is \$450,000.

11. FIXED ROUTE BUS PURCHASE - \$617,500

Because of the age and condition of the current buses in the fleet, CityBus desires to replace one (1) full size 35' transit bus with one (1) 40' Hybrid transit bus. The bus being replaced is over 12 years in age, and meets the guidelines outlined in FTA Circular 9030.1A. The bus being replaced is # 368. It was manufactured by NEW FLYER in 1995. The proposed budget for this line item is \$617,500.

TIP Amendment # 7
March 18, 2010

Requested by INDOT

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 18, 2010
Ref. No.: 2010-086

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

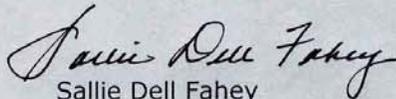
Dear Ms. Schwering:

By this letter, I am administratively modifying the FY 2010-2014 TIP per the request of the Crawfordsville District Office. This modification programs a hot-mix asphalt overlay project on SR 225, des number 0900171 into Table 3, Funded Indiana Department of Transportation Projects. The estimated construction cost is \$610,000 and the federal share is \$488,000.

The request meets our administrative modification criteria: 1) this project is an INDOT project using dedicated Federal Funds (100% federal stimulus or STP funds), and 2) the established TIP 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 Jeanette Wilson, Local Enhancement Coordinator
Mark Albers, Planning Director

TIP Amendment # 8
April 26, 2010

Requested by INDOT

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

April 26, 2010
Ref. No.: 2010-122

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

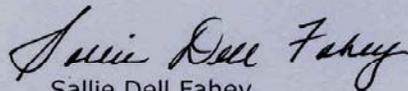
Dear Ms. Schwering:

By this letter, I am administratively amending the FY 2010-2014 TIP per request of INDOTs Central Office. This amendment programs two environmental mitigation projects related to the SR 25 project, des numbers 0901664 and 0901665 into Table 3, Funded Indiana Department of Transportation Projects. The estimated construction cost for the first project is \$2,500,000 (\$2,000,000 federal share) and \$250,000 (\$200,000 federal share) for the second project.

The request meets our administrative amendment criteria: 1) this project is an INDOT project using dedicated Federal Funds (NHS funds), and 2) the established TIP 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 Jeanette Wilson, Local Enhancement Coordinator
Mark Albers, Planning Director
Larry Heil, FHWA

TIP Amendment # 9
June 16, 2010

Requested by INDOT

Resolution T-10-04

RESOLUTION TO AMEND THE
FY 2010 - 2014 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, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Indiana Department of Transportation has requested changes to the FY 2010 – 2014 Transportation Improvement Program as follows:

<u>Project</u>	<u>Federal Funding</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
County Bridge Inspection	Federal Inspection Funds	\$223,888	\$55,972	\$279,860

and replace Table 3. Funded Indiana Department of Transportation Projects with an updated list containing 44 projects, and

WHEREAS, the Technical Transportation Committee reviewed the requests at its May 19, 2010 meeting and recommended their inclusion in the FY 2010-2014 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the requests at its May 25, 2010 meeting and recommended their inclusion in the FY 2010-2014 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting in its capacity as the Metropolitan Planning Organization, hereby adopts these amendments to the FY 2010-2014 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 16th of June 2010.



Carl D. Griffin
President, APC



Sallie Dell Fahey
Secretary

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

June 17, 2010
Ref. No.: 2010-184

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

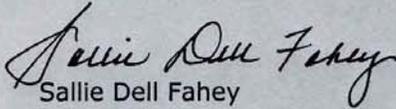
Dear Ms. Schwering:

On June 16, 2010, the Area Plan Commission of Tippecanoe County amended the FY 2010-2014 Transportation Improvement Program (TIP) by Resolution T-10-04. The amendment contains two parts: 1) program Tippecanoe County's bridge inspection program, and 2) replace Table 3, Funded Indiana Department of Transportation projects, with an updated list containing 44 projects.

Enclosed you will find a signed copy of the resolution and staff report.

The TIP document will be updated and then placed on the APC web page: www.tippecanoe.in.gov/APC. We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

cc Jeanette Wilson, Local Enhancement Coordinator
Mark Albers, Planning Director
Larry Heil, FHWA
Justin Sergent, Finance/Project Accounting & Budget

**Resolution T-10-04
FY 2010 - 2014 TIP Amendments
County Bridge Inspection & INDOT Project List**

**Staff Report
June 10, 2010**

BACKGROUND AND REQUEST:

The Indiana Department of Transportation requested an amendment to 1) program Tippecanoe County's Bridge Inspection program and 2) update INDOT's project list.

County Bridge Inspection Program

The Federal Highway Administration provides funds for counties to inspect their bridges. This information is used to monitor bridge conditions, discover new damage that may have occurred since the last inspection, and help prioritize which bridge repair projects should receive federal funds. These funds can also be used to inspect bridges after a natural disaster.

As with road projects that utilize federal funds, the inspection program must be programmed in the Transportation Improvement Program. The project includes inspecting bridges for 2010 and 2011. The total amount is \$160,000 with the federal portion at \$128,000. The local match is twenty percent or \$32,000. The project designation number is 0902184.

INDOT Project List

In March, staff started compiling a list of INDOT projects to be included in the FY 2011-2014 TIP. Working with INDOT staff from the district and central offices, an updated list was developed. This list also needs to be amended into the FY 2010 - 2014 TIP so it is consistent with INDOT's new State Transportation Improvement Program, or STIP. The list of projects is attached.

The attached list is slightly different than the one presented to the Technical and Administrative Committees. Previously, the removal of invasive species project was shown as just a single project. The Federal Highway Administration has determined that the project should be shown as two due to its scope, one project is for plant removal and the other is for revegetation (projects #43 & 44). The total cost of each project is \$200,000.

The Technical Transportation Committee reviewed the amendment at its May 19, 2010 meeting and recommended adoption to the Area Plan Commission.

The Administrative Committee reviewed the requests at its May 25, 2010 meeting and recommended to APC their inclusion in the FY 2010-2014 TIP.

STAFF RECOMMENDATION:

Approval of these amendments to the FY 2010-2014 Transportation Improvement Program by adoption of the attached Resolution T-10-04.

Table 3. Funded Indiana Department of Transportation Projects

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
1. SR 25, Des # 9802920 Corridor Route ID: 098 <i>Hoosier Heartland (Seg. 1, Ph A)</i> I-65 to CR 750E <i>Major Moves Date: 2010 - 2013</i>	PE RW CN	NHS	20,800,000	5,200,000	26,000,000	2010
2. SR 25, Des # 0200004 3.77 miles north of SR 225 Small Structure Replacement	PE RW CN	STP STP STP	24,000 180,000 440,000	6,000 45,000 110,000	30,000 225,000 550,000	2010 2011 2012/2013
3. SR 25, Des # 0710377 US 52 W Jct to I-65 S. Jct PCCP Patching	PE RW CN	STP	1,474,560	368,640	1,843,200	2013
4. SR 25, Des # 0800132 0.4 to 3.10 mi. north of US 231 HMA Overlay	PE RW CN	STP	1,920,000	480,000	2,400,000	2010
5. SR 25, Des # 0800909 4.82 miles south of US 421 Small Structure Replacement	PE RW CN	STP STP	116,000 508,000	29,000 127,000	145,000 635,000	2011 2012/2013
6. SR 25, Des # 0810232 I-65 to County Line District Pavement Project	PE RW CN	STP STP STP	16,000 660,000 3,440,000	4,000 165,000 860,000	20,000 825,000 4,300,000	2011 2012 2013
7. SR 25, Des # 0810253 I-65 to County Line Relinquishments/Road Transfer	PE RW CN	STP	1,280,000	320,000	1,600,000	2013
8. SR 25, Des # 0901664 Prophetstown State Park Site Environmental Mitigation	PE RW CN	NHS	2,000,000	500,000	2,500,000	2011
9. SR 25, Des # 00901665 Slaven's Parcel Environmental Mitigation	PE RW CN	NHS	200,000	50,000	250,000	2011
10. SR 26, Des # 0012950 (Note 1) From 1.12 to 4.71 miles E of I-65 Pavement Replacement <i>Major Moves: 2015</i>	PE RW CN	NHS NHS	1,562,400 1,440,000	390,600 360,000	1,953,000 1,800,000	2010-2012 2012/2013

Table 3. Funded Indiana Department of Transportation Projects (continued)

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
11. SR 26, Des # 0710389 SR 526 to 0.14 mi east of US 231 HMA Overlay	PE RW CN	STP	1,840,000	460,000	2,300,000	2013
12. SR 26, Des # 0800352 6.2 miles west of SR 526 Small Structure Replacement	PE RW CN	STP	57,200	14,300	71,500	2012/2013
13. SR 43, Des # 0900183 .25 mi N of US 231 to 0.38 mi s I65 HMA Overlay	PE RW CN	STP	1,040,000	260,000	1,300,000	2013
14. US 52, Des # 9802510 Beech to SR 25/38 Pavement Rehabilitation <i>Major Moves Date: 2012 through 2014</i>	PE RW CN	STP STP STP	353,360 3,150,400 22,382,400	88,340 711,600 5,591,600	441,700 3,938,000 27,978,000	2010-2012 2010/2011 2010-2012
15. US 52, Des # 0100699 Wabash R. to Beech Street Pavement Rehabilitation <i>Major Moves Date: 2011 through 2013</i>	PE RW CN	STP STP	28,800 9,013,427	7,200 2,253,357	36,000 11,266,784	2010/2011 2011
16. US 52, Des # 0201210 EB Br. over CSX RR & N 9 th Bridge Deck Replacement	PE RW CN	STP	741,440	185,360	926,800	2011
17. US 52, Des # 0201211 WB Br. over CSX RR & N 9 th Bridge Deck Overlay	PE RW CN	STP STP	12,000 447,200	3,000 111,800	15,000 559,000	2010 2010/2011
18. US 52, Des # 0400774 EB Bridge over Wabash River Bridge Replacement	PE RW CN	Bridge	820,000	205,000	1,025,000	2010-2012
19. US 52, Des # 0800317 EB Bridge over N&S Railroad Bridge Deck Overlay	PE RW CN	STP STP	12,000 240,480	3,000 60,120	15,000 300,600	2010 2010/2011
20. US 52, Des # 0800318 WB Bridge over N&W Railroad Bridge Deck Overlay	PE RW CN	STP	343,040	85,760	428,800	2011

Table 3. Funded Indiana Department of Transportation Projects (continued)

	Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
21.	US 52, Des # 0800515 EB Bridge over the Wabash River	PE					
	Bridge Maintenance & Repair	RW	STP	40,000	10,000	50,000	2010
		CN	STP	123,200	30,800	154,000	2011
22.	US 52, Des # 0810451 Wabash River to Beech Street	PE					
	Traffic Signals	RW					
		CN	Other	276,000	0	276,000	2011
23.	US 52, Des # 0810454 Eleven signals at various locations	PE					
	Traffic Signals	RW					
		CN	Other	875,000	0	875,000	2012
24.	US 52, Des # 0900023 WB Bridge over Wabash River	PE					
	Bridge Maintenance & Repair	RW					
		CN	STP	1,000,000	250,000	1,250,000	2010
25.	SR 126, Des # 0710363 SR 526 to US 231	PE					
	HMA Overlay	RW					
		CN	STP	385,760	96,440	482,200	2013
26.	SR 225, Des # 0900171 From SR 25 to SR 43	PE					
	HMA Overlay	RW					
		CN	STP	488,000	122,000	610,000	2010/2011
27.	US 231, Des # 9700830 (Note 2) Corridor Route ID: 216 Wabash River to US 52	PE					
	New Road Construction	RW					
	(S. Intramural Widening 0300374)	CN	Lease \$	64,800,000	16,200,000	81,000,000	2010/2011
	<i>Major Moves Date: 2007 through 2010</i>		Local STP	447,032			
			Local STP	2,696,349			
28.	US 231, Des # 0400064 Bridges over Wabash River	PE					
	Bridge Maintenance & Repair	RW					
		CN	NHS	1,000,000	250,000	1,250,000	2010
29.	US 231, Des # 0900098 North of I-74 to SR 28	PE					
	Ultra thin bonded wearing coarse	RW					
		CN	STP	1,880,000	470,000	2,350,000	2011
30.	US 231, Des # 0901222 Northbound Bridge over Wabash	PE	STP	628,000	157,000	785,000	2010-2012
	Bridge Rehabilitation/Repair	RW					
		CN	STP	480,000	120,000	600,000	2012

Table 3. Funded Indiana Department of Transportation Projects (continued)

	Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
31.	US 231, Des # 0901223 Southbound Bridge over Wabash Bridge Rehabilitation/Repair	PE RW CN	STP STP	628,000 480,000	157,000 120,000	785,000 600,000	2010-2012 2012
32.	US 231, Des # 0901953 South River Road to US 52 District Pavement Project	PE RW CN	STP	1,600,000	400,000	2,000,000	2013
33.	SR 443, Des # 0710378 SR 43 to US 52 Relinquishment/Transfer	PE RW CN	STP	730,000	0	730,000	2013
34.	SR 526, Des # 0901493 PU Airport to SR 126 HMA Overlay	PE RW CN	STP	480,000	120,000	600,000	2013
35.	I-65, Des # 0800916 NBL over SR 26 District Bridge Rehab Project	PE RW CN	STP	48,000	12,000	60,000	2013
36.	I-65, Des # 0800917 SBL over SR 26 District Bridge Rehab Project	PE RW CN	STP	48,000	12,000	60,000	2013
37.	Purdue Campus, Des # 0900172 Various Locations around Campus Road Maintenance	PE RW CN	State	0	176,000	176,000	2010
38.	Various Locations Des # 0800236 Raised Pavement Marking Replace	PE RW CN	Mutiple	199,360	49,840	249,200	2011
39.	Various Locations Des # 0800239 Debris Removal	PE RW CN	STP	156,598	39,150	195,748	2010
40.	Traffic Signals, Des # 0801076 SR 26 & 16 th / Main and SR 25 & Old US 231/Carter Lumber Signal Upgrade/Replacement	PE RW CN	Mutiple	320,000	80,000	400,000	2010

Table 3. Funded Indiana Department of Transportation Projects (continued)

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
41. Wabash Heritage Trail Des # 0810383 3.1 miles in Prophetstown Park New Trail Construction	PE RW CN	Enhancement	966,814	241,704	1,208,518	2012
42. NS Railroad Xing, Des # 1005360 At CR 1000E Railroad Protection	PE RW CN	STP STP	16,000 224,000	4,000 56,000	20,000 280,000	2011 2011
43. Various Locations Des # 1005675 Removal of invasive species	CN	ARRA	200,000	0	200,000	2010/2011
44. Various Locations Des # 1005729 Plant Revegetation	CN	ARRA	200,000	0	200,000	2010/2011
TOTAL			157,958,820	38,229,611	193,125,050	

Note 1: includes 9608220

Note 2: includes 9900831, 9900832, 9900833, 000083A, 0300431 and 0600629

TIP Amendment # 10
June 2, 2010

Requested by INDOT

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

June 2, 2010
Ref. No.: 2010-163

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

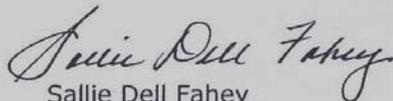
Dear Ms. Schwering:

By this letter, I am administratively modifying the FY 2010-2014 TIP per request of INDOT's Central Office. This amendment changes the type of federal funds that will be used for the US 231 project, des number 0900098, from Stimulus ARRA funds to STP funds.

The request meets our administrative modification criteria: 1) this project is an INDOT project using dedicated Federal Funds (STP funds), and 2) the established TIP approval process will delay the letting date.

The TIP document will be updated and then placed on the APC web page: www.tippecanoe.in.gov/APC. We will notify you when this occurs. Please call if you have any question or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

cc Jeanette Wilson, Local Enhancement Coordinator
Mark Albers, Planning Director
Larry Heil, FHWA